

Appendix H:
Environmental Justice



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENT & PLANNING
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-5376

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

January 16, 2024

Ms. Cynthia Howard
Title VI Program Director
Tennessee Department of Transportation
505 Deaderick Street
Nashville, TN 37243-034

Subject: State Route 162 Extension (Pellissippi Parkway), From State Route 33 to State Route 73 (U.S. 321), Blount County, Tennessee, PIN 101423.00

Dear Ms. Howard:

Attached for your review is the Environmental Justice (EJ) analysis that has been completed for the above-referenced project. The Draft Environmental Impact Statement (DEIS) was approved by the Federal Highway Administration (FHWA) April 14, 2010, a reevaluation of the DEIS was approved by FHWA July 17, 2014, the Final Environmental Impact Statement (FEIS) was approved by FHWA September 10, 2015, and the Record of Decision (ROD) was approved by FHWA August 31, 2017. As part of the EIS, potential impacts to EJ communities were considered. At that time, the EIS concluded that the proposed project would not disproportionately impact minority or low-income populations.

Since Right-of-Way Field Review Plans have been released, a reevaluation of the FEIS and ROD is currently underway. This document summarizes past analyses and considerations with respect to EJ populations within and near the proposed project area. This document also includes the updated EJ analysis completed for the reevaluation of the FEIS and ROD based on updated data available from the U.S. Census Bureau to explore if additional steps may be necessary to identify and address EJ concerns within the proposed project area.

In summary, based on the EJ analysis completed for the reevaluation of the FEIS and ROD, minority and low-income persons are present within the project area. While there would be adverse impacts from the proposed project, including impacts from construction, noise,

relocations, and other minor environmental impacts, with mitigation there would not be a disproportionately high or adverse effect to EJ populations or communities when compared to the impacts borne by all populations within the project area. In addition, both EJ and non-EJ populations would receive the benefits resulting from the proposed project, which includes improved traffic operations and roadway safety and construction of a multi-use greenway along the proposed extension of State Route 162 (Pellissippi Parkway).

If you have any questions or comments regarding this matter, please feel free to contact me by telephone at 615-253-5163 or Erick.Hunt-Hawkins@tn.gov.

Sincerely,

Erick Hunt-Hawkins
NEPA Team Lead,
TDOT Environmental Division, Quality and NEPA Section
Enclosures

Environmental Justice Analysis

State Route 162 (Pellissippi Parkway Extension)

from State Route 33 (Old Knoxville Highway)
to US 321/State Route 73/Lamar Alexander Parkway

Blount County, Tennessee

January 2024



Overview

The Federal Highway Administration (FHWA) and the Tennessee Department of Transportation (TDOT) are preparing a National Environmental Policy Act (NEPA) Right-of-Way (ROW) Reevaluation of the environmental, social, and economic effects in accordance with 23 Code of Federal Regulations (CFR) 771.129. An Environmental Impact Statement (EIS) was previously prepared for the proposed project, the extension of State Route (SR) 162 (Pellissippi Parkway) as a four-lane divided highway from SR-33 (Old Knoxville Highway) to U.S. 321/SR-73/Lamar Alexander Parkway in Blount County, Tennessee (**Figure 1**). 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 Final Environmental Impact Statement (FEIS) was approved by FHWA September 10, 2015, and the Record of Decision (ROD) was approved by FHWA August 31, 2017. A ROW Reevaluation is currently being prepared based on ROW Field Review Plans dated September 9, 2022.

The proposed extension of SR-162 (Pellissippi Parkway) from SR-33 to U.S. 321 (SR-73) would involve construction of a new roadway to improve connectivity between the cities of Alcoa and Maryville, and within Blount County, TN. The existing roadway network in Blount County is radial and lacks a northwest-to-east connector. The project as proposed would fill a need in the existing network and enhance mobility within Blount County and for commuters to the nearby employment hub in Knox County. The updated traffic and safety analyses performed for this ROW Reevaluation show that the extension of SR-162 (Pellissippi Parkway) as a 4-lane divided highway would increase roadway capacity in the area and reduce traffic on other local area roads. The new roadway would be designed to interstate standards. Tennessee roads that are functionally classified as freeways, also referred to as interstate highways, have statewide average crash rates lower than all other roadway types, including those within the project study area, according to TDOT historic crash data from Strategic Transportation Investment Division (STID). The lower crash rate seen on freeways is mainly due to their design features. The construction of the Pellissippi Parkway Extension would therefore increase safety conditions by shifting traffic to this interstate-style roadway. Multimodal and pedestrian accommodations would be incorporated into the design through the construction of a public-access greenway adjacent to the new roadway. The greenway was designed in consultation with local officials and would enhance the connectivity of the greenway system throughout Blount County.

Previous environmental documents concluded that the overall project would not have a disproportionately high and adverse effect on minority or low-income populations in the project area. Since the original Environmental Justice (EJ) analyses were completed, updates to the U.S. Census Bureau's American Community Survey (ACS) have been released and clearer guidance on how the presence of EJ populations are determined has been developed.

In compliance with Executive Order 12898 (EO 12898), *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* (1994), and procedures established by the US Department of Transportation (USDOT) and the FHWA, this analysis provides an update of the previous assessments of the project's potential to have a disproportionately high and adverse effect on EJ populations. Throughout this document, the terms "EJ population" and "EJ community" are used interchangeably to refer to concentrations of minority and/or low-income individuals.

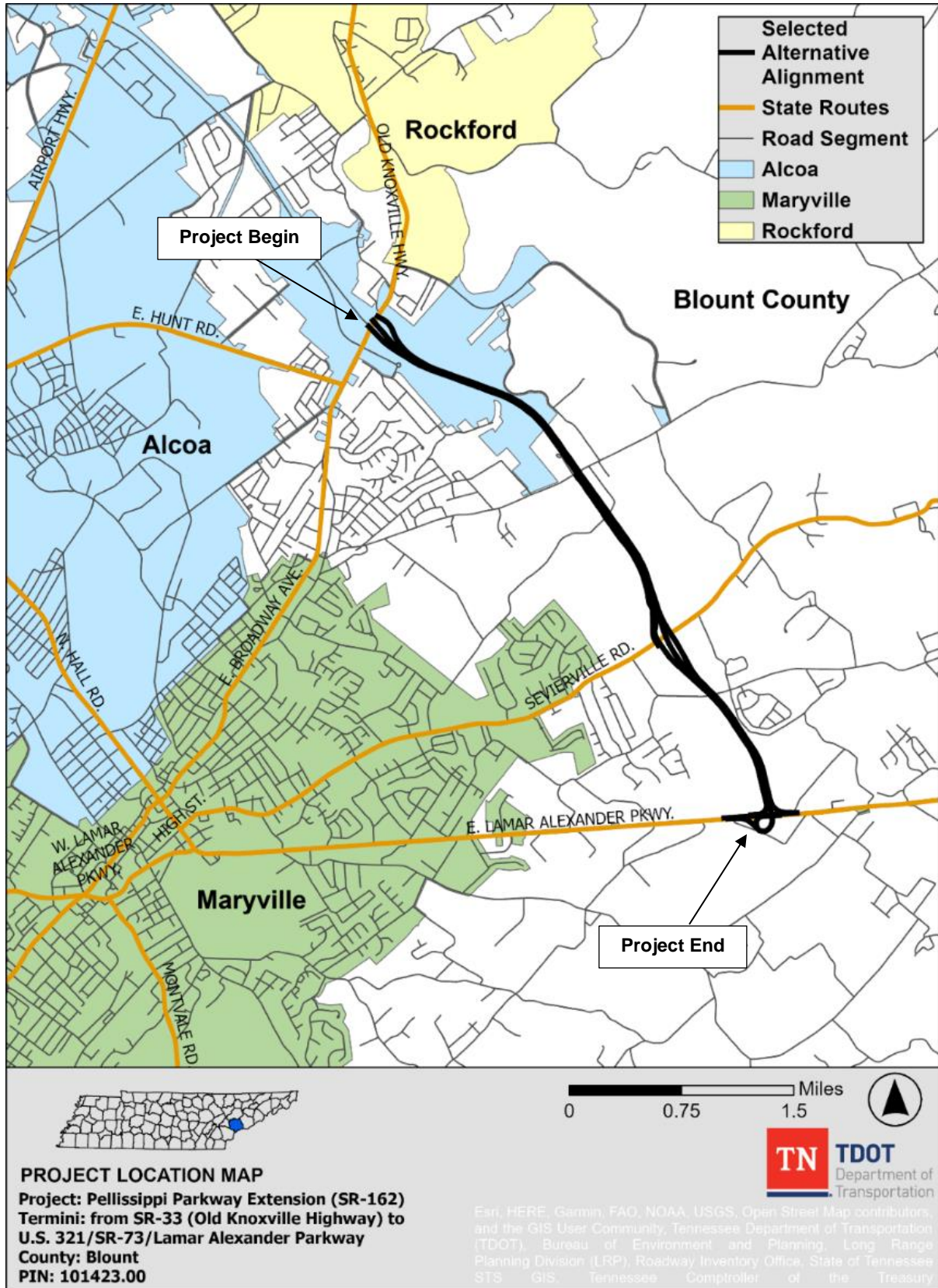
The results of the previous assessments are summarized in the following section.

Summary of Previous EJ Analyses

DEIS (2010)

The 2010 DEIS considered potential project impacts related to the construction of the No-Build and Build Alternatives including the Preferred Alternative (A) and Alternatives C and D (**Appendix A, Figure A1**). Census data (2000) and visual inspections were used to evaluate the presence of EJ communities within proposed project areas. As reported in the 2010 DEIS, the 2000 population of Blount County was six percent minority (vs. 22 percent minority in Tennessee), and potentially affected block groups contained lower percentages of minority individuals than at the county level. At that time, Blount County had a lower poverty rate than Tennessee (9.7 percent vs. 13.1 percent), but Census Tract (CT) 109, Block Group (BG) 5 reported higher levels of poverty than the county by more than four percentage points (approximately 14 percent poverty in CT 109, BG 5). Although Census data did not indicate concentrations of minority individuals or high levels of poverty, visual inspection identified the 130 mobile homes in Kensington Place mobile home community (Kensington Place), located near the southern terminus of the proposed project, as a community of low-income and minority individuals.

Figure 1 Project Location



The 2010 DEIS concluded that while acquisition of right-of-way (and subsequent noise increases and visual effects) would be within 100 to 150 feet of several homes in the mobile home community, the safety and mobility improvements that would result from the construction of the proposed project would directly benefit local residents who use the roadways in the area. The 2010 DEIS also stated that while the proposed project may result in relocations of minorities and low-income individuals in the project area, residential relocations would be conducted in accordance with the *Tennessee Uniform Relocation Assistance Policies Act of 1972 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*. No additional mitigation efforts were identified; however, TDOT gauged public opinion and gathered additional input through public workshops held at Eagleton Elementary School and Heritage High School, which are proximal to the proposed project. Additional information on the public engagement process is provided in the 2010 DEIS.¹

Following approval of the 2010 DEIS, copies of the announcement of DEIS availability and public hearing were hand-delivered to the manager of Kensington Place for distribution to residents.

DEIS Reevaluation (2014)

Due to project revisions, the 2010 DEIS underwent a reevaluation in 2014. An updated EJ analysis was prepared for the 2014 DEIS Reevaluation utilizing 2010 Census data for the analysis of minority populations and the 2012 ACS data for the analysis of low-income populations². Two new alternatives for Preferred Alternative (A), including a shift of the originally proposed alignment for Alternative A to the west (West Shift) and one to the east (East Shift) were evaluated (**Appendix A, Figure A2**), in addition to the No-Build Alternative and Alternatives C and D (**Appendix A, Figure A1**), which were included in the 2010 DEIS. Kensington Place was reconfirmed as an EJ community due to a concentration of low-income and minority individuals that would be impacted by the proposed project.

At the time of the 2014 DEIS Reevaluation, Kensington Place contained more than 115 mobile homes (more than 70 percent occupancy of 163 total spaces as of May 2014). Data reviewed in 2014 suggested that CT 110.01, BG 1 had 27.7 percent of the population living below the poverty level, which was more than 10 percentage points higher than Blount County and other block groups in CT 110.01. Kensington Place (located within CT 110.01, BG 1) was approximately 20 percent Hispanic with a total minority population of over 23 percent, which was more than 10 percentage points higher than the minority population in Blount County and

¹ 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](https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/PPE_DEIS_04-15-10%20(1).pdf). Accessed May 26, 2023.

² The 2014 EJ technical memorandum prepared as part of 2014 DEIS Reevaluation and utilized for the FEIS is included in Attachment E of the FEIS.

all block groups within the proposed project area. In the 2010 Census data, two block groups in the impacted area (CT 110.01, BG 1 [contains Kensington Place] and CT 109, BG 3) reported approximately 10 percent or more of the population that spoke Spanish or Spanish Creole as their primary language (9.7 percent and 12.5 percent, respectively). Potential impacts on the EJ community in Kensington Place included land acquisition for right-of-way, and in some cases relocation of households; change in view from natural vegetation to roadway; transportation facility development; and noise increases.

Preferred Alternative (A) (without the west or east alignment shift; see Appendix A, Figure A2) would acquire 1.5 acres from the northeast edge of Kensington Place and include the construction of a transportation facility in the northwest portion of the community, acquisition of right-of-way within 80 feet of the closest mobile home, and noise impacts to 29 residences. Within Kensington Place, the West Shift would require the acquisition of 4.8 acres of land, relocation of six mobile homes, result in closer proximity of the new transportation facility to Kensington Place community, acquisition of right-of-way within 10 to 50 feet of several mobile homes, and noise impacts to 50 residences. The East Shift would not require any right-of-way from Kensington Place but would result in noise impacts to 28 residences. Proposed mitigation efforts include the construction of a noise barrier, which was determined to be feasible and reasonable, for the West Shift, which would reduce noise impacts to residences (from 50 to 20 residences for the West Shift). It was determined a noise barrier would not be feasible or reasonable for the East Shift. In addition, two residences would approach or exceed the Noise Abatement Criteria (NAC) if either the East or West Shift were constructed, though these residences are not within the boundaries of Kensington Place.

The 2014 DEIS Reevaluation added the following environmental commitment specific to Kensington Place: “TDOT will build a noise barrier for the Kensington Place mobile home community to mitigate the predicted noise impacts. TDOT also will seek input from community residents regarding the landscaping and color/pattern of the barrier in order to minimize possible visual impacts to the community as a result of the barrier and the new roadway.”

TDOT held a briefing in May 2013 (attended by at least 136 individuals), with announcements and materials in English and Spanish, and provided a Spanish interpreter at the meeting. Materials in English and Spanish were also mailed to residents of Kensington Place. The 2014 DEIS Reevaluation concluded that the project would have no disproportionately high and adverse effects to minority and low-income populations compared with the rest of the corridor, reconfirming the EJ determination in the approved 2010 DEIS. Additional information on public engagement and meetings as part of the reevaluation process is provided in the 2014 DEIS Reevaluation.³

³ Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Draft Environmental Impact Statement Reevaluation.

FEIS (2015)

The FEIS focused on the Preferred Alternative (West Shift of A) and Alternative A (the 2012 Preferred Alternative) (**Appendix A, Figure A3**). The updated EJ information from the 2014 EJ analysis was incorporated, with minor corrections (dated March 3, 2015), into the 2015 FEIS, documenting that Kensington Place was still an EJ community. CT 110.01, BG 1 had poverty levels 10 percentage points higher than the county. Of the more than 15,000 people living in the proposed project area, 95 percent of the population was white. CT 110.01, BG 1 had the highest percentage of Hispanic individuals in the impact area (5.9 percent) while CT 103, BG 3 and CT 110.01, BG 2 had the highest overall minority populations (9.2 percent and 10 percent, respectively). In CT 110.01, the median household income was approximately 25 percent lower than the county average (**Appendix B, Table B2**), with more than 27 percent of CT 110.01, BG 1 living below the poverty threshold.

As documented in the May 2014 Conceptual Stage Relocation Plan (CSR)⁴ and discussed in the FEIS, the Preferred Alternative (West Shift of A) would relocate 11 residences, 6 of which were located in Kensington Place. While the relocated mobile homes accounted for only four percent of the total Kensington Place, the proposed project would also result in visual and noise impacts for the rest of the neighborhood and might physically separate some communities. The 2015 FEIS determined that the project would not have disproportionately high and adverse effects to minority and low-income populations compared with the rest of the corridor. Additional information on public engagement and the 2014 EJ analysis, with minor changes is available in the 2015 FEIS.⁵

ROD (2017)

The ROD, approved by FHWA August 31, 2017, documented FHWA's approval of the Preferred Alternative identified in the FEIS (**Appendix A, Figure A3**) as the Selected Alternative. The 2017 ROD included the environmental commitments listed below to minimize impacts to Kensington Place. Based on those commitments, it was determined that the Selected Alternative would not result in a disproportionately high and adverse effect on minority or low-

<https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/PPE-ApprovedReevaluationofDEIS-071814.pdf>. Accessed May 26, 2023.

⁴ The May 2014 Conceptual Stage Relocation Plan is included in Attachment D of the approved FEIS.

⁵ 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](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 26, 2023.

income populations. More information on the EJ analysis and public engagement conducted during the EIS process is available in the 2017 ROD.⁶

- **“Environmental Justice** – TDOT will build a noise barrier for the Kensington Place mobile home community to mitigate the predicted noise impacts, provided that the majority of benefited residents and property owner(s) give their approval. TDOT will conclude that a community desires the construction of a noise barrier unless a majority (at least 51 percent) of the benefited property owners and residents indicate that they do not want the proposed noise barrier. TDOT will seek input from community residents regarding the landscaping and color/pattern of the barrier in order to minimize possible visual impacts to the community as a result of the barrier and the new roadway.”
- **“Noise** – To minimize adverse impacts to Area 4 (Kensington Place mobile home community), TDOT will build a noise barrier for the community. TDOT will conclude that a community desires the construction of a noise barrier unless a majority (at least 51 percent) of the benefited property owners and residents indicate that they do not want the proposed noise barrier.”

Table 1 provides a summary of identified impacts to EJ communities and related mitigation measures throughout project history.

Updates to Methodology and Changes to Census Boundaries Since Approval of the ROD

As mentioned previously, EJ information in the 2014 DEIS Reevaluation, 2015 FEIS and 2017 ROD was based on the 2014 EJ Technical Memorandum and the 2014 EJ Technical Memorandum with minor corrections dated March 3, 2015, both of which utilized the 2010 Census Population data for the analysis of minority populations and 2012 ACS data for the analysis of low-income populations. A visual inspection of the project area was also conducted as part of the analysis. The 2012 ACS data was used for the analysis of low-income populations since the 2010 Census of Population did not include data for poverty at the block group level.

At the time of the 2014 DEIS Reevaluation, TDOT had not yet established threshold indicators to identify and report minority and low-income populations (EJ populations). Since that time, TDOT has developed two threshold indicators to identify and report EJ populations:

- Percent of the block group population that is minority and/or low-income exceeds the overall county population percentage by 10 percentage points or more, and/or
- Minority and/or low-income individuals within a block group account for more than 50 percent of the overall block group population.

⁶ 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 26, 2023.

Since the 2014 EJ analysis, the boundaries for CT 109 have changed as it is now comprised of three block groups instead of four. Former CT 109, BG 1 and CT 109, BG 2 are now CT 109, BG 1. Former CT 109, BG 3 is now CT 109, BG1 and former CT 109, BG 4 is now CT 109, BG 2. These changes are summarized in

Table 2.

No other changes in census tract and block group geometry were observed between the 2012 ACS and the 2017-2021 ACS 5-Year Estimates data.

Table 1 Summary of Impacts on Kensington Place (EJ) and Mitigation, 2010 DEIS through 2017 ROD

Document	Approval	Preferred Alternative	Impacts	Mitigation
DEIS	April 2010	A	<ul style="list-style-type: none"> • Noise impacts (due to ROW within 100-150 ft of several homes) • Visual impacts 	<ul style="list-style-type: none"> • N/A (adverse impacts do not disproportionately affect Kensington Place)
DEIS Reevaluation	July 2014	A, A with East Shift or West Shift	<ul style="list-style-type: none"> • ROW acquisition <ul style="list-style-type: none"> ○ 1.5 acres (A) ○ 0.0 acres (East Shift) ○ 4.8 acres (West Shift) • Relocations <ul style="list-style-type: none"> ○ 0 (A) ○ 0 (East Shift) ○ 6 Residential (West Shift) • New transportation facility (A, West Shift only) • Visual impacts (A, West Shift, minimal impacts for East Shift) • Noise impacts, if no barrier constructed <ul style="list-style-type: none"> ○ 29 homes (A) ○ 28 homes (East Shift) ○ 50 homes (West Shift) 	<ul style="list-style-type: none"> • Construction of noise barriers for West Shift (not feasible or reasonable for East Shift) <ul style="list-style-type: none"> ○ Noise barrier construction reduces noise impacts to 20 homes in West Shift Alternative • Community involvement in landscaping and noise barrier color/pattern
FEIS	September 2015	A with West Shift	<ul style="list-style-type: none"> • Noise impacts, if no barrier constructed <ul style="list-style-type: none"> ○ 48 homes • All other impacts remain the same as those outlined in the DEIS Reevaluation 	<ul style="list-style-type: none"> • Construction of noise barrier for Kensington Place, provided a majority of benefited residents and property owner(s) give approval • Displaced residents may have the option to relocate within Kensington Place to vacant lots
ROD	August 2017	A with West Shift (Selected Alternative)	<ul style="list-style-type: none"> • 47 percent of all homes impacted by noise are within Kensington Place 	<ul style="list-style-type: none"> • Mitigation efforts remain the same as those outlined in the FEIS

Table 2 Changes to Census Tract and Block Group Geography

Name Used in This Document	2017-2021 ACS 5-Year Estimates Designation	2012 ACS (2010 Census) Designation
CT 109, BG 1	CT 109, BG 1	CT 109, BG 3
CT 109, BG 2	CT 109, BG 2	CT 109, BG 4
CT 109, BG 3	CT 109, BG 3	CT 109, BG 1 and CT 109, BG 2

EJ Analysis for Reevaluation of the FEIS and ROD

This updated EJ analysis is based on the 2022 ROW Field Review Plans and uses TDOT's threshold indicators to identify EJ populations. Data from the 2017-2021 ACS 5-Year Estimates (**Appendices C and D**) were used to determine the presence of EJ populations within the project area. TDOT also conducted a site visit to Kensington Place and several locations throughout CT 109, BG 3 and CT 110.02, BG 2 on July 12, 2023, to verify census data findings and identify any other potential issues related to EJ populations.

Percent of Minority Populations by Block Group

According to the 2017-2021 ACS 5-Year Estimates, minority populations comprise 9.8 percent of the population of Blount County. Minority populations within the project area range from 1.3 percent (CT 110.02, BG 2) to 21.3 percent (CT 109, BG 3) of the population. **Table 3** presents the minority population data. The percentage minority by census block group is shown on **Figure 2**.

Based on the 2017-2021 ACS 5-Year Estimates, one census block group (CT 109, BG 3) has a minority population that exceeds the county average by 10 percentage points or more. None of the census block groups have a minority population that is 50 percent or more of the overall population of the block group. Block groups that satisfy one or more of these criteria are considered EJ populations.

In comparison to the 2014 EJ analysis, all of the block groups, and Blount County in general, have seen increases in the percentage of minority populations ranging from 0.2 percent (CT 109, BG 2) to 15.1 percent (CT 109, BG 3) (**Table 4**).

Percent of Low-Income Populations by Block Group

According to the 2017-2021 ACS 5-Year Estimates, Blount County's low-income population comprises 9.5 percent of the total population. Within the project area, low-income populations range from 2.1 percent (CT 110.02, BG 1) to 26.1 percent (CT 110.02, BG 2). **Table 3** presents the low-income population data. The percentage low-income by census block group is shown on **3**.

Based on the 2017-2021 ACS 5-Year Estimates, one census block group (110.02, BG 2) has a low-income population that exceeds the county average by 10 percentage points or more. None of the census block groups have a low-income population that is 50 percent or more of the overall population of the block group. Block groups that satisfy one or more of these criteria are considered EJ populations.

In comparison to the 2014 EJ analysis, most block groups have seen decreases in the percentage of low-income individuals, except for CT 110.02, BG 2, which has seen an approximately 17 percent increase in the percentage of individuals living below the poverty threshold (**Table 4**).

Table 3 Minority and Low-Income Population and EJ Determination

Minority Populations									
Census Tract (CT) Block Group (BG)	CT 109 BG 1	CT 109 BG 2	CT 109 BG 3	CT 110.01 BG 1	CT 110.01 BG 2	CT 110.01 BG 3	CT 110.02 BG 1	CT 110.02 BG 2	Blount County
Total Population	1801	1478	2721	1686	2096	1689	1642	1496	134,042
Total Minority Population	336	84	579	236	249	219	66	20	13090
% Minority/Non-White	18.7%	5.7%	21.3%	14.0%	11.9%	13.0%	4.0%	1.3%	9.8%
Exceeds County % by 10 Percentage Points or More	No	No	Yes	No	No	No	No	No	N/A
Exceeds 50% of Block Group Population	No	No	No	No	No	No	No	No	N/A
Meet EJ Criteria?	No	No	Yes	No	No	No	No	No	N/A
Low-Income Populations									
Census Tract (CT) Block Group (BG)	CT 109 BG 1	CT 109 BG 2	CT 109 BG 3	CT 110.01 BG 1	CT 110.01 BG 2	CT 110.01 BG 3	CT 110.02 BG 1	CT 110.02 BG 2	Blount County
Total Population	1801	1478	2707	1686	1992	1625	1642	1496	131,991
Total Low-Income Population	66	63	415	77	86	81	34	390	12526
% Low-Income/Below Poverty Line	3.7%	4.3%	15.3%	4.6%	4.3%	5.0%	2.1%	26.1%	9.5%
Exceeds County % by 10 Percentage Points or More	No	No	No	No	No	No	No	Yes	N/A
Exceeds 50% of Block Group Population	No	No	No	No	No	No	No	No	N/A
Meet EJ Criteria?	No	No	No	No	No	No	No	Yes	N/A

N/A = Not Applicable

Source: U.S. Census Bureau, 2017-2021 American Community Survey (ACS) 5-Year Estimates. ACS data was accessed and reviewed on March 31, 2023 and April 14, 2023 via the U.S. Census Bureau website (<https://data.census.gov/>).

Figure 2 Percent Minority in Impacted Block Groups

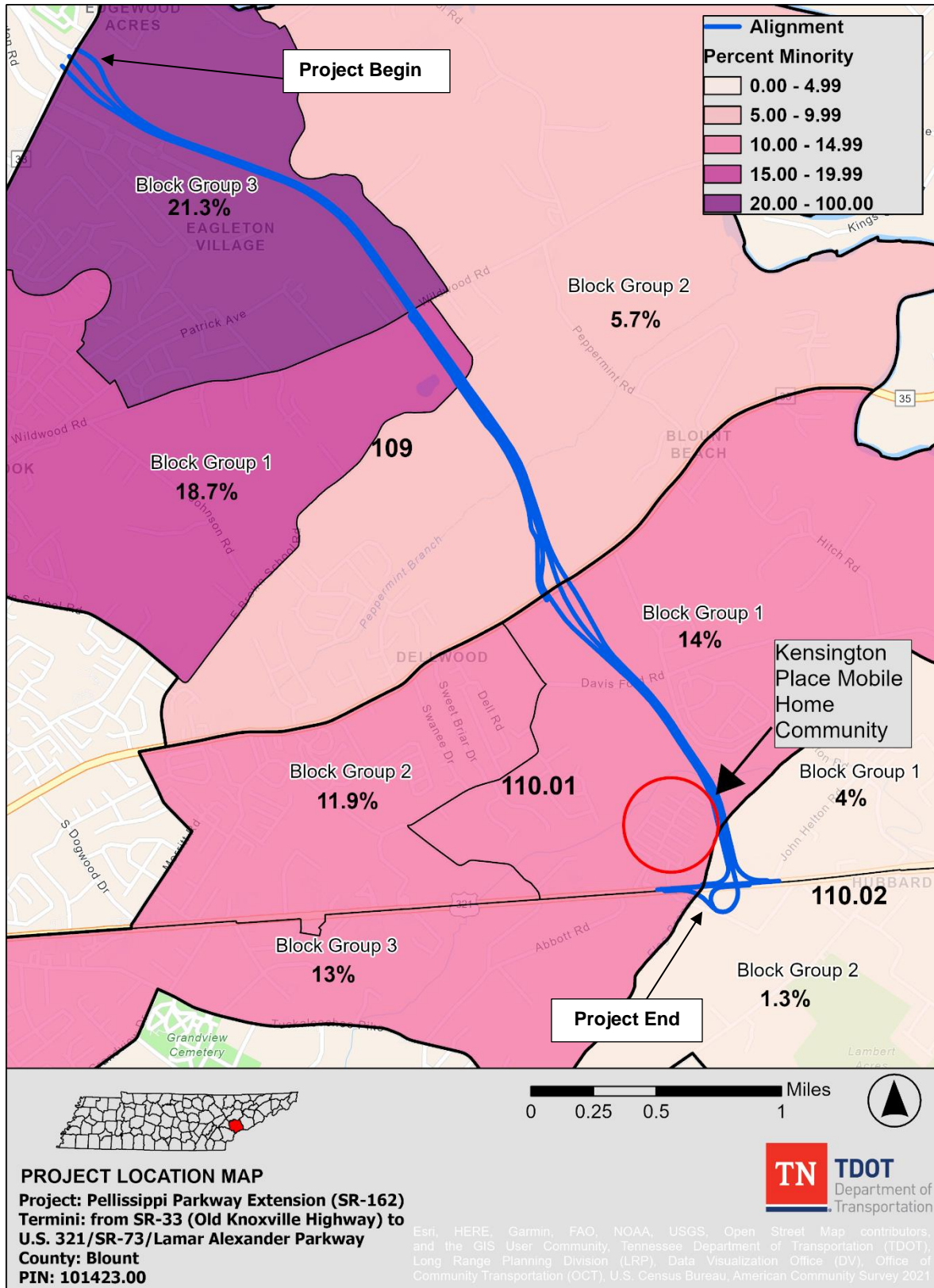


Table 4 EJ Population Comparison Between FEIS and ROW Reevaluation

	Percent Minority			Percent Low-income		
	ROW Reevaluation ³	FEIS ¹ (2015)	2021-2015	ROW Reevaluation ³	FEIS ^{1,2*} (2015)	2021-2015
Blount County	9.8	7.9	+1.9	9.5	11.7	-2.2
CT 109	16.7	6.9	+9.8	9.1	5.4	+3.7
CT 109, BG 1	18.7	9.2	+9.5	3.7	8.6	-4.9
CT 109, BG 2	5.7	5.5	+0.2	4.3	3.8	+0.5
CT 109, BG 3	21.3	6.2**	+15.1	15.3	9.7**	+5.6
CT 110.01	11.3	7.1	+4.2	7.8	15.7	-7.9
CT 110.01, BG 1	14.0	8.2	+5.8	4.6	27.7	-23.1
CT 110.01, BG 2	11.9	10.0	+1.9	4.3	16.5	-12.2
CT 110.01, BG 3	13.0	4.2	+8.8	5.0	14.8	-9.8
CT 110.02	3.2	3.5	-0.3	10.0	4.7	+5.3
CT 110.02, BG 1	4.0	3.5	+0.5	2.1	1.6	+0.5
CT 110.02, BG 2	1.3	3.4	-2.1	26.1	8.6	+17.5

¹Source: U.S. Census, 2010

²Source: U.S. Census, 2012

³Source: American Community Survey (ACS) 2021 (5 yr. Census Data) [see Tables C1 and D1 in the Appendix for full dataset]

⁴CT-level data from U.S. Census, 2010. BG-level data from ACS (Census 2012)

**Average of 2010 CT 109, BG 1 and 2010 CT 109, BG 2 which are geographically the same as 2021 CT 109, BG 3 [see Table 2]

Kensington Place Mobile Home Community

In the 2014 DEIS Reevaluation, 2015 FEIS, and 2017 ROD, Kensington Place, located within CT 110.01, BG 1, was identified as an EJ community due to a high concentration of minority and low-income individuals. To date, noise wall commitments have been considered sufficient to prevent disproportionately high and adverse effects to the EJ community in Kensington Place.

Visual inspection of Kensington Place and portions of CT 109, BG 3 and CT 110.02, BG 2 on July 12, 2023 provided concurrence that EJ populations are located in these areas. No additional concentrations of potential EJ populations were identified as part of the site visit.

An updated CSRP (dated February 3, 2023) based on 2022 ROW Field Review Plans shows a decrease in the anticipated number of mobile home relocations within Kensington Place from six to four under the current alignment. The 2023 CSRP states that all four mobile homes are in poor condition. The anticipated mobile home relocations in Kensington Place are in the eastern portion of the community along Hepatica Drive (**Figure 4**). It is possible that families relocated from Kensington Place may need to relocate to single-family homes in the area due to a lack of rental mobile homes and only three mobile homes available for sale in Blount County. However, during a site visit conducted by TDOT on July 12, 2023, earthmoving activities were observed within Kensington Place mobile home community that seemed to be focused on installing water and septic within the community along Teaberry Drive. These activities indicate that there may be increased availability of mobile homes within the community in the future.

The updated CSRP identifies a total of 22 potential relocations, including the four mobile home relocations within Kensington Place, one business, and 17 single-family homes (**Table 5**). Of the 22 total potential relocations, 12 are located within CT 110.01, BG 1, which contains Kensington Place. CT 109, BG 3 and CT 110.02, BG 2 were both identified as meeting EJ criteria based on the 2021 ACS 5-Year Estimates Census data, but do not have

disproportionately more relocations compared to other block groups. Loss of access is indicated for 12 parcels. While several of these parcels are located within CT 110.01, BG 1 or adjacent to Kensington Place, loss of access is not currently anticipated for homes within the mobile home community. Loss of access is anticipated for one parcel in CT 109, BG 3, which updated census data has shown meets EJ criteria. Refer to **Appendix E** for a copy of the 2023 CSRP.

Table 5 Potential Relocations by Block Group

Potential Relocations	
Block Group	Total Relocations
CT 109, BG 1	2
CT 109, BG 2	0
CT 109, BG 3 (EJ)	1
CT 110.01, BG 1	12*
CT 110.01, BG 2	4
CT 110.01, BG 3	1**
CT 110.02, BG 1	2
CT 110.02, BG 2 (EJ)	0

*Contains four mobile home relocations within Kensington Place

**This is a business relocation

Figure 3 Percent Low-Income in Impacted Block Groups

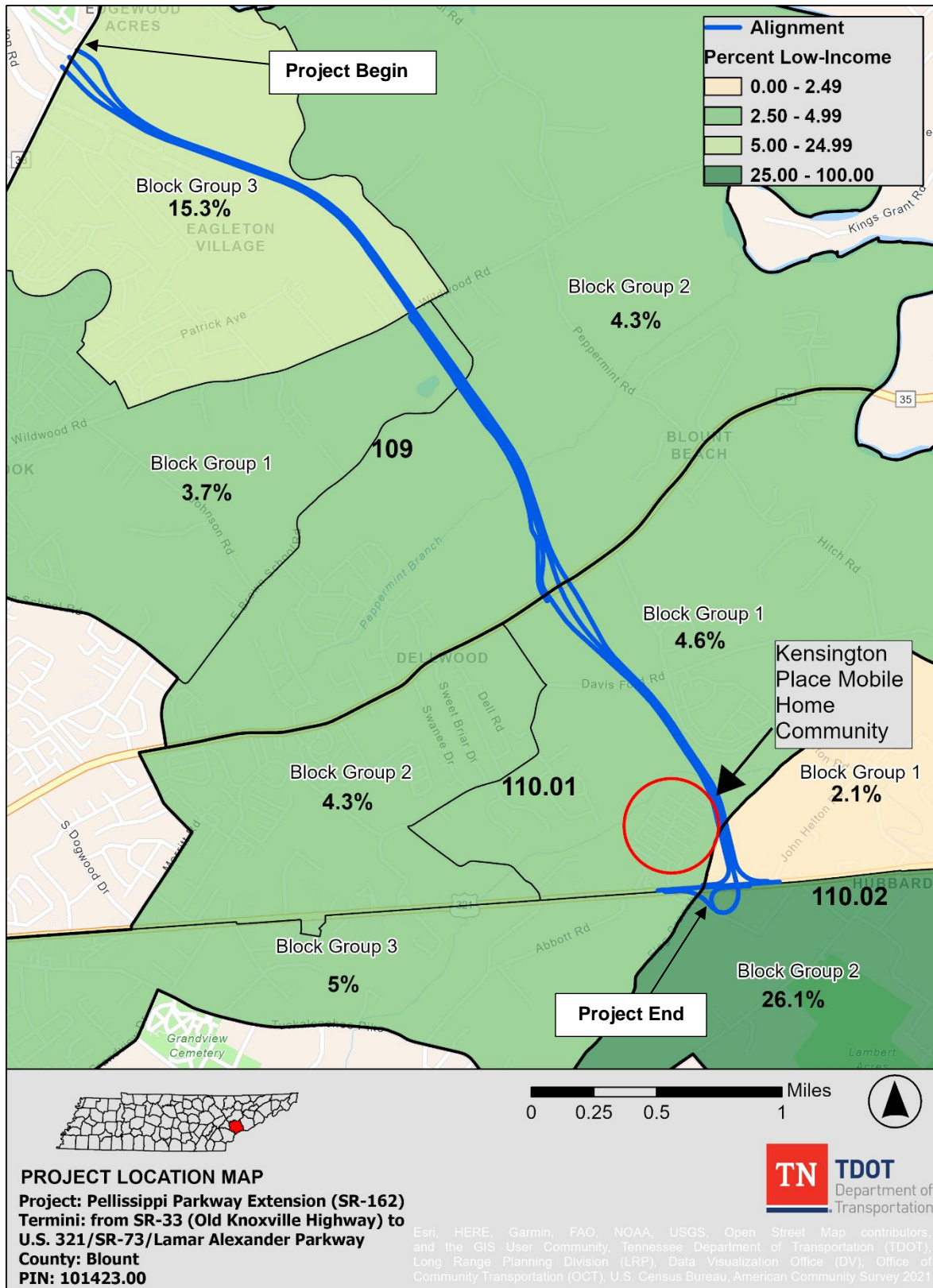
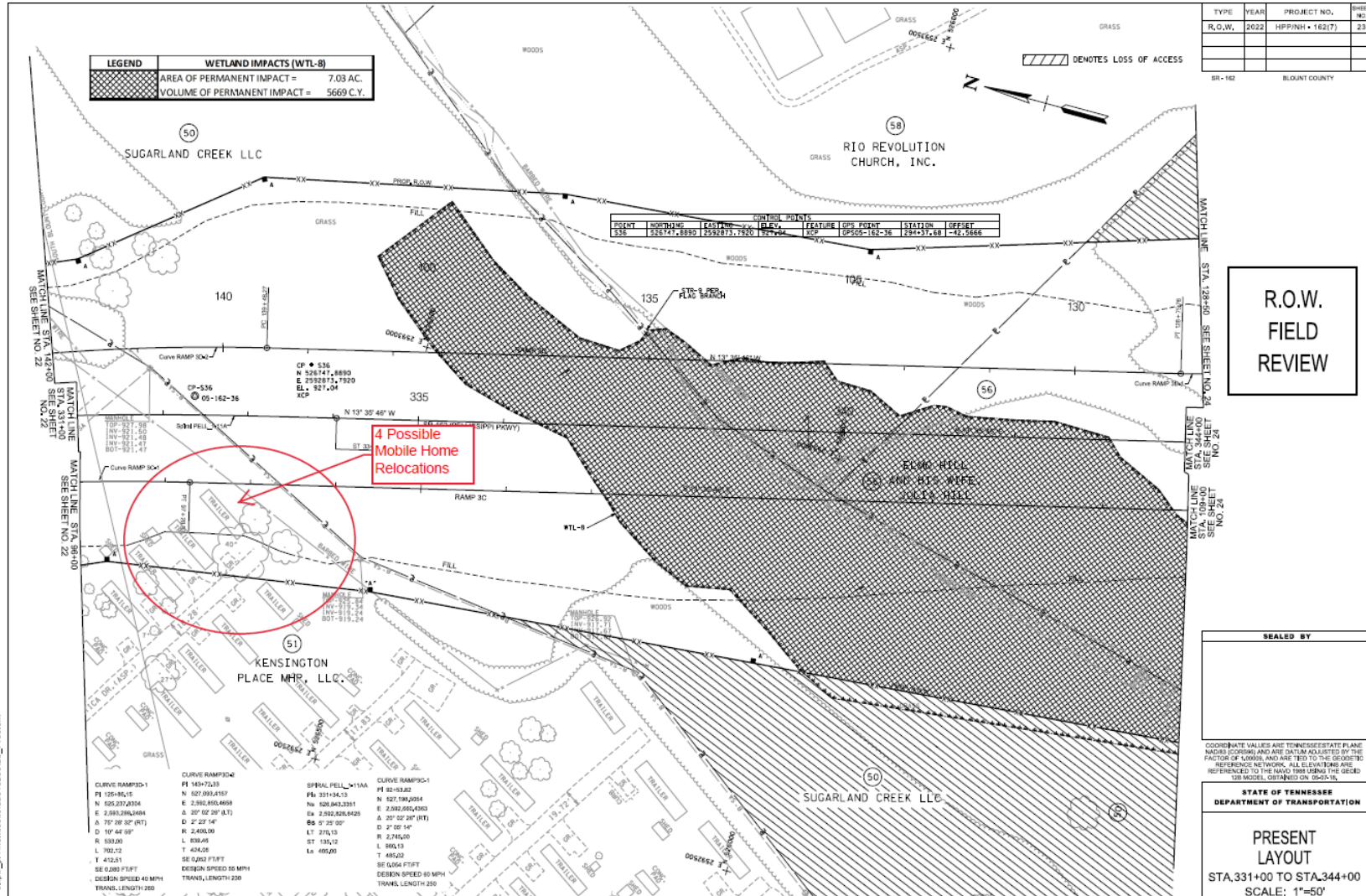


Figure 4 Anticipated Relocations within Kensington Place



Source: ROW Field Review Plans (September 9, 2022) and the Conceptual Stage Relocation Plan (February 3, 2023).

EJ Determination

Based on data reviewed as part of the current ROW Reevaluation of the 2015 FEIS and 2017 ROD, two block groups meet the criteria for EJ populations. CT 109, BG 3 has a minority population that exceeds the county average by 10 percentage points or more and CT 110.02, BG 2 has a low-income population that exceeds the county average by 10 percentage points or more. Kensington Place has also been identified as an EJ community due to a concentration of minority and/or low-income individuals, although it is not located within a block group that meets the criteria for designation as an EJ population. Kensington Place was previously identified as an EJ community, but the two block groups identified as EJ populations in the current analysis were not previously reported as EJ populations.

Project history and current data indicate that the proposed project would result in adverse impacts to the low-income and minority residents in Kensington Place. Residents of Kensington Place would experience adverse impacts due to increased noise, changes in views, and relocations. TDOT intends to carry forward the previous commitments to mitigate these impacts. Additionally, preliminary review suggests that there are not disproportionate impacts to these groups in terms of relocations, loss of access, or other impacts resulting from the Selected Alternative. Potential relocations and loss of access are indicated for 22 properties and 12 parcels, respectively. Of the 22 potential relocations, five relocations (less than 25 percent of total relocations) are in EJ communities or populations. Currently, loss of access is not anticipated in any of the identified EJ communities or populations.

The updated Noise Technical Report from December 2023 assessed noise impacts and noise abatement in accordance with TDOT's noise policy and the FHWA noise regulation, *Procedures for Abatement of Highway Traffic and Construction Noise*, 23 CFR 772. As part of this study, noise measurements were made at several locations within Kensington Place mobile home community. Noise abatement analysis determined that construction of a noise barrier is reasonable and feasible for impacted receptors near Kensington Place mobile home community and would likely be included in project design. Final determination to include the noise barrier at this location would depend on opinions of benefited homeowners and residents, as well as continued evaluation of feasibility and reasonableness during design and construction. A full description of the noise study, including noise abatement analysis and measurement locations around Kensington Place mobile home community is available in the Noise Technical Report and summarized in the TDOT Air Quality and Noise Section Environmental Studies Request response dated 12/15/2023. These documents are included in Appendix J of this Reevaluation.

As part of the 2024 Reevaluation, potential impacts from the proposed project have been evaluated. The effects are summarized in **Table 6**. While the overall project would result in some adverse impacts based on acquisition of right-of-way, increased noise, changes in views, and relocations, it is concluded that, with mitigation, this project would not have disproportionately high and adverse effects to the EJ populations or the Kensington Place mobile home community when compared to the general population. Further, the improvements associated with the project will be shared amongst all populations. TDOT will comply with Title VI to ensure "No person in the United States shall, on the basis of race, color, or national origin,

be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance”.

Table 6 Effects Matrix for the Proposed Project

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
Air, Noise, And Water Pollution and Soil Contamination			
Air Quality	No benefits identified	Aside from temporary construction-related impacts on air quality, this project is not expected to result in significant PM2.5, MSAT, or greenhouse gas emissions concerns.	The benefits arising from the construction of the extension of Pellissippi Parkway, including increased connectivity within Blount County and improved roadway safety, would be shared amongst all populations.
<i>Analysis Result – There are no disproportionately high and adverse effects to EJ populations.</i>			
Noise	No benefits identified	The Selected Alternative would result in traffic noise impacts for 66 properties, including within Kensington Place mobile home community.	TDOT has preliminarily determined that construction of a noise barrier benefiting residents of Kensington Place mobile home community is reasonable and feasible, and would likely be constructed. TDOT will continue to evaluate the noise barrier for reasonability and feasibility as the design progresses through to final construction, and would consult with benefited residents and property owners before making the final determination on construction of the barrier.
<i>Analysis Result – With mitigation, there are no disproportionately high and adverse effects to EJ populations</i>			

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
Human-Made or Natural Resources			
Aesthetic Values			
Visual Effects ⁷	No benefits identified	<p>The Selected Alternative may negatively affect visual and aesthetic values in the project vicinity. Visual effects would mainly occur from transition of rural land to a paved roadway and the location of the alignment adjacent to neighborhoods and subdivisions. TDOT has committed to build a noise barrier for Kensington Place, unless a majority (at least 51 percent) of the benefited property owners and residents do not want the barrier. This barrier may also impact the visual landscape in the area.</p>	<p>TDOT will seek community input regarding landscaping design and the color and pattern of the proposed noise barrier to minimize potential visual impacts to the community from roadway and noise barrier construction.</p>
		<p><i>Analysis Result – With mitigation, there are no disproportionately high and adverse effects to EJ populations.</i></p>	

⁷ Visual impacts that may arise from the proposed project and mitigation measures are described in more detail in Chapter 4 of the FEIS/ROD ROW Reevaluation.

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
Community Cohesion or a Community's Economic Vitality			
Community Cohesion	<p>The Selected Alternative is intended to facilitate improvements in travel options, roadway safety, decreased traffic congestion, and connectivity within Blount County. The Selected Alternative for the proposed extension of Pellissippi Parkway (SR 162) between SR 33 (Old Knoxville Highway) to US 321 (SR 73) will provide a northwest-to-east connection between Alcoa and Maryville.</p>	<p>The Selected Alternative may physically separate rural clusters of homes and farms and may impact community cohesion through construction of the new roadway. The proposed extension of Pellissippi Parkway may bisect one farm. Loss of access is indicated for several properties but is not expected to adversely impact community cohesion in the project area.</p>	<p>The benefits arising from the construction of the extension of Pellissippi Parkway, including increased connectivity within Blount County and improved roadway safety, would be shared amongst all populations.</p>
Analysis Result – There are no disproportionately high and adverse effects to EJ populations.			
Availability of Public and Private Facilities and Services			
Community Facilities	<p>The Selected Alternative is intended to facilitate improvements in travel options, roadway safety, decreased traffic congestion, and connectivity within Blount County. The Selected Alternative for the proposed extension of Pellissippi Parkway (SR 162) between SR 33 (Old Knoxville Highway) to US 321 (SR 73) will provide a northwest-to-east connection between Alcoa and Maryville. The Selected Alternative would increase vehicle capacity in the</p>	<p>Several community services or facilities are located near the project area, though no community services or facilities are located entirely within the ROW of the alignment for the Selected Alternative. There are three churches and one cemetery located adjacent to the project and three schools within the general project area. ROW acquisition is expected for two churches along the Selected Alternative, Rio Revolution Church and the Maryville Seventh-Day Adventist Church. The Selected Alternative</p>	<p>The benefits arising from the construction of the extension of Pellissippi Parkway, including increased connectivity within Blount County and improved roadway safety, would be shared equally amongst all populations. Relocations and adverse impacts to community facilities are not anticipated at this time.</p>

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
	area through the extension of Pellissippi Parkway as a 4-lane divided roadway and thereby reducing traffic on other roads in the area. Reduced vehicular traffic on local area roads would improve safety conditions by shifting traffic to the Pellissippi Parkway Extension, a roadway type (freeway/interstate) with lower crash rates than the statewide average based on historic crash rate data from TDOT STID. Additionally, the Selected Alternative is expected to perform as a Level of Service (LOS) equivalent to or better than the No-Build Alternative and better than Alternative D.	is not anticipated to require the relocation of any community facilities and adverse impacts to community facilities are not anticipated.	
Analysis Result – There are no disproportionately high and adverse effects to EJ populations.			
Relocation of Persons, Businesses, Farms, or Nonprofit Organizations			
Residential and Commercial Properties	No benefits identified.	Potential relocations ⁸ and loss of access are indicated for 22 properties and 12 parcels, respectively. From potential relocations, four mobile homes and one business are within the proposed ROW for the Selected Alternative and may be relocated.	The area of the proposed project is based on ROW Field Review Plans dated September 9, 2022. As the design phase progresses through to final construction plans, the project alignment and area may be further refined. TDOT will work to reduce impacts on businesses and communities as much as possible based on available design solutions.

⁸ Relocations are discussed in more detail in the February 2023 Conceptual Stage Relocation Plan (included in Appendix E)..

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
		<p>Of the potential relocations, 17 are single-family homes. There is not currently predicted to be Loss of Access within any Environmental Justice (EJ) communities, however, the four mobile home relocations are located within an EJ community. According to the 2023 Conceptual Stage Relocation Plan (CSR), which identified potential relocations, there may be issues finding comparable replacement homes for the mobile home relocations due to limited availability of mobile homes for sale within Blount County.</p>	<p>Should a property be acquired, compensation would be at fair market value. TDOT will make relocation assistance available to all eligible persons impacted by this project, including residences, businesses, farm operations, non-profit organizations, and those requiring special services or assistance. The TDOT Regional Relocation Staff will administer the relocation program under the rules, policies, and procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970⁹, as amended, the Uniform Relocation Assistance Act of 1972, implementing federal regulations, Tennessee Code Annotated (TCA) 13-11-101 through 119¹⁰, The State of Tennessee Relocation Assistance Brochure¹¹, and Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual¹².</p>
<p><i>Analysis Result – With mitigation, there are no disproportionately high and adverse effects to EJ populations.</i></p>			

⁹ <https://uscode.house.gov/view.xhtml?path=/prelim@title42/chapter61&edition=prelim>
¹⁰ https://www.lawserver.com/law/state/tennessee/tn-code/tennessee_code_title_13_chapter_11
¹¹ https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/New_Residential_09-26-18.pdf
¹² https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW_Procedures_Manual.pdf

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
Traffic Congestion, Isolation, Exclusion, or Separation of Minority and/or Low-Income Individuals within a Given Community or from the Broader Community			
Accessibility	<p>The Selected Alternative is intended to facilitate improvements in travel options, roadway safety, decreased traffic congestion, and connectivity within Blount County. The Selected Alternative for the proposed extension of Pellissippi Parkway (SR 162) between SR 33 (Old Knoxville Highway) to US 321 (SR 73) will provide a northwest-to-east connection between Alcoa and Maryville. The Selected Alternative would improve accessibility to nearby community facilities by extending the Blount County road network. In addition, the proposed project includes construction of a greenway along the proposed alignment. The greenway would be a mixed-use path for bicyclists and pedestrians, including</p>	<p>The Selected Alternative for the extension of Pellissippi Parkway (SR-162) would lead to loss of access for 12 parcels and may impact accessibility for other parcels due to increased traffic congestion during peak times. Loss of access is not indicated within any EJ populations.</p>	<p>The benefits arising from the construction of the extension of Pellissippi Parkway, including increased connectivity within Blount County, improved roadway safety, and construction of the mixed-use greenway path, would be shared equally amongst all populations. Relocations and adverse impacts to community facilities and services are not anticipated at this time.</p>
<p><i>Analysis Result – There are no disproportionately high and adverse effects to EJ populations.</i></p>			

Effect Type	Benefit	Burden	Avoidance/Minimization/Mitigation for Identified Burden
	sidewalks, crosswalks, and curb ramps. ¹³		

¹³ Additional information on the construction of the mixed-use greenway path is included in Chapter 4 of the FEIS/ROD ROW Reevaluation.

Enclosures

List of Appendices:

Appendix A: Alternatives from Previous Environmental Documentation

Appendix B: Population Trends, Projections, and Income Measures from the 2015 FEIS

Appendix C: Table B03002 - Hispanic or Latino Origin by Race ACS 2021 5-Year Estimates

*Appendix D: Table C17002 - Ratio of Income to Poverty Level in the Past 12 Months 2021 ACS
5-Year Estimates*

Appendix E: 2023 Conceptual Stage Relocation Plan

Technical Appendices

APPENDIX A:

Alternatives from Previous
Environmental Documentation

Figure A1. Preferred Alternative (A) and Alternatives C and D from the 2010 DEIS

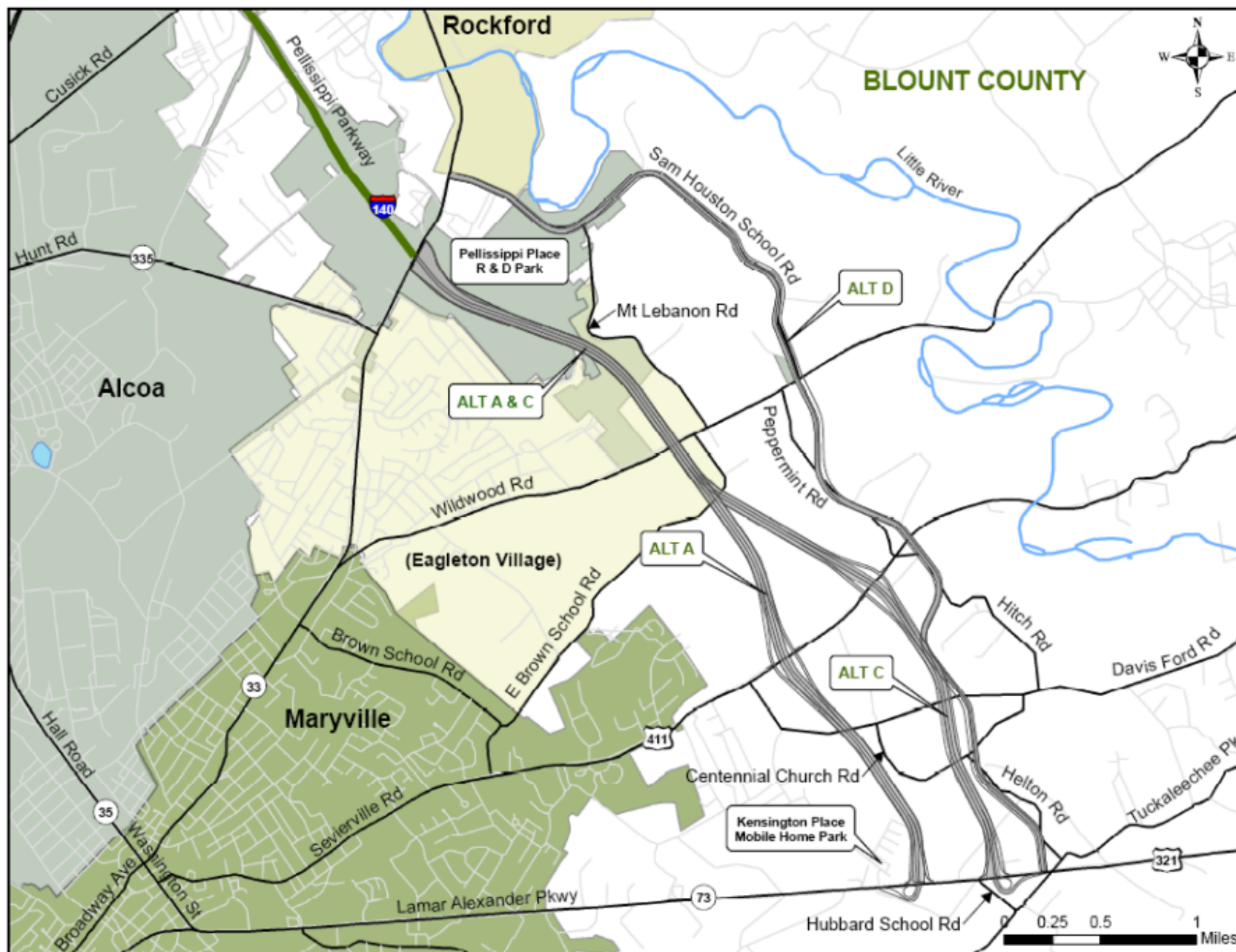


Figure 2-3 from the 2010 DEIS Document
 Source: Parsons Brinckerhoff Americas, 2008

Figure A2. Preferred Alternative (A) with Proposed West and East Alignment Shifts

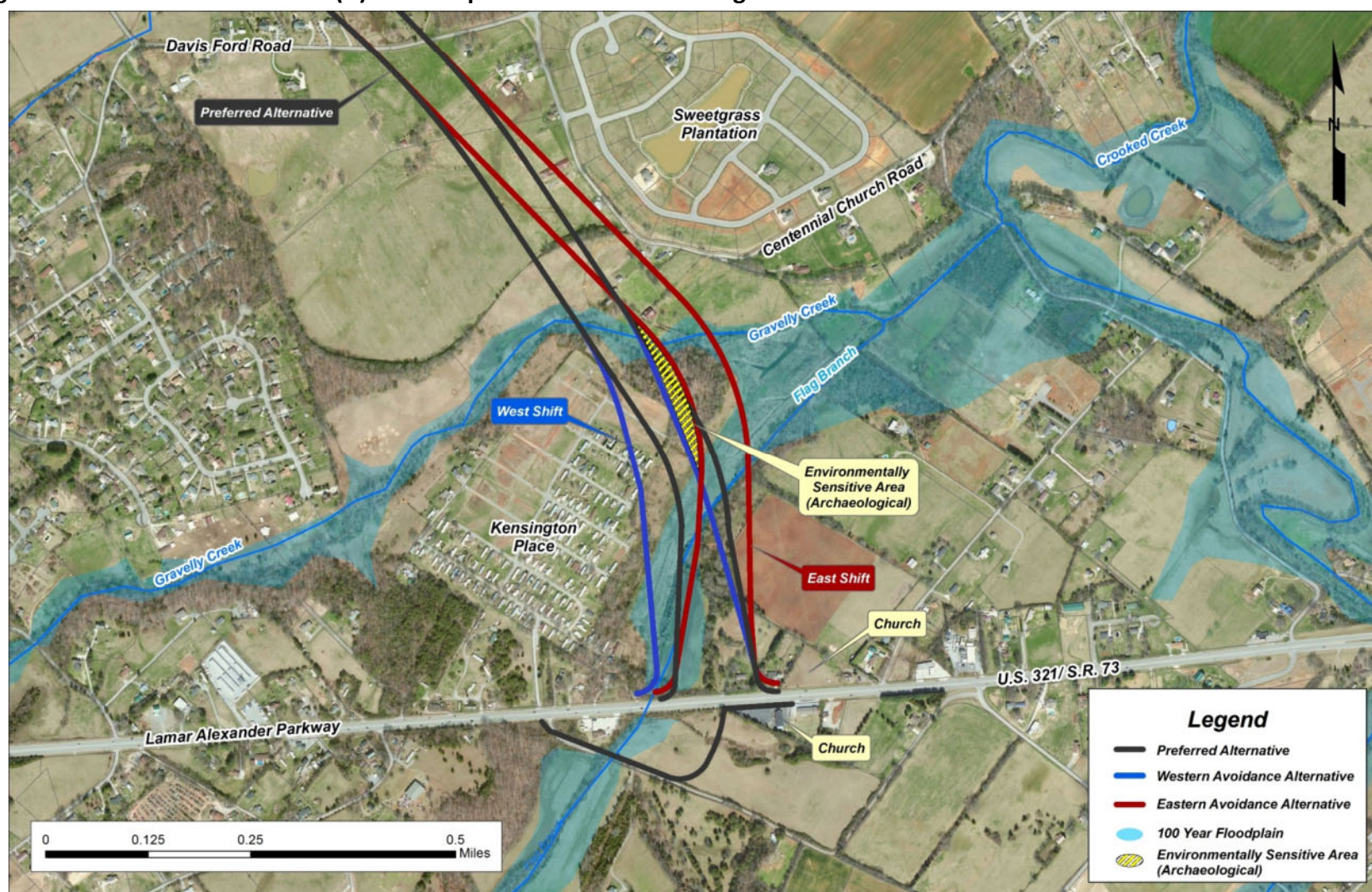


Figure 2 in Reevaluation of DEIS (2014)
 Source: Parsons Brinckerhoff, 2013

Figure A3. Preferred Alternative (A with West Shift), 2012 Preferred Alternative (A), and other Build Alternatives

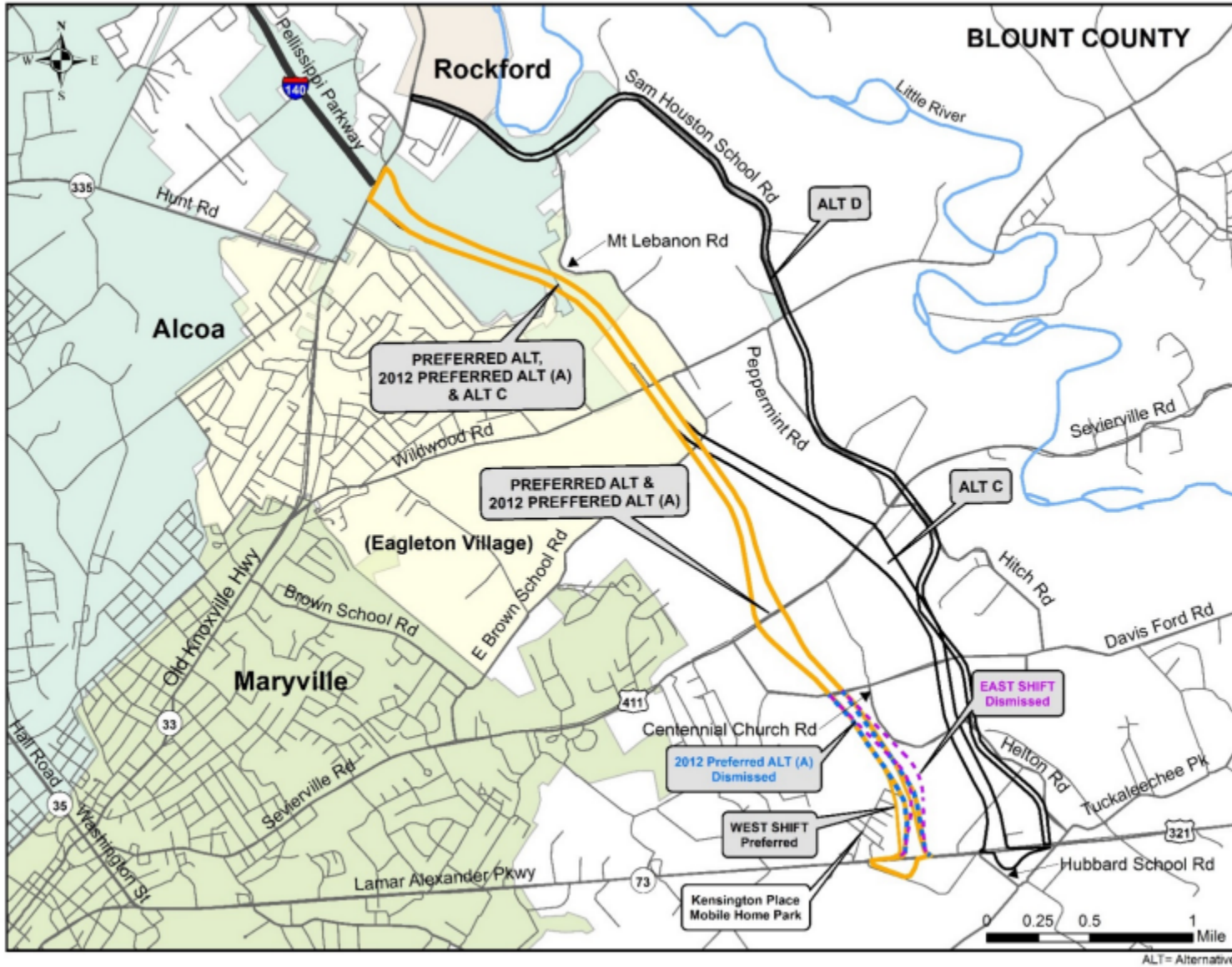


Figure S-1 in the FEIS 2015 Document
Source: Parsons Brinckerhoff, 2013

APPENDIX B:

Population Trends, Projections, and
Income Measures from the 2015 FEIS

Figure B1. Average Decadal Population Growth between 1970 and 2040

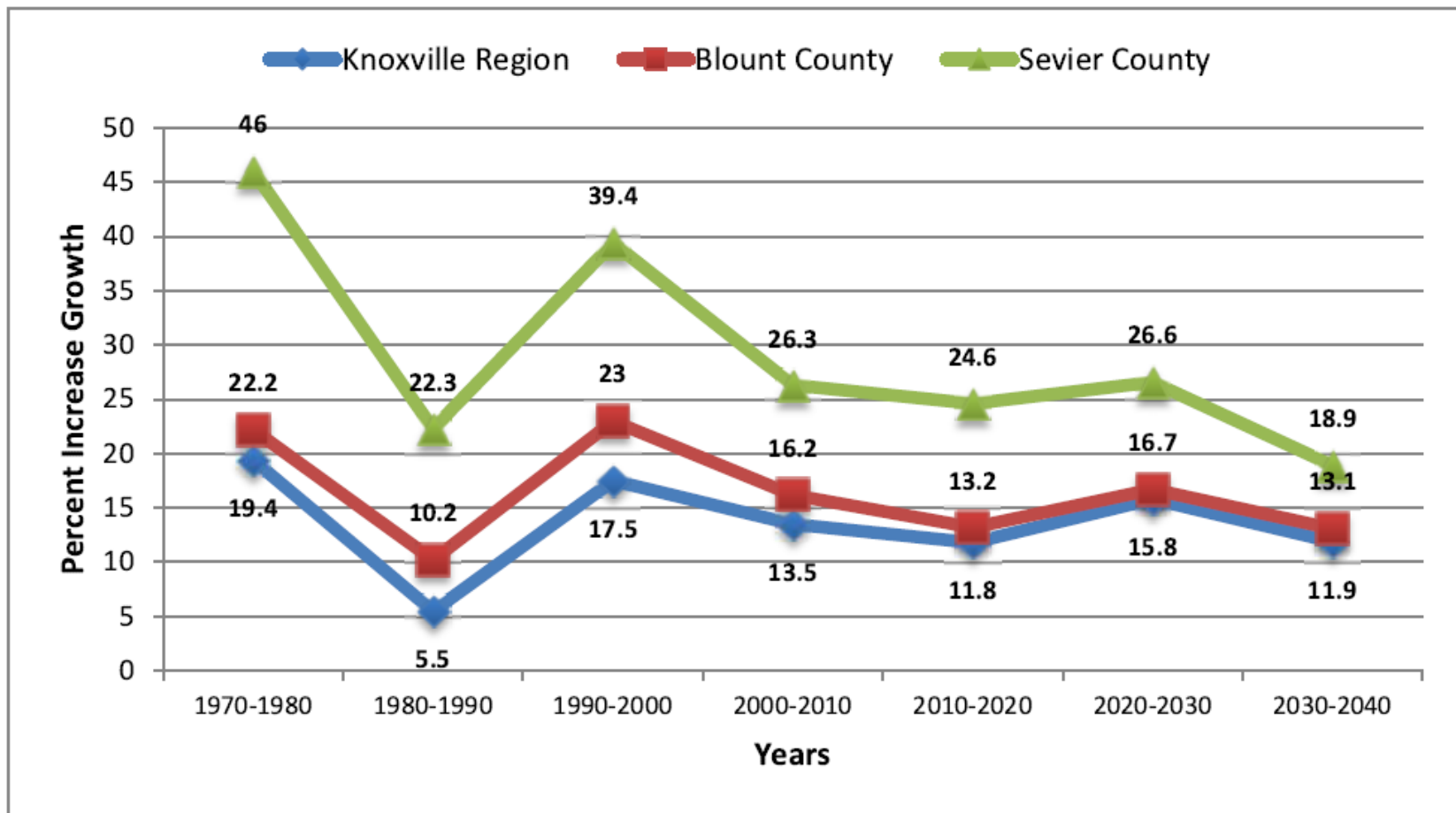


Figure 1-10 from the FEIS 2015 Document
Source: Knoxville Regional TPO Mobility Plan 2040, Appendix G

Table B1. Population trends and Projections between 1980-2040

Geographic Area	1980	1990	2000	2010	2040
Tennessee	4,607,294	4,877,185	5,689,283	6,346,105	8,449,472
<i>Average annual growth</i>		0.6%	1.7%	1.2%	1.1%
Knoxville Region	594,857	634,423	747,300	856,087	1,419,373
<i>Average annual growth</i>		0.7%	1.8%	1.5%	2.2%
Blount County	77,770	85,969	105,823	123,010	183,913
<i>Average annual growth</i>		1.1%	2.3%	1.6%	1.7%
Sevier County	41,418	51,043	71,170	89,889	168,786
<i>Average annual growth</i>		2.3%	3.9%	2.6%	2.9%

Table 3-8 from the FEIS 2015 Document

Sources: U.S. Census, 2010. Knoxville Regional TPO Long Range Regional Mobility Plan 2040, Appendix G: Socioeconomic Control Total Projections Report

Note: The Knoxville Region includes Anderson, Blount, Grainger, Hamblen, Jefferson, Knox, Loudon, Roane, Sevier, and Union Counties.

Table B2. Income measures for 2010

Income Measure	Tennessee	Blount County	Census Tract 109	Census Tract 110.01	Census Tract 110.02
Median household income	\$43,314	\$47,322	\$52,353	\$37,773	\$50,208
Per capita income	\$23,722	\$24,071	\$25,069	\$23,595	\$30,066
Percent persons below poverty level	16.50%	11.70%	5.40%	15.70%	4.70%

Table 3-11 from the FEIS 2015 Document

Source: U.S. Census, 2010.

Note: The 2010 Census did not report income levels at the Block Group level.

APPENDIX C:

Table B03002 - Hispanic or
Latino Origin by Race
ACS 2021 5-Year Estimates

Table C1. Blount County and Impacted Census Tract and Block Group data from B03002 Hispanic or Latino Origin by Race

	Blount County	CT 109	CT 110.0 1	CT 110.0 2	CT 109 BG 1	CT 109 BG 2	CT 109 BG 3	CT 110.0 1 BG 1	CT 110.0 1 BG 2	CT 110.0 1 BG 3	CT 110.0 2 BG 1	CT 110.0 2 BG 2
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Total:	134,042	6,000	6,424	4,328	1,801	1,478	2,721	1,686	2,096	1,689	1,642	1,496
Not Hispanic or Latino:	129,132	5,430	6,208	4,328	1,661	1,394	2,375	1,573	2,056	1,647	1,642	1,496
NHL_White alone	120,952	5,001	5,699	4,191	1,465	1,394	2,142	1,450	1,847	1,470	1,576	1,476
NHL_Black or African American alone	3,215	38	43	19	0	0	38	0	23	20	19	0
NHL_American Indian and Alaska Native alone	62	0	0	0	0	0	0	0	0	0	0	0
NHL_Asian alone	1,008	217	128	0	196	0	21	0	106	22	0	0
NHL_Native Hawaiian and Other Pacific Islander alone	132	0	0	44	0	0	0	0	0	0	0	0
NHL_Some other race alone	203	0	0	0	0	0	0	0	0	0	0	0
NHL_Two or more races:	3,560	174	338	74	0	0	174	123	80	135	47	20
NHL_Two races including Some other race	402	80	108	5	0	0	80	16	12	80	0	0
NHL_Two races excluding Some other race, and three or more races	3,158	94	230	69	0	0	94	107	68	55	47	20
Hispanic or Latino:	4,910	570	216	0	140	84	346	113	40	42	0	0
White alone	2,704	165	143	0	12	0	153	54	26	42	0	0
Black or African American alone	0	0	0	0	0	0	0	0	0	0	0	0
American Indian and Alaska Native alone	22	0	0	0	0	0	0	0	0	0	0	0
Asian alone	24	0	0	0	0	0	0	0	0	0	0	0
Native Hawaiian and Other Pacific Islander alone	31	0	0	0	0	0	0	0	0	0	0	0
Some other race alone	401	193	73	0	0	0	193	59	14	0	0	0
Two or more races:	1,728	212	0	0	128	84	0	0	0	0	0	0
Two races including Some other race	1,582	212	0	0	128	84	0	0	0	0	0	0
Two races excluding Some other race, and three or more races	146	0	0	0	0	0	0	0	0	0	0	0

Source: U.S. Census Bureau's American Community Survey (ACS) 2021 (5 yr. Census Data)

APPENDIX D:

Table C17002 - Ratio of Income to
Poverty Level in the Past 12 Months
2021 ACS 5-Year Estimates

Table D1. Blount County and Impacted Census Tract and Block Group data from C17002 Ratio of Income to Poverty Level in the Past 12 Months

	Blount County	CT 109	CT 110.01	CT 110.02	CT 109 BG 1	CT 109 BG 2	CT 109 BG 3	CT 110.01 BG 1	CT 110.01 BG 2	CT 110.01 BG 3	CT 110.02 BG 1	CT 110.02 BG 2
	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>	<i>Estimate</i>
Total:	131,991	5,986	6,256	4,328	1,801	1,478	2,707	1,686	1,992	1,625	1,642	1,496
Under .50	5,362	269	219	384	20	63	186	30	15	81	0	375
.50 to .99	7,164	275	266	49	46	0	229	47	71	0	34	15
1.00 to 1.24	5,081	171	196	174	43	25	103	13	96	30	0	147
1.25 to 1.49	6,819	679	175	171	393	91	195	16	18	76	76	20
1.50 to 1.84	7,351	665	524	276	186	79	400	66	235	210	105	112
1.85 to 1.99	3,582	100	217	55	100	0	0	217	0	0	17	38
2.00 and over	96,632	3,827	4,659	3,219	1,013	1,220	1,594	1,297	1,557	1,228	1,410	789

Source: U.S. Census Bureau's American Community Survey (ACS) 2021 (5 yr. Census Data)

APPENDIX E:

Conceptual Stage Relocation Plan - 02/03/2023



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY DIVISION
SUITE 600, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3196

BUTCH ELEY
COMMISSIONER

BILL LEE
GOVERNOR

CONCEPTUAL STAGE RELOCATION PLAN

County Blount County
Route SR-162 (Pellissippi Parkway)
PIN 101423.00
State Project No. 05097-2233-14
Federal Project No. HPP-NH-162(7)

Termini: SR-162 (Pellissippi Parkway), From SR-33 to SR-73 (US-321)

PROJECT INFORMATION: To improve safety and greatly enhance traffic flow, the Tennessee Department of Transportation (**TDOT**) is proposing a new 4-lane extension of the current Pellissippi Parkway (SR-162). The 4.5-mile-long project will extend from SR-33 to SR-73 (US-321) in Blount County. Road base work will be completed in addition to grading and paving. Bridge construction, new drainage structures and retaining walls (16), as well as sign and signals will also be included in this project.

A map showing the location of the proposed project is provided on Page 4 of this report.

According to the submitted plans, typical sections will contain the following:

Four 12 ft. paved travel lanes, two 14 ft. inside shoulders (stabilized) with continuous concrete median barrier, 12 ft. outside shoulders (10 ft. stabilized) and guardrails as required

Right-of-way width will vary, depending on construction requirements.

For specific detail regarding typical sections and other project information, refer to the separately attached CSRP Marked Plans.

AREA INFORMATION: The subject area is in north-central Blount County. Current land use to the east of the project area is primarily agricultural with a sparse mix of residential and commercial use. West of the project area includes a more substantial number of residential neighborhoods as well as some agricultural land. Further to the southwest is the City of Maryville, which includes residential neighborhoods and a higher concentration of commercial and industrial activity. The project extends in a southeasterly direction from the intersection of SR-33 and SR-162 (Pellissippi Parkway) in Alcoa and traverses over primarily agricultural land for 4.5 miles ending at SR-73 (US-321) on the far east side of Maryville. The proposed extension of Pellissippi Parkway will provide a more complete thoroughfare, providing easier access throughout the region as well as with other cities to the northwest, such as Nashville and Cookeville. Additionally, points of interest in southeastern Tennessee will be more easily accessed from Knoxville to the north and other cities/towns in central Tennessee.

According to the U. S. Census Bureau, the population for Blount County was estimated at 137,605 in 2021. This reflects a 1.72 percent increase since the 2020 census and a 11.87 percent increase since the 2010 census.

DISPLACEMENTS:

ANTICIPATED RELOCATIONS	
Single-Family Relocations	17
Mobile Homes	4
Businesses	1
Multi-Family Units	0
Non-Profit Organizations	0
Farms	0

DISPLACEMENT EFFECTS AND ANALYSIS

Single-Family Construction of this project is expected to displace seventeen single-family homes. Three of these homes are not shown in the plans, including two that are currently under construction, and another that appears to be recently built. Based on observation, the three newer homes appear to be larger in size than the other displaced single-family homes. The remaining fourteen homes appear to be typical in size and age.

Mobile Homes This project is expected to displace four mobile homes. All four mobile homes are similar in size and are in poor condition.

Businesses Construction is expected to displace one business. The business has active on-site employees and appears to have been a gas station. The presence of underground storage tanks is unknown.

Other No multi-family units, non-profit organizations, or farms are expected to be displaced by this project.

Availability of Replacement Housing

An examination of the Blount County residential real estate market near the project area indicates a suitable amount of housing for sale. According to market research, there are currently 191 single-family homes available to purchase with prices ranging from \$145,000.00 to \$3,500,000. Rental properties are a bit scarcer and include 23 single-family homes with prices ranging from \$1,000.00 to \$3,900 as well as 22 apartments, condos, and/or town-homes available with prices ranging from \$900.00 to \$3,250.00. There are a limited number of mobile homes (3) for sale at this time and none available to rent. Available mobile homes range in price from \$235,000 to \$360,900. It is possible that some or all mobile home displacees may need to be relocated to single-family homes. There are currently no mobile homes available to rent.

The Blount County commercial real estate market near the project area was also surveyed to determine the availability of commercial real estate for sale. Based on the survey, the supply of available commercial property near the project area appears to be somewhat limited. However, the supply of available commercial property near the project area indicates an acceptable amount of commercial property to satisfy the relocation requirements of the one affected business.

ENVIRONMENTAL: Although the proposed improvement will potentially displace twenty-one families and one business, the immediate area should experience only minor impact due to the acquisition. When completed, no neighborhoods will be disrupted nor will access from areas north or south of the project experience a disproportionate impact.

ASSURANCES: The Tennessee Department of Transportation will make relocation assistance available to all eligible persons impacted by this project, including residences, businesses, farm operations, non-profit organizations, and those requiring special services or assistance. The Regional Relocation Staff will administer the relocation program under the rules, policies, and procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, the Uniform Relocation Assistance Act of 1972, implementing federal regulations, TCA 13-11-101 through 119, The State of Tennessee Relocation Assistance Brochure and Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual. TDOT's relocation program is practical and will allow for the efficient relocation of all eligible displaced persons in accordance with State and Federal Guidelines.

Prepared By:



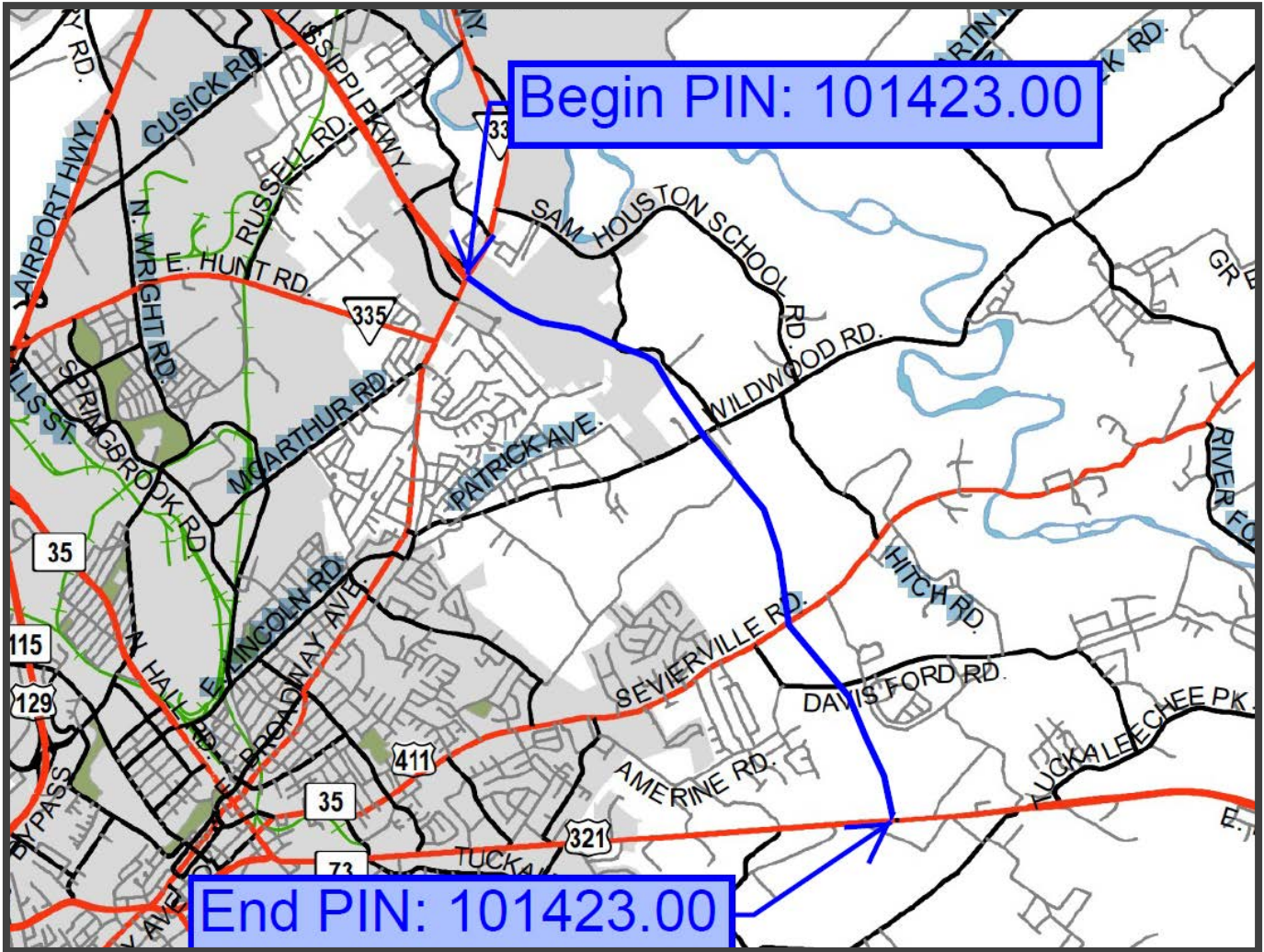
Ryan Barwise
Right of Way Agent

Approved By:

Gale Wagner
Assistant Director
Right of Way Division

Project Location Map

(For Illustration Only)





**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CIVIL RIGHTS OFFICE
SUITE 1800, JAMES K. POLK BUILDING
505 DEADERICK STREET, NASHVILLE, TENNESSEE 37243-1402
(615) 741-3681 TOLL FREE (888) 370-3647

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

January 17, 2024

Tennessee Department of Transportation
James K. Polk Building
505 Deaderick Street
Environmental Division
Sharon M. Schutz, Director
Nashville, TN 37243-0334

Subject: Environmental Justice Analysis for NEPA reevaluation of the Final Impact Statement (FEIS) and Record of Decision (ROD) for the Pellissippi Parkway Extension project from State Route 33 to State Route 73 (US-321) in Blount County, Tennessee (PIN 101423.00)

Dear Ms. Schutz:

The Civil Rights Division's Title VI Program staff reviewed Environmental Justice Analysis for NEPA reevaluation of the Final Impact Statement (FEIS) and Record of Decision (ROD) for the Pellissippi Parkway Extension project from State Route 33 to State Route 73 (US-321) in Blount County, Tennessee (PIN 101423.00).

Actions and steps taken are found to be in accordance with the mandates of Title VI of the 1964 Civil Rights Act, the National Environmental Policy Act of 1969, and 42.U.S.C. 4332(2), and Executive Order 12898. There does not appear to be any Title VI nor Environmental Justice issues.

Thank you for the opportunity to review the updated analysis. Should you have questions or comments, please do not hesitate to contact me at 615-253-1066 or Cynthia.Howard@TN.GOV.

Best Regards,

Cynthia Howard
Cynthia Howard
Title VI Program Director

CC: Pamela Sharp, Title VI Specialist