

REEVALUATION
of the
Final Environmental Impact Statement and
Record of Decision
for
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

Submitted Pursuant to 42 USC 4332(2)(c)

U.S. Department of Transportation, Federal Highway Administration
Tennessee Department of Transportation

April 2024

Date

Tennessee Department of Transportation

Based on the findings of this Reevaluation, neither the subject improvement's major design features nor the regulatory requirements have changed for the proposed work. The minor changes to the Selected Alternative would not result in significant environmental impacts that were not evaluated in the FEIS or ROD. The basic setting of the affected and existing environment has not been altered and the project is of essentially the same character as previously studied.

Based on examination of the September 9, 2022, ROW Field Review Plans, the anticipated impacts have not substantially changed and there are no new environmental consequences or effects not presented and/or discussed in the FEIS/ROD that would invalidate earlier approvals or significantly affect the quality of the environment. In regard to these conclusions, TDOT believes the 2015 FEIS and 2017 ROD remain valid for the requested Administrative Action. Therefore, a supplement to the approved EIS or a new EIS is not required.

Concurrence:

Date

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Table of Contents

- LIST OF ENVIRONMENTAL COMMITMENTS.....EC-1
- EXECUTIVE SUMMARYES-1
 - Changes since the FEIS and RODES-1
 - Results of Updated Technical StudiesES-1
 - Finding of Reevaluation.....ES-6
- 1. Introduction 1
 - 1.1. Project History 1
 - 1.2. Consistency with Local, Regional, and Statewide Plans..... 2
- 2. Purpose and Need 4
- 3. Changes Since Approval of the ROD 4
 - 3.1. Public Outreach 4
 - 3.2. Modification of the Selected Alternative 5
- 4. Technical Studies Updates 6
 - 4.1. Transportation..... 6
 - 4.1.1. Traffic Analysis 6
 - 4.1.2. Crash Analysis..... 7
 - 4.1.3. Freight Rail 11
 - 4.1.4. Airports 11
 - 4.1.5. Public Transit 11
 - 4.1.6. Bicycle and Pedestrian Facilities 11
 - 4.2 Land Use and Community Facilities 11
 - 4.2.1. Land Use 11
 - 4.2.2. Community Facilities..... 19
 - 4.3. Social and Economic Conditions..... 19
 - 4.3.1. Population Trends..... 19
 - 4.3.2. Race and Ethnicity 19
 - 4.3.3. Income and Poverty Levels..... 19
 - 4.3.4. Economic Characteristics..... 20
 - 4.4. Right-of-Way and Relocations..... 20
 - 4.5. Environmental Justice 21
 - 4.6. Farmlands..... 28
 - 4.7. Cultural Resources 28

4.7.1. Historic Resources 28

4.7.2. Archaeological Resources 29

4.7.3. Section 106 Consultation 29

4.8. Air Quality 30

4.9. Noise 31

4.10. Soils and Geology 32

4.11. Hazardous Materials 33

4.12. Natural Resources 33

4.12.1. Aquatic Resources 33

4.12.2. Threatened and Endangered Species 34

4.13. Indirect and Cumulative Effects 34

4.13.1. Indirect Effects 34

4.13.2 Cumulative Effects 35

5. Permits Required 41

6. Environmental Commitments 42

7. Conclusion 48

8. Sources 49

List of Figures

Figure 1 Project Location	3
Figure 2 Residential Building Permits by Jurisdiction	13
Figure 3 Privately-Owned Residential Building Permits by Jurisdiction.....	14
Figure 4 Land Use in the Project Vicinity.....	15
Figure 5 Blount County Zoning Along the Selected Alternative	17
Figure 6 Urban Growth Boundaries.....	18
Figure 7 Percent Minority in Impacted Block Groups.....	24
Figure 8 Percent Low-Income in Impacted Block Groups.....	25
Figure 9 Kensington Place Layout.....	28

List of Tables

Table 1 Summary of Technical Studies Findings.....	ES-2
Table 2 Calculated Crash Parameters by Segment, 2018-2022.....	9
Table 3 Minority and Low-Income Populations and EJ Determination	23
Table 4 EJ Population Comparison Between FEIS and ROW Reevaluation	26
Table 5 Potential Indirect Impacts of the Project	36
Table 6 Potential Cumulative Impacts of the Project	38
Table 7 Status of Environmental Commitments.....	42

Appendices

Appendix A – FY 2023-2026 TIP – Project 23-2014-025
Appendix B – Previous Environmental Documentation
Appendix C – ROW Field Review Plans (September 9, 2022)
Appendix D – Public Engagement and Comment Summary
Appendix E – Traffic and Safety Reports
Appendix F – Multimodal Transportation Resources
Appendix G – Conceptual Stage Relocation Plan (February 3, 2023)
Appendix H – Environmental Justice
Appendix I – Cultural Resources
Appendix J – Air Quality and Noise
Appendix K – Soils and Geology
Appendix L – Hazardous Materials
Appendix M – Ecology

ENVIRONMENTAL COMMITMENTS

Project-specific environmental commitments are outlined below:

In addition to following the standard requirements of the Tennessee Department of Transportation (TDOT) *Standard Specifications for Road and Bridge Construction* and implementation of Best Management Practices (BMPs) throughout project construction, the following commitments will be executed.

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.

Threatened and Endangered Species

- TDOT will coordinate with the Tennessee Wildlife Resources Agency (TWRA) regarding methods to minimize potential impacts to terrestrial and aquatic species under TWRA's authority in the event species of concern are discovered during TWRA's future aquatic species surveys near proposed stream crossings. TDOT will protect groundwater resources if previously unknown species are identified by TWRA or other resource agencies.
- Erosion and siltation control best management practices (BMPs) will be stringently adhered to since several of the threatened or endangered aquatic species noted in the Final Environmental Impact Statement (FEIS) have been found downstream of the project.
- The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e., construction staging), it will be replaced with plantings of native tree species within the affected area. The contractor will adhere to project requirements identified in the 2013 Biological Assessment, the US Fish and Wildlife Service (USFWS) letter dated July 26, 2013, and the USFWS letter dated May 28, 2015, contained in Attachment C-2 and Attachment I of the FEIS, September 10, 2015.
- TDOT will re-coordinate with the USFWS, TWRA, and Tennessee Department of Environment and Conservation (TDEC) for potential impacts to listed or proposed species prior to the construction of the project. If unanticipated threatened or endangered species are encountered, the proposed project is modified, or new species are listed in the area, the Federal Highway Administration (FHWA) will enter into appropriate consultation with USFWS.

Karst Topography—During final design and construction, TDOT will take special care to minimize unnecessary impacts to the habitat of the numerous karst features (specifically sinkholes) in the study area. TDOT will abide by all permit terms, including those through TDEC's

Underground Injection Control (UIC) program.

Farmlands—During final design of the project, TDOT will work with the farming community, through individual or community meetings, to reduce the impact on farmlands as much as possible based on available design solutions.

Historic Resources—If the project involves relocating the Anne Elizabeth Thompson Pershing historic marker along Buchanan Road, which was identified by the Tennessee Historical Commission as Blount (BT).2361, the marker will be relocated and installed in a pull-off area, which is safer and makes the marker more accessible to the public.

Airport Coordination—Since the northern half of the project area is within 6 miles of the McGhee Tyson Airport, once the design of the project is underway, TDOT will inform the Federal Aviation Administration (FAA) Memphis Airports District Office of the nature of construction. TDOT will provide detailed layout drawings and elevations to the FAA along with the completed FAA Form 7460-1, Notice of Proposed Construction or Alteration.

Ecology—To minimize the potential of adversely affecting the federally endangered marble darter (*Etheostoma marmorpinnum*), fine-rayed pigtoe (*Fusconaia cuneolus*), and the former federally threatened snail darter (*Percina tanasi*), the following environmental commitments [have been made]:

- Clearing and grubbing will be limited to the minimum amount necessary to accommodate roadway cut and fill slopes and operation of construction equipment. All disturbed areas will be stabilized, seeded, and mulched as soon as practicable to reduce the potential for soil erosion.
- Canopy removal along any streams located within the project limits will be kept to the absolute minimum necessary to accommodate project construction.
- Silt fence with backing will be installed along the toe of all fills and along all streambanks to minimize the potential of sediment from the project entering area streams. A minimum ten (10) foot vegetated buffer or “green belt” will be left between silt fences and the stream edges where possible.
- Erosion and sediment control measures will be installed concurrent with clearing and grubbing activities and will be functional prior to commencement of earthmoving activities. Measures may include, but are not limited to, silt fence with backing, clean shot rock checkdams, sandbags, sediment ponds, sediment filter bags, sediment wattles, slope drains, or other suitable methods.
- Erosion control structures will be inspected regularly and maintained throughout the life of the project so that they are not rendered ineffective. Sediment will be removed from structures as necessary and must be removed when design capacity has been reduced by 50 [percent] to [ensure] maximum effectiveness. Material removed from these structures will not be disposed of in any area streams or wetlands.

- Maintenance needs for erosion and sediment control structures identified during inspections or by other means will be accomplished within twenty-four (24) hours, if possible. If maintenance prior to the next anticipated storm event is impractical, it will be accomplished as soon as practicable.
- Waste and borrow areas will be developed in accordance with the procedures outlined in the TDOT Statewide Stormwater Management Program for Construction Projects. These sites will be located in non-wetland areas and are to be a sufficient distance from area streams and/or wetlands so that no soil material is allowed to enter them. These areas will be stabilized as soon as practicable. Appropriate erosion and sediment control measures will be used in these areas as needed to minimize soil loss.
- Stockpiled topsoil or fill material will be treated in such a manner that it is not allowed to enter any area streams or wetlands.
- Equipment staging areas will be located a sufficient distance from streams and wetlands so that no oils, coolants, fuels, or other petroleum products are allowed to enter these features.
- Drainage structures required at stream crossings will be constructed “in the dry”. Stream flows will be diverted through work areas using flexible pipes or berms or channels lined with plastic, clean shot rock, or other non-erodible material. All water from dewatering areas will be pumped into filter bags or sediment ponds prior to release back into a stream.
- No motorized equipment will be operated in any streams or wetlands in the project limits except as specified in the project water quality permits.
- A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the proposed project and will contain a detailed erosion and sediment control plan based on a five year storm event as requested by the USFWS. A copy of the SWPPP will be available on-site.
- Weekly stormwater inspections will be conducted for the proposed project as per National Pollutant Discharge Elimination System (NPDES) guidelines.

Bicycle and Pedestrian Facilities—During the design process, TDOT coordinated with local municipalities to determine the location of the proposed greenway within the project corridor. TDOT is committed to constructing a greenway alongside the proposed alignment of the Pellissippi Parkway extension between Wildwood Road and US 411/SR-35.

EXECUTIVE SUMMARY

The Federal Highway Administration (FHWA) and the Tennessee Department of Transportation (TDOT) are preparing a National Environmental Policy Act (NEPA) Reevaluation of the approved Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the extension of Pellissippi Parkway (State Route (SR) 162). The proposed extension would extend from SR-33 (Old Knoxville Highway), which is the current terminus of Pellissippi Parkway (SR-162), to SR-73 (US 321) (Lamar Alexander Parkway) in Blount County, Tennessee.

This Reevaluation of the environmental, social, and economic effects has been conducted in accordance with Title 23 of the Code of Federal Regulations (CFR) 771.129. This Reevaluation is for the entire Pellissippi Parkway (SR-162) as presented in the approved 2015 FEIS and 2017 ROD. The project is currently advancing into the Right-of-Way (ROW) phase.

The project is listed in the Knoxville Regional Transportation Planning Organizations Transportation Improvement Program (TIP) for Fiscal Years 2023-2026 as project 23-2014-025. The TIP page for this project is included in **Appendix A**, along with a July 2023 amendment to the TIP for the subject project. Previous environmental documentation and the updated ROW Field Review Plans dated September 9, 2022 are included in **Appendix B** and **C**, respectively.

Changes since the FEIS and ROD

Since approval of the FEIS and the ROD, ROW Field Review Plans dated September 9, 2022 have been developed, which include minor modifications to the Selected Alternative (see **Section 3.2**). In addition, TDOT has hosted two design public meetings (one hosted virtually, and one held in-person; see **Section 3.1**) and initiated a public comment session in March 2023.

Results of Updated Technical Studies

As part of this Reevaluation, TDOT reviewed the previously conducted technical studies to determine whether any updates were warranted. A summary of the findings as related to the Selected Alternative are summarized in **Table 1**.

Table 1 Summary of Technical Studies Findings

Study	Section in Reevaluation for More Information	Finding for Selected Alternative
Traffic Forecasts and Operations	Section 4.1	<p>Traffic analyses completed for the FEIS/ROD showed that the Selected Alternative would decrease traffic on most roadway segments in the project area. The FEIS/ROD studies also showed that the Selected Alternative between SR-33 and US-321 would operate at LOS D or higher, which is considered acceptable, through 2040. Updated traffic analyses completed for this Reevaluation (January 2024) are generally consistent. The Selected Alternative is expected to decrease or maintain delay at 16 out of 17 intersections analyzed through 2046. LOS under the Selected Alternative is shown to operate equivalent to or better than current conditions for the majority of the 93 corridor segments analyzed. Results from the FEIS/ROD and the updated January 2024 traffic analysis determine the proposed extension of Pellissippi Parkway along the Selected Alignment would relieve traffic congestion and provide operational improvements at several key intersections in the study area. Of the seventeen intersections analyzed for the Selected Alternative, seven intersections improved for either the AM or PM scenarios or both, nine remained the same, and one, SR-162 at SR-33 ramp terminal, worsened when compared to the No-Build condition in both the Base Year and Design Year analysis. Additional details regarding the operational analysis can be found in Appendix E.</p> <p>The proposed project would also improve roadway safety. Crash data from the Tennessee Department of Safety and Homeland Security and Tennessee Integrated Traffic Analysis Network (TITAN) are integrated into the Enhanced Tennessee Roadway Information Management System (E-TRIMS). The TDOT Strategic Transportation Investment Division (STID) uses this historic crash data available in E-TRIMS to analyze statewide average crash rates. The statewide average crash rates from 2017-2019 for each roadway functional classification show that freeway sections on both urban/rural facilities have lower total crash rates along with lower fatality rates compared to other roadway types, including those in the project study area. With the proposed project, instead of traveling on local roadways, drivers would utilize the new Pellissippi Parkway Extension freeway, which would be constructed to interstate standards (i.e., limited access control), which, as mentioned above, result in lower statewide average crash rates compared to other roadway types.</p>

Study	Section in Reevaluation for More Information	Finding for Selected Alternative
Relocations	Section 4.4	The FEIS/ROD identified an anticipated total of 11 residential and 1 business relocation. The Conceptual Stage Relocation Plan (CSR) dated February 3, 2023 (Appendix G) based on updated plans identifies 21 potential residential relocations and 1 business relocation.
Farmlands	Section 4.6	The FEIS/ROD showed that nearly 110 acres of farmland were within the proposed right-of-way and that the proposed project might bisect farms or alter access to farm property. Since the FEIS, it has been determined that the proposed project alignment would bisect one farm but would not result in relocations or loss of access for farms.
Cultural Resources	Section 4.7	The FEIS/ROD determined that the proposed alignment of the Selected Alternative would not adversely affect the Sam Houston Schoolhouse or potentially eligible or eligible archaeological sites or deposits. Coordination with the TDOT Cultural Resources section and the TN-SHPO based on ROW Field Review Plans dated September 9, 2022 determined that previous concurrence from the FEIS/ROD remains valid for both historical/architectural resources and archaeological resources.
Native American Coordination	Section 4.7.3	The Section 106 Early Coordination process was first initiated in 2006, with several tribes responding and one tribe accepting the invitation to participate as a consulting party. The Eastern Band of Cherokee Indians provided guidance on avoidance of several culturally sensitive areas in the project area, which are all avoided by the Selected Alternative. The Section 106 Early Coordination process was re-initiated with all federally recognized Native American tribes with interest in the county on November 1, 2022 for this Reevaluation based on ROW Field Review Plans dated September 9, 2022. One response was received from the Eastern Shawnee Tribe on December 7, 2022 stating that archaeological resources would not be affected by the proposed project. All records of Native American Coordination are on file with the TDOT Cultural Resources staff.
Environmental Justice (EJ) Impacts	Section 4.5	The FEIS/ROD determined that there would be adverse impacts to EJ communities, but that these impacts would not be disproportionately high. The updated EJ analysis completed as part of this Reevaluation identified two new EJ communities since the ROD was released and refined plans and design have updated the number of relocations and loss of access within the project area. Overall findings remain the same – while there would be adverse effects on EJ communities, with mitigation, these would not be disproportionately high or adverse.

Study	Section in Reevaluation for More Information	Finding for Selected Alternative
Noise impacts (receptors)	Section 4.9	<p>The updated Noise Technical Report (December 2023) determined that traffic noise impacts would result from this project and would impact 66 Activity Category B (residential) and Activity Category C (recreation) properties. This finding represents a decrease in potential impacts from those initially determined by the noise study completed for the FEIS/ROD, which had identified 103 noise receptors (properties) that would experience increased traffic noise. The December 2023 noise study evaluated noise abatement measures for impacted receptors in the project area. The findings of the updated study remained consistent with that of the FEIS, and it was determined that one abatement measure is preliminarily reasonable and feasible and would likely be installed for the subject project.</p>
Noise impacts for EJ community	Section 4.9	<p>The FEIS/ROD identified 48 residences within Kensington Place Mobile Home Community that would be impacted by traffic noise increases from construction of the Selected Alternative. The updated Noise Technical Study (December 2023) identified 22 residences within Kensington Place Mobile Home Community that would experience increased noise from the extension of Pellissippi Parkway. Noise abatement measures were considered for impacted receptors in the project area as part of the December 2023 noise study and it was determined that one abatement measure is preliminarily reasonable and feasible and would likely be installed for the subject project. This finding is consistent with previous noise abatement analyses conducted for the FEIS. The 2023 noise study shows the likely abatement measure could benefit 15 to 22 of the impacted residences within Kensington Place Mobile Home Community, depending on barrier configuration. The preliminarily reasonable and feasible noise abatement measure, if built, would benefit residents of the EJ community in Kensington Place Mobile Home Community.</p>
Hazardous Materials	Section 4.11	<p>The FEIS/ROD identified one potential hazardous material site in the project right-of-way. Review of the September 9, 2022 ROW Field Review Plans did not identify any additional potential hazardous materials sites within the Selected Alternative alignment.</p>

Study	Section in Reevaluation for More Information	Finding for Selected Alternative
Stream/wet-weather conveyance impacts	Section 4.12.1	Six perennial streams, 5 intermittent streams, 1 wet-weather conveyance, and 3 ponds were identified during field surveys for the FEIS/ROD. The updated EBR dated May 25, 2023 identified 7 perennial streams, 1 spring, 3 intermittent streams, 9 ephemeral streams, and 2 wet-weather conveyances in the limits of the proposed project. Impacts to streams would be minimized during the design and permitting process. There is one pond near the northern terminus of the proposed project that would require fill prior to construction.
Wetland impacts	Section 4.12.1	Field surveys conducted for the FEIS/ROD, as well as the updated EBR dated May 25, 2023 identified 8 wetlands within the limits of the proposed project. Impacts to wetlands would be minimized during the design, permitting, and construction process.
Sinkholes	Section 4.10	The FEIS/ROD identified several sinkhole locations within the alignment of the Selected Alternative. An updated Soils and Geology Report (July 1, 2022) identified a minimum of three potential depressions/sinkholes within the proposed ROW of the Selected Alternative.

Finding of Reevaluation

Based on the discussion presented in this Reevaluation:

- The adjustments in the alignment and right-of-way since approval of the FEIS would not result in significant environmental impacts that were not evaluated in the FEIS.
- Updated ecological and environmental studies, in addition to information and circumstances, show that modifications to the proposed alignment and right-of-way would not result in significant environmental impacts not evaluated in the FEIS and ROD. In addition, updated ecological studies determined that the proposed project is not likely to adversely affect federally listed bat species in the project area.
- The proposed project would improve traffic operations in the area by reducing traffic on local roadways. Additionally, Pellissippi Parkway would be constructed according to interstate specifications, which tend to have average lower crash rates than other roadway types due to access control. The proposed project would therefore improve safety conditions for drivers in the area as well.
- The updated Noise Technical Report shows that traffic noise impacts and temporary construction noise impacts are likely for some residential and recreational properties in the project area. Noise abatement criteria were evaluated for all impacted receptors, and it was determined that there is one noise abatement measure considered reasonable and feasible by TDOT's noise policy that would likely be installed to mitigate noise impacts to residents of Kensington Place Mobile Home Community.

Therefore, a supplement to the approved EIS is not required and the ROD remains valid for this project, as currently proposed.

1. Introduction

The Federal Highway Administration (FHWA) and the Tennessee Department of Transportation (TDOT) are preparing a National Environmental Policy Act (NEPA) Reevaluation of the approved Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the extension of Pellissippi Parkway (State Route (SR) 162). The proposed extension would extend from SR-33 (Old Knoxville Highway), which is the current terminus of Pellissippi Parkway (SR-162), to SR-73 (US 321) (Lamar Alexander Parkway) in Blount County, Tennessee.

This Reevaluation of the environmental, social, and economic effects has been conducted in accordance with Title 23 of the Code of Federal Regulations (CFR) 771.129. This Reevaluation is for the entire Pellissippi Parkway (SR-162) as presented in the FEIS (approved September 10, 2015) and ROD (approved August 31, 2017). The project is currently advancing into the Right-of-Way (ROW) phase.

The project is listed in the Knoxville Regional Transportation Planning Organizations Transportation Improvement Program (TIP) for Fiscal Years 2023-2026 as project 23-2014-025. The TIP page for this project is included in **Appendix A**, along with a July 2023 amendment to the TIP for the subject project. Previous environmental documentation and the updated ROW Field Review Plans dated September 9, 2022 are included in **Appendix B** and **C**, respectively. The project location is shown in **Figure 1**.

1.1. Project History

Discussion surrounding the extension of the four-lane divided highway, Pellissippi Parkway, to US 321 (SR-73) from its original terminus with I-40/I-75 began in 1977 at the request of local officials from Alcoa, Maryville, and Blount County. Over the next decade, the Pellissippi Parkway extension became recognized as a high priority transportation project in the Tennessee Urgent Highway Needs Plan enacted in 1986. Between 1986 and 2005, the parkway was extended to SR-33. Since 1995, the region has recognized the need to finish the extension and connect Pellissippi Parkway with US 321 (SR-73) in Long Range Regional Mobility Plans, including the most recent *Mobility Plan 2045* and the statewide Transportation Modernization Act 10-Year Project Plan.

In 2004, TDOT began to prepare an EIS for the extension of Pellissippi Parkway. The Draft EIS (DEIS) considered several alternatives for the proposed extension of Pellissippi Parkway (layout of proposed alternatives is shown in the DEIS) and was approved in 2010. In 2012, TDOT selected the Preferred Alternative and initiated preparation of the FEIS. Prior to work on the FEIS, however, the DEIS underwent a reevaluation to evaluate several new alternatives for the proposed corridor (layout shown in Reevaluation of the DEIS). The DEIS Reevaluation was approved by FHWA in 2014. The FEIS was approved by FHWA in 2015 and a ROD was released in 2017 announcing the Selected Alternative for the extension of Pellissippi Parkway.

Throughout project development and the NEPA process, TDOT has coordinated and solicited feedback from the public and involved agencies. Release of ROW Field Review Plans on September 9, 2022 has prompted this Reevaluation to assess if changes to the approved FEIS, ROD, and corresponding technical studies are warranted.

Previous environmental documentation (DEIS, DEIS Reevaluation, FEIS, and ROD) is included in **Appendix B**.

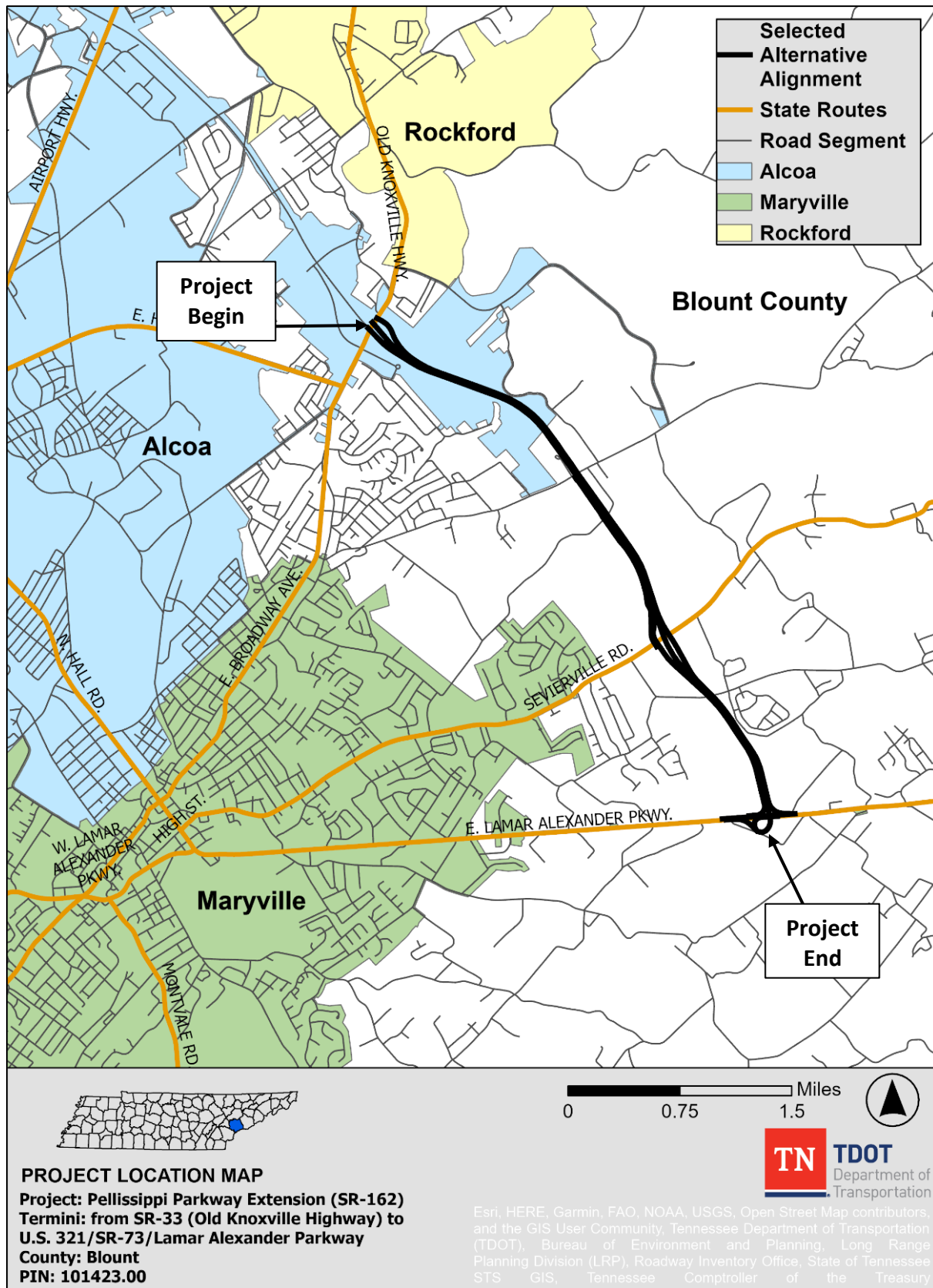
1.2. Consistency with Local, Regional, and Statewide Plans

As stated in the FEIS, the proposed project was found to be consistent with the following local and regional planning efforts: the 1986 Tennessee Urgent Highway Needs Plan, the Transportation Equity Act for the 21st Century, the Blount County Growth Strategy, and the Maryville Urban Growth Strategy. Local and regional plans were reviewed as part of this ROW Reevaluation and the project remains consistent with the policies and goals of these plans.

At the time of FEIS compilation and approval, the most recent Knoxville Regional Transportation Planning Organization (TPO) plan was the *Mobility Plan 2040*. The more recent *Mobility Plan 2045* supersedes the *Mobility Plan 2040* and lists the 4.4-mile extension of Pellissippi Parkway as Project #09-232, described as “construct new 4-lane highway”. The project is slated for horizon year 2026. The project is also included as project 2014-025 in the current TPO’s *2023-2026 Transportation Improvement Program (TIP)*, which was approved by FHWA on June 21, 2023 and supersedes previous TIPs. Amendment 23-2014-025 to the 2023-2026 TIP, which was approved on July 7, 2021, also increased allocated funding for the subject project and modified the project length to 4.9 miles.

As part of the Transportation Modernization Act (TMA), TDOT released its 10-Year Project Plan in December 2023, which contains a list of fiscally constrained projects planned across Tennessee over the next decade. The proposed extension of Pellissippi Parkway is included in the TMA 10-Year Project Plan. Right-of-way acquisition is funded in Fiscal Year 2032 and construction is expected to begin in Fiscal Year 2036.

Figure 1 Project Location



2. Purpose and Need

The extension of Pellissippi Parkway from SR-33 (Old Knoxville Highway) to US 321 (SR-73) in Blount County addresses the transportation needs in the study area that were previously identified during the public and agency coordination activities, prior planning efforts, and review of current transportation and community plans, as well as updated coordination with the public through virtual and in-person design meetings and comment periods (**Section 3.1**). The transportation needs include:

- Limited mobility options in Blount County and Maryville because of the county's primarily radial roadway network;
- Poor local road network with substandard cross sections (with narrow lanes, sharp curves, and insufficient shoulders) in the eastern portion of the county;
- Lack of a northwest/east connection east of Alcoa and Maryville to help serve:
 - Expanding residential development occurring in eastern Alcoa and Maryville and northeastern Blount County; and
 - Demand for trips between Maryville and Alcoa and the Knoxville area to the north.
- Safety issues on roadways in the area, including roads in the Maryville core. People traveling between the north and western portions of the county and the eastern portions of the county must pass through the Maryville core. Numerous rear-end crashes and angle crashes have been reported, due to high volumes of traffic and lack of access management along the roadways; and
- Traffic congestion and poor levels of traffic operations on major arterial roads (in particular US-129, SR-33, and US-411) and intersections in the study area.

Based on input received from local officials, the public, and reviews of previous planning studies and plans, TDOT developed the following objectives for this project:

- Provide travel options for motorists to the county's existing radial roadway network;
- Enhance roadway safety on the county's roadway network, including the Maryville core; and
- Assist in achieving acceptable traffic operations on the transportation network or avoid adversely affecting traffic operations on the existing transportation network.

3. Changes Since Approval of the ROD

The activities and changes that have occurred since the FHWA approved the ROD in 2017 are described in the following sections.

3.1. Public Outreach

Since the approval of the ROD, the following public outreach for the project has been conducted: a virtual public design meeting and an in-person public design meeting. A summary of the public design meetings is provided in the sections below. More information on these meetings is included in **Appendix D**.

Virtual Public Design Meeting (April 15, 2021 to April 29, 2021)

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.

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. The comments and TDOT responses from the virtual public design meeting were released to the public through the project website on September 22, 2022¹ and are included in **Appendix D**.

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

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

During the meeting, TDOT representatives facilitated a 60-minute public question and answer session with audience members. Members of the public were also able to submit comments on comment cards during the design meeting or mail them into TDOT within 21 days of the meeting.

In total, there were 50 comments submitted by the public. The main themes of these comments concern environmental impacts, existing maintenance issues, traffic, noise, safety, and funding, among other themes. Comments received during the in-person public design meeting and comment period were released to the public through the project website on September 22, 2022 and are included in **Appendix D**.

FEIS/ROD Reevaluation Public Comment Period (March 2, 2023 to March 23, 2023)

On March 2, 2023, TDOT initiated a public comment period to solicit feedback on the Pellissippi Parkway (SR-162) Extension project as part of the reevaluation of the FEIS and ROD. The comment period ended on March 23, 2023. During the comment period, TDOT received a total of 82 responses. This included a response submitted by Citizens Against Pellissippi Parkway Extension (CAPPE) and letters of support from the Mayors of Blount County and the cities of Alcoa and Maryville. Of the 82 comments received, 32 supported the project and 49 opposed the project.

The main themes of the comments focused on a “Fix It First” philosophy, safety, traffic, land use, farmlands, project cost, and economic development. Comments received and TDOT’s disposition of the comments are included in **Appendix D**.

3.2. Modification of the Selected Alternative

The design of the Selected Alternative has been modified since the approval of the FEIS and ROD. As proposed in the FEIS, the roadway would be constructed as a four-lane divided roadway with a 48-foot depressed median. The roadway design has since been modified so that the proposed four-lane divided roadway would have a concrete median barrier wall. Design modifications since approval of the FEIS and ROD also include increased inside

¹ Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Public Involvement. <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-involvement.html>. Accessed May 1, 2023

shoulder width along the roadway and construction of a 10-foot greenway and multi-use path with retaining walls adjacent to the roadway between Wildwood Road and SR-35 (US 411) (Sevierville Road) and along SR-35 (US 411) (Sevierville Road) from the exit ramp with SR-162 to Davis Ford Road.

The updated design would also require increased right-of-way acquisition along US 411/SR-35 (Sevierville Road) at Ramp 2-B and changes in construction and slope easements near Dell Road. At the intersection of US 411/SR-35 (Sevierville Road) and Davis Road, proposed right-of-way acquisition, construction easements, and slope easements would increase, including new slope easements in Tract 32 along US 411/SR-35 (Sevierville Road) west of Nina Delozier Road. Changes in right-of-way acquisition, slope easements, and construction easements are also anticipated north of Nina Delozier Road along US 411/SR-35 (Sevierville Road).

Modifications to the eastern terminus of the proposed project at the proposed interchange include the following:

- Acquisition of additional right-of-way on the north side of US 321/Lamar Alexander Parkway to accommodate Ramp 3C (off ramp to westbound US 321/Lamar Alexander Parkway).
- Change in access to Buchanan Road, which would no longer have a connection to US 321/Lamar Alexander Parkway) in order to accommodate ramps 3A (off ramp to eastbound US 321/Lamar Alexander Parkway) and 3B (eastbound on ramp to Pellissippi Parkway extension).
- Addition of a backage road from Hubbard School Road to create an access to Buchanan Road. The backage road will also provide access to several properties that will lose their direct access to US 321/Lamar Alexander Parkway.

The ROW Field Review Plans dated September 9, 2022, which show these changes, are in **Appendix C**.

4. Technical Studies Updates

4.1. Transportation

4.1.1. Traffic Analysis

A traffic operations analysis was completed on January 23, 2024 for this Reevaluation to update studies previously completed as part of the FEIS and ROD. The updated analysis presents projected traffic forecasts, volumes, and evaluates the benefits of the project alongside the purpose and need. The traffic operational analysis was performed for the morning and evening peak traffic periods for 2022 (Existing Year), 2026 (Base Year), and 2046 (Design Year). Intersection-level delay and level of service (LOS) were modeled using Synchro 11. Segment-level delay and LOS were modeled using Highway Capacity Software (HCS) 2023. The findings are summarized in the following sections. The traffic analysis is included in **Appendix E**.

Existing Traffic

Operational and LOS analysis was performed for the Existing Year (2022) to determine current traffic conditions on the existing roadway network. Operational conditions were evaluated for 15 intersections and 11 roadway corridors in the project area.

Overall findings from the operational analysis of existing traffic conditions show that delay is higher during evening peak times. Additionally, most of the intersections and corridors in the study area currently operate at an acceptable LOS except for SR-115 near SR-35 and SR-115 near SR-335.

The existing traffic conditions identified in the January 2023 report are comparable to LOS and operational analyses from the FEIS. At that time most of the corridors evaluated operated at an acceptable LOS, except for segments of SR-35 and SR-115. Most intersection LOS within the project area have remained similar or worsened with the exception of the intersection of SR-33 at the I-140 on-ramp. At the time of the FEIS, this intersection was STOP controlled but is now signalized, which improved the delay to an acceptable LOS.

Future Traffic

The updated January 2023 traffic report also included an Operational and LOS analysis for the Base Year (2026) and Design Year (2046) for the No-Build Alternative, Selected Build Alternative, and Alternative D. Although Alternative D was not chosen as the Selected Alternative, it was included in this updated analysis in response to comments provided from the public on the FEIS and the revised analysis completed for this alternative as part of the ROD. The same intersections analyzed for existing traffic conditions were analyzed for each alternative for both the Base Year and Design Year.

Results indicate that traffic conditions improve overall for the Selected Alternative compared to the No-Build Alternative. Although a few roadway segments under the Selected Alternative would have higher delay compared to the No-Build, including some sections of I-140, the LOS on most corridor segments would be acceptable with the Selected Alternative. For Alternative D, operational efficiency is reduced in both the Base and Design years due to increased traffic volumes without increased lane capacity. Additionally, intersection improvements included in the Selected Alternative along with an additional route via the proposed Pellissippi Parkway Extension would reduce current intersection inefficiencies. Compared to the No-Build, 16 out of 17 intersections analyzed demonstrated the same or improved delay for AM and/or PM peak hours. Decreased intersection delay under the Selected Alternative mainly results from decreased traffic on local roads as traffic utilizes the Pellissippi Parkway Extension instead. Increased delay at the intersection of SR-162 at the SR-33 ramp terminal intersections under the Selected Alternative results from an additional intersection approach, which introduced additional intersection conflicts and wait time at the signal.

The updated Traffic and Safety report is included in **Appendix E**.

4.1.2. Crash Analysis

An updated crash analysis was prepared for this Reevaluation. Findings of the analysis are summarized below. The crash analysis is included in **Appendix E**.

Historical Crash Analysis

Historical crash data for the study area is available via the Enhance Tennessee Roadway Information Management System (E TRIMS) and has been analyzed for a five-year study period. For this analysis, the study period includes crashes occurring between 2018 and 2022.

Crash analysis considers the Critical Crash Rate, which is a rate that is derived by formula and applies a recognized statistical method to analyze crash data. This method compares the Actual Crash Rate at a site with the Critical Crash Rate unique to each site. An Actual Crash Rate that is greater than the Critical Crash Rate indicates a possibility that there is some

unfavorable characteristic of local conditions contributing to crash occurrences. Exceedance of the Critical Crash Rate is expressed when the ratio of the Actual Crash Rate to the Critical Crash Rate is greater than 1.0.

Crashes are random and relatively infrequent occurrences, therefore comparing the actual crash rate of a roadway segment, spot, or intersection to statewide average crash rates alone does not imply statistical significance. Instead, the Critical Crash Rate is used to determine whether the actual crash rate is significantly higher than average. The Critical Crash Rate is a threshold value, calculated for a given roadway segment, spot, or intersection, that determines whether the actual crash rate of that segment, spot, or intersection significantly deviates from the average statewide crash rate for facilities with similar characteristics.

During the five-year study period, there were approximately 3,657 reported crashes on study area roadway segments. Of these crashes, there were 14 fatalities, 2,045 injury crashes, and nearly 1,600 property damage only crashes. The Actual Crash Rate to Critical Crash Rate exceeds 1.0 for 12 of the 30 study area roadway segments.

Crash rates were analyzed for 30 roadway segments with the study area. Twelve of these segments (**Table 2**) exceed the critical crash rate such that the actual-to-critical crash rate is greater than 1.0. The full crash analysis is included in the Traffic and Safety report in Appendix E. The roadway segments where the actual-to-critical crash rate is greater than 1.0 have more crashes than is statistically probably based on random occurrence.

Table 2 Calculated Crash Parameters by Segment, 2018-2022

Roadway	Segment	Total Crashes (C)	Length of Segment (L)	Exposure (E) MVM	Crash Rate (Crashes per 100 million vehicle miles of travel)	Actual Crash Rate (R)	Statewide Average Crash Rate (R _a)	Critical Crash Rate (R _c)	Critical Crash Rate Factor (R/R _c)
SR-115	Between SR-335/E Hunt Road and Pellissippi Parkway/SR-162	674	2.65	297.88	226.26	2.26	1.98	2.17	1.04
SR-115	Between SR-73/Lamar Alexander Parkway and SR-35/Washington St	552	2.79	215.47	242.26	2.42	1.98	2.20	1.10
SR-33	Between Pellissippi Parkway/SR-162 and SR-335/E Hunt Rd	79	0.26	8.51	928.63	9.29	1.98	3.15	2.94
SR-33	Between SR-335/E Hunt Rd and Wildwood Rd	182	1.26	28.17	646.03	6.46	2.51	3.22	2.01
SR-33	Between SR-35/Washington St and Wildwood Rd	220	1.82	44.19	497.90	4.98	2.51	3.07	1.62
SR-33	Between SR-73/Lamar Alexander Parkway and SR-35/Washington St	126	0.70	14.44	872.37	8.72	2.51	3.51	2.48
SR-73	Between Jones Ave and SR-33/Old Knoxville Highway	98	0.77	27.09	361.79	3.62	1.98	2.62	1.38
SR-35	Between Peppermint Rd and High St	259	4.15	63.84	405.70	4.06	2.51	2.98	1.36
SR-35	Between High St and Sevierville Rd	11	0.06	2.78	395.47	3.95	0.47	1.60	2.48
SR-35	Between SR-33/Old Knoxville Highway and Sevierville Rd	11	0.08	3.14	350.38	3.50	0.47	1.52	2.31
SR-35	Between SR-115/US 129 Bypass and SR-33/Old Knoxville Highway	371	2.30	107.67	344.58	3.45	1.98	2.29	1.50
Helton Road	Between SR-73/Lamar Alexander Parkway and Davis Ford Rd	8	1.26	0.94	847.30	8.47	3.35	8.26	1.03

Future Safety Conditions

The Selected Alternative, which extends Pellissippi Parkway and meets freeway/interstate level design standards, is anticipated to be safer than both the No-Build Alternative and Build Alternative D. Crash data from the Tennessee Department of Safety and Homeland Security and TITAN² are integrated into and stored in E-TRIMS. The statewide average crash rates calculated from the historic crash data available in E-TRIMS from 2017 to 2019 for each roadway functional classification show that freeway sections on both urban/rural facilities have lower total crash rates along with lower fatality rates compared to other roadway types, including those in the project study area. Additionally, since the extended Pellissippi Parkway will have increased vehicular capacity as a four-lane median-divided roadway, much of the current traffic volume will be diverted to the extension. This is anticipated to improve safety on other roads within the study network as many of the study area roadways are forecasted to have lower traffic volumes in the Base and Design years.

The No-Build Alternative would not extend Pellissippi Parkway. As the functional classifications of local roads (low speed roads that primarily provide residential access) are not upgraded in this alternative, the average crash rate is not expected to decrease, and safety conditions are unlikely to improve. Additionally, traffic will continue to utilize the existing roadway network as used in the existing year (2022), which includes elements such as: at-grade intersections, traffic signals, stop and yield signs, direct access to residential and commercial properties/driveways, narrow traffic lanes, narrow or non-existent medians/shoulders, and inadequate clear zones and sight distances. These listed factors are associated with non-interstate/freeway facilities such as urban and rural local, collector, and arterial facilities, which have been shown to typically yield more crashes.³ Moreover, vehicular movement conflicts are not reduced and other concerns such as inadequate or non-existing shoulders/medians are not addressed.

Build Alternative D proposed to combine six intersections into three and convert five three-legged intersections into three four-legged intersections in lieu of extending Pellissippi Parkway. The additional traffic volume in the Base and Design Year scenarios would be diverted to the proposed intersection configurations, which would introduce more conflicts with the additional approaches being added. Although Build Alternative D proposed upgrades to the existing network of two-lane roads such as straightening curves, realigning intersections, and using new locations to provide a continuous route with a 50-mph design speed, it was not anticipated to sufficiently address the project's goal of enhancing roadway safety in the project area. This is because the roadway functional classifications in the study area would remain unchanged, thus failing to reduce the potential for crashes within the study network.

Results of the analysis showed that despite intersection improvements proposed as part of Alternative D, Alternative D does not address the project's goal of enhancing roadway safety. Several intersections in Alternative D would be changed from 3-way stop-controlled to 4-way stop-controlled, adding additional potential for crashes to occur. The roadway classifications would also remain the same despite proposed roadway improvements. The Selected

² The Tennessee Integrated Traffic Analysis Network (TITAN) is provided by the Tennessee Highway Patrol for use by law enforcement agencies in Tennessee and contains crash data from the Tennessee Department of Safety and Homeland Security. Data from TITAN is integrated into and stored in E-TRIMS, where it is available for use by TDOT and TDOT STID.

³ Tennessee Strategic Highway Safety Plan 2020-2024. <https://tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>. Accessed March 27, 2024.

Alternative, on the other hand, would reduce crashes, particularly at intersections, by migrating traffic from non-freeway roads to the newly constructed Pellissippi Parkway, which would be constructed according to the interstate standards.

4.1.3. Freight Rail

Existing freight rail lines were evaluated in the FEIS. The FEIS analysis of freight rail lines in the project area remains applicable based on the ROW Field Review Plans dated September 9, 2022 such that "...existing freight rail lines [do not] cross or run adjacent to the immediate project area [and would not be impacted by the proposed Pellissippi Parkway Extension]".

4.1.4. Airports

Since the approval of the FEIS and ROD, an additional runway was constructed at the Knoxville-McGhee Tyson Airport. However, updates to the project location in the ROW Field Review Plans dated September 9, 2022 would not adversely impact the airport or new airport improvements, as it is located to the northwest of the project location.

As previously stated, due to the proximity of the Pellissippi Parkway extension to the airport, TDOT will follow protocol to complete and submit Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration, to notify the FAA Memphis Airports District Office of project updates and design.

4.1.5. Public Transit

Updates to the project location in the ROW Field Review Plans dated September 9, 2022 would not adversely impact existing public transportation within the region.

4.1.6. Bicycle and Pedestrian Facilities

As part of this Reevaluation, the TDOT Multimodal Transportation Section reviewed the ROW Field Review Plans dated September 9, 2022. On January 4, 2023, the TDOT Multimodal Transportation Section stated that "this project serves bicyclists and pedestrians with a [10 foot] shared-used path and a [5 foot] sidewalk, crosswalks and curb ramps". A copy of the TDOT Multimodal Transportation Sections ESR response is included in **Appendix F**.

4.2 Land Use and Community Facilities

This section discusses changes in land use since the approval of the FEIS and the ROD, including potential project impacts based on ROW Field Review Plans dated September 9, 2022.

4.2.1. Land Use

Regional Growth Trends

Blount County has been experiencing rapid growth over the last 50 years. With double-digit decadal population growth between 1990 and 2010, Blount County was ranked as one of the fastest growing counties in the Knoxville area in the FEIS. Updated Census data from the 2018-2022 American Community Survey (ACS) 5-year estimates show that growth in the county has continued, with the total population growing by ten percent between 2010 and 2022 to nearly 136,000 individuals. It is anticipated that Blount County will continue to grow, and in doing so, will become more densely populated, particularly in urban areas.

In response to population growth, the number of housing units in Blount County more than doubled between 1970 and 2010. Since the approval of the FEIS and ROD, the number of housing units has continued to rise. The 2018-2022 ACS 5-year estimates show that the number of housing units in the county increased to 60,058 in 2022 from 55,266 units in 2010⁴.

In the 2010s and 2020s, the growth of primarily single-family developments has continued to spread eastward between US 411 and US 321. Developments of homes expanded in Sweet Grass Plantation, located east of US 411, and off Tuckaleechee Pike, north of US 321. A new baseball field and track were constructed outside of Coulter Grove Intermediate School, located east of downtown Maryville. The area between SR-33 and US 321 east of downtown Maryville continues to infill and expand. Since 2012, the number of residential building permits issued in Blount County has continued to grow (**Figure 2**). In 2020, the number of permits issued was more than three times larger than the number issued in 2011. Most growth in the area is occurring in unincorporated Blount County and not within the cities of Maryville and Alcoa (**Figure 3**).

Other major recent growth locations in Blount County since the FEIS include the construction of an Amazon Warehouse east of US 129 along US 140 in Alcoa and construction of the new Smith & Wesson headquarters north of SR-335 and northwest of downtown Maryville. Both facilities are located adjacent to the McGhee Tyson Airport. The Amazon Warehouse opened on October 5, 2023, and the Smith & Wesson facility officially opened on October 7, 2023.

⁴ 2010 Housing Unit estimate is from the DEIS and the U.S. Census Bureau.

Figure 2 Residential Building Permits by Jurisdiction

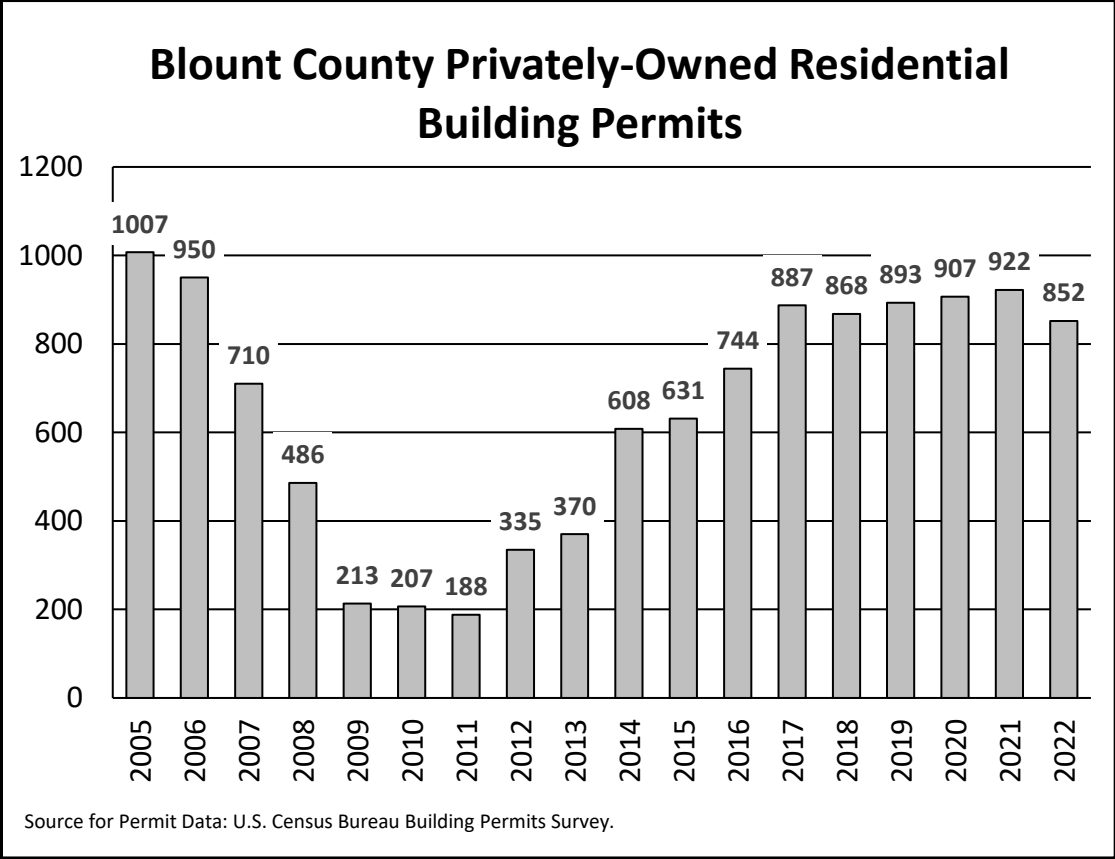
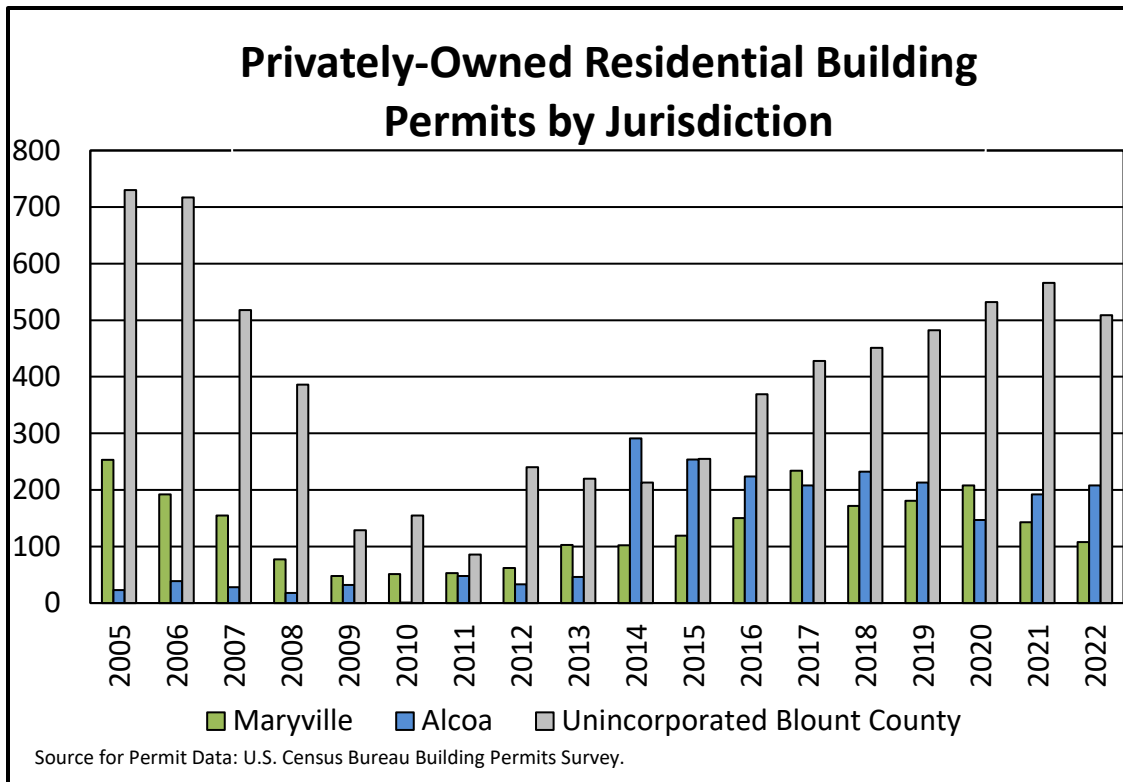


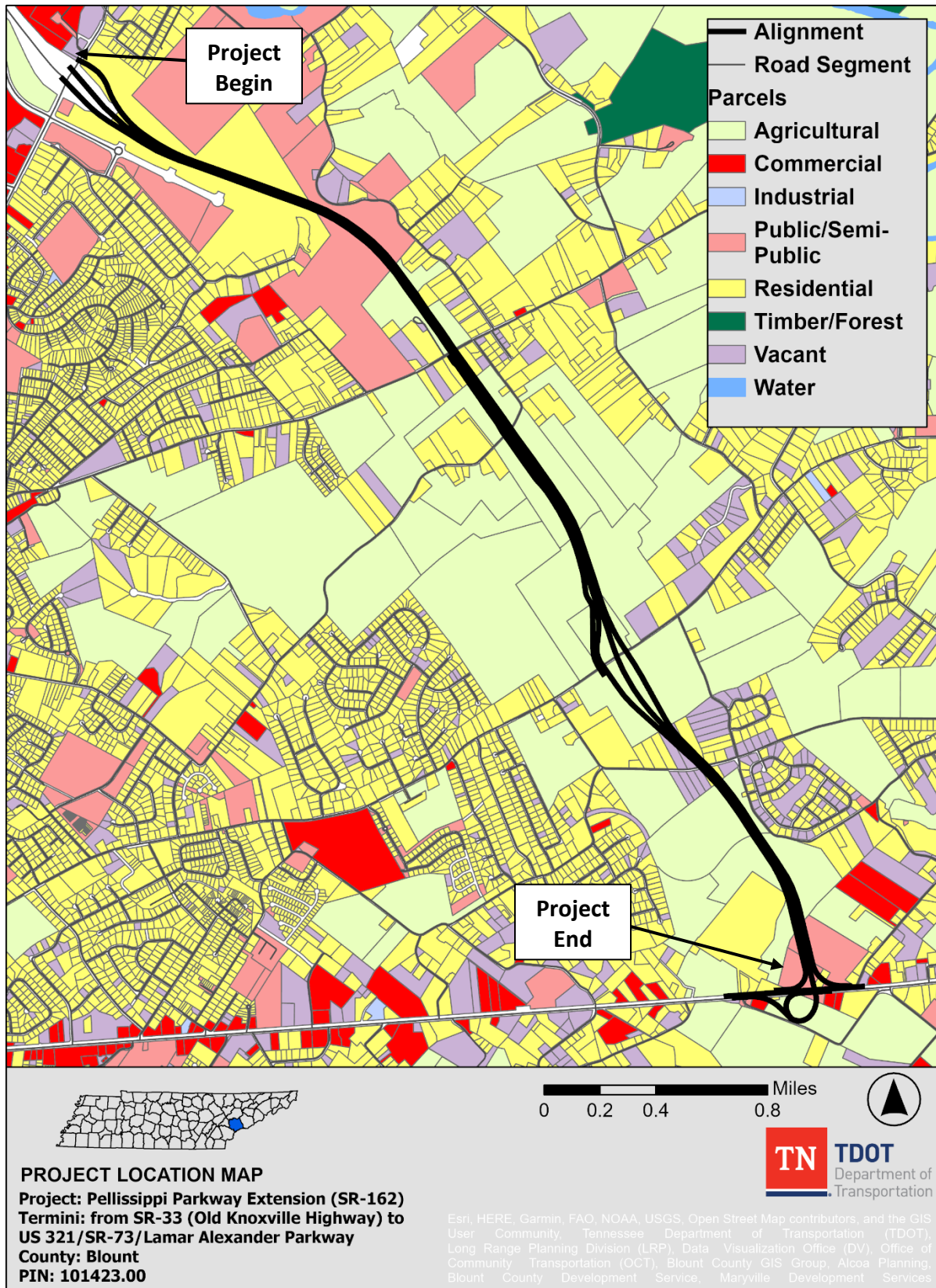
Figure 3 Privately-Owned Residential Building Permits by Jurisdiction

Existing Land Use

Along the proposed alignment of the project, current land use is predominantly agricultural. Land use in the project area has remained predominantly the same as was evaluated for the FEIS. As shown on **Figure 4**, land use in the project area is a mix of residential, agricultural land, and public or semi-public spaces.

Residential development in the study area has remained similar since the FEIS and is primarily composed of single-family dwellings, with some mobile homes, multi-family duplexes, and condominiums. Work has recently begun on a mixed-use residential and commercial development in Pellissippi Place, near the current terminus of Pellissippi Parkway. Pellissippi Place technology research and development park has grown slightly since the FEIS was approved, with ProNova Solutions continuing to develop their manufacturing and office space. It is also anticipated that a new mixed-use development (residential, shopping, dining) will be constructed by early 2024 in Pellissippi Place. However, it does not appear that construction has begun at this time. Additionally, at the time of the FEIS, Sweet Grass Plantation, which is located adjacent to the proposed alignment, had about 10 homes built within the subdivision. Today, more than 70 lots in the neighborhood contain homes or appear to have homes under construction (CNES, 2023).

Figure 4 Land Use in the Project Vicinity



Future Land Use

The alignment for the Selected Alternative falls within land zoned by the Blount County government as suburbanizing (Figure 5). This zoning designation is defined as land that the district intends “to regulate [for] suburbanizing development of expected high to moderate density around the cities of Alcoa [and] Maryville”. Future land use designations do not exist at this time, so projections of future land use are guided solely by land zoning. The suburbanizing designation demonstrates that Blount County officials anticipate growth along the corridor of the proposed extension. The land adjacent to the proposed extension to the east is zoned as a rural district with the purpose of to regulate rural development of expected moderate to low density within the county” within this zone (Blount County GIS, 2023).

As stated in the FEIS, land use in Blount County is guided by the “five principles first established in the 1999 *Blount County Policies Plan*” (FEIS, 2015). The report was updated in 2008, but the main principles guiding regional infrastructure and development remained largely unchanged. The guiding principles center on preserving the rural character of Blount County, responsibly and fairly managing land use and development, improving and maintaining local roads, and balancing growth with the availability of appropriate infrastructure to support that growth (Blount County Planning Commission, 2008).

The 2000 *Blount County Conceptual Land-Use Plan* (Blount County Planning Commission, 2000) that was reviewed in the FEIS remains the most up-to-date comprehensive document on conceptual changes in land use within the region. The main purpose of this document was to discuss the types and centers of development that are expected within Alcoa, Maryville, and Blount County.

Maryville released the *City of Maryville Land Use Plan 2035* to set goals and objectives for future land use while assessing current land usage within the city. The Maryville plan lays a foundation for balanced growth and land use changes in the future. Similarly, the City of Alcoa released their *2025 Comprehensive Plan Update: Projected to Year 2035* in 2017. This plan focused on identifying goals for land use and development, including strategies for consistent and successful development. These goals included a variety of housing options, investing in and maintaining the school systems, limiting urban sprawl while promoting accessible movement and multimodal access, and preserving the rural character of the community. The Selected Alternative is compatible with both plans.

The Selected Alternative is still located within the Urban Growth Boundaries (UGBs) established for the municipalities of Alcoa and Maryville in Blount County (**Figure 6**).

Figure 5 Blount County Zoning Along the Selected Alternative

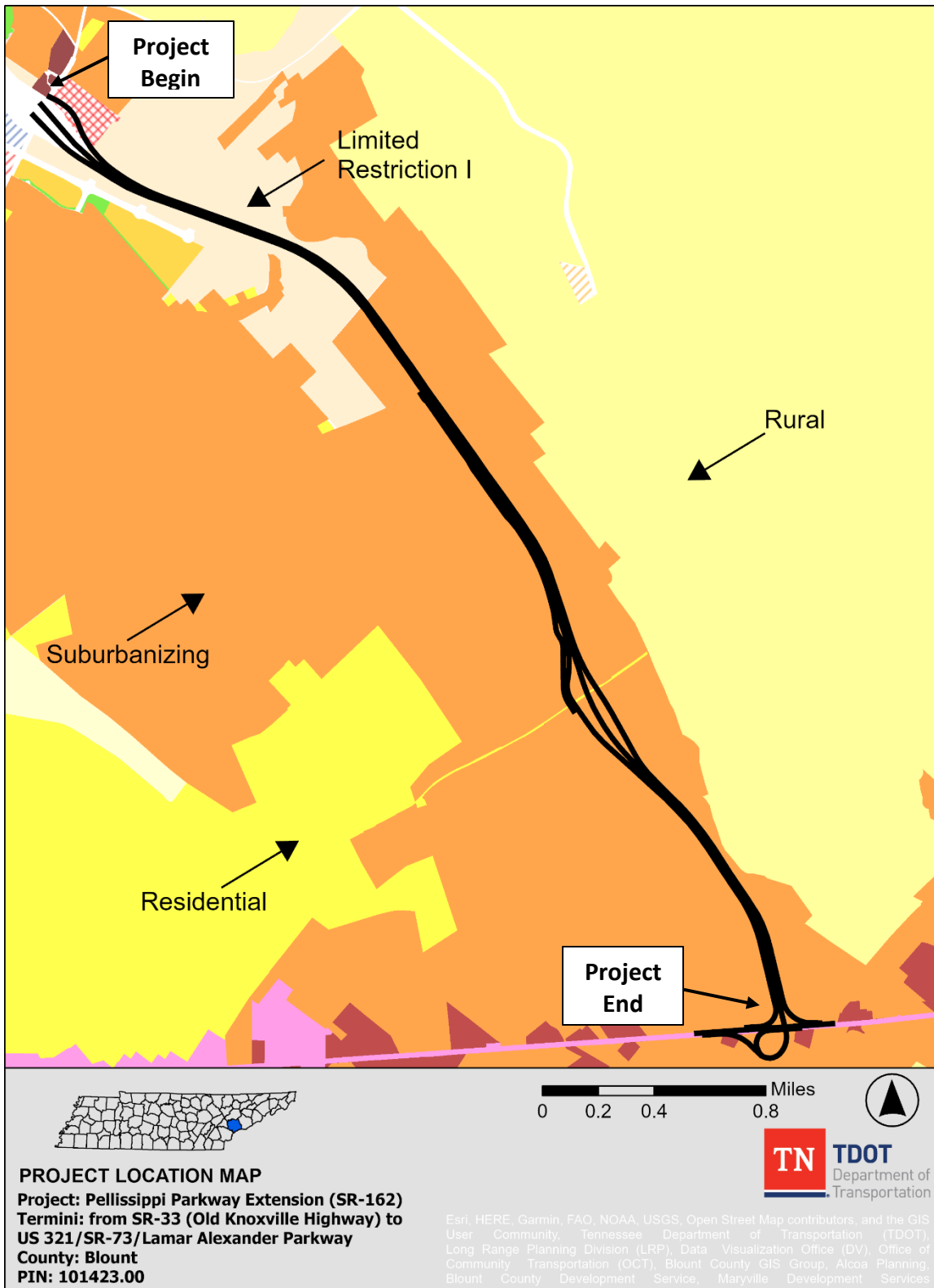
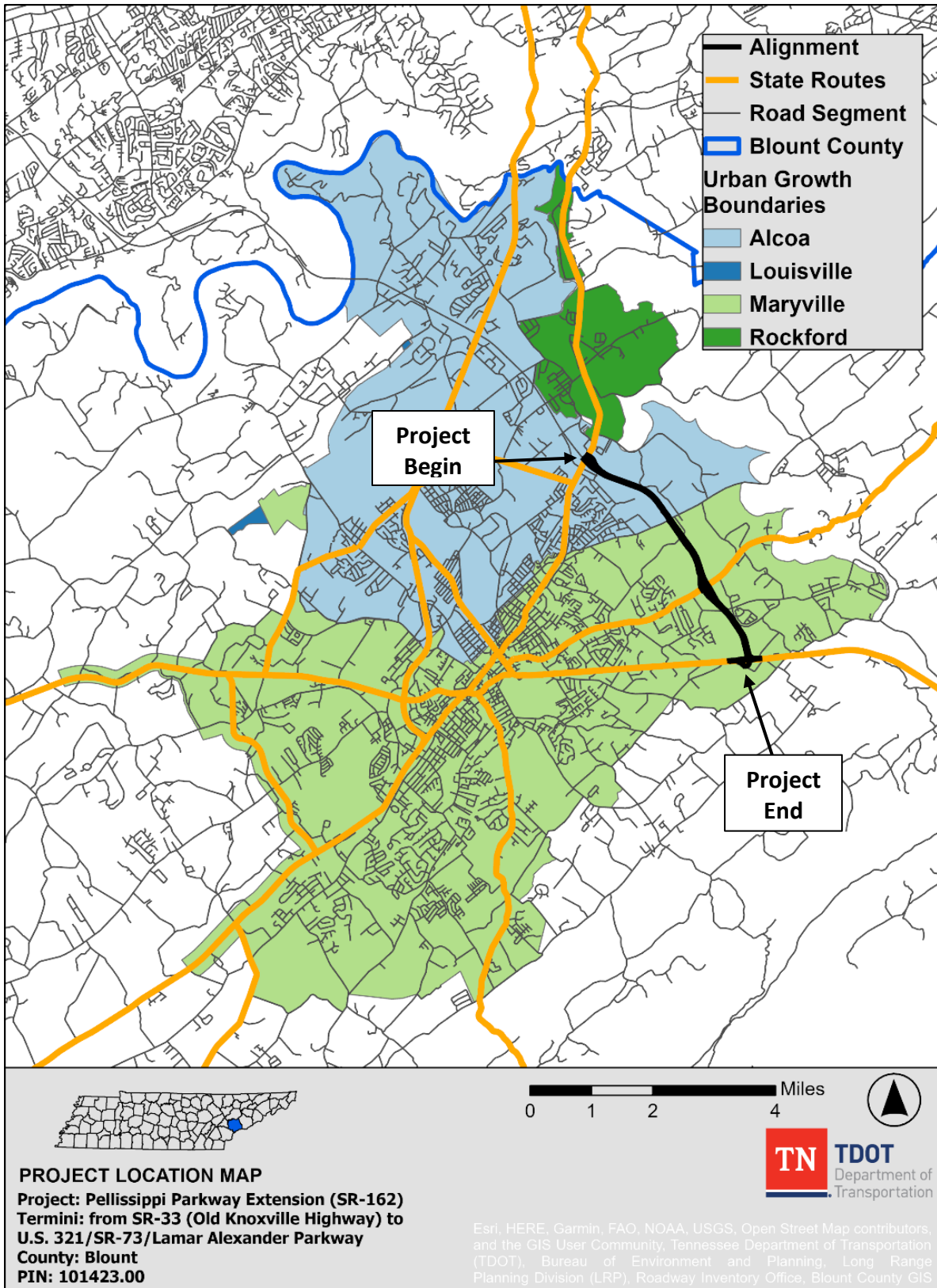


Figure 6 Urban Growth Boundaries



4.2.2. Community Facilities

In the FEIS, the Preferred Alternative (Selected Alternative) was not anticipated to require the acquisition or displacement of any community, public, or social services or facilities. Based on a review of the ROW Field Review Plans dated September 9, 2022, the Selected Alternative would continue to not require the acquisition or relocation of any community, public, or social services or facilities. While the Selected Alternative will acquire some right-of-way from Rio Revolution Church and the Maryville Seventh-Day Adventist church, the churches would not be acquired and no adverse impacts are anticipated.

4.3. Social and Economic Conditions

4.3.1. Population Trends

Blount County exhibited double-digit decadal population growth between 1990 and 2010, and at the time of preparation of the FEIS, was ranked as one of the fastest growing counties in the Knoxville area. Updated Census data from the 2018-2022 American Community Survey (ACS) 5-year estimates⁵ show that Blount County's population growth has continued. The population grew by ten percent between 2010 and 2022, up to nearly 136,000 individuals. It is anticipated that Blount County will continue to grow, and in doing so, will become more densely populated, particularly in urban areas.

4.3.2. Race and Ethnicity

The 2020 Decennial Census reports that there are over 17,500 individuals living in the three census tracts that cover the project area (CT 109, CT 110.01, and CT 110.02; see **Figure 7** for census tract geography).

Much of the population living in these census tracts is white, making up 86.6, 88.3, and 91.9 percent of the population in CT 109, CT 110.01, and CT 110.02, respectively. This represents an increase in the percentage of minority individuals living in the project area – the 2010 Decennial Census showed that the population in these census tracts was approximately 95 percent white. Individuals of Hispanic or Latino descent make up the largest percentage of minority individuals (37 percent of the minority population) in these block groups, followed by black or African American individuals (12 percent of the minority population). The largest populations of minority individuals reside within CT 109.

4.3.3. Income and Poverty Levels

At the time of this Reevaluation, data on income and poverty from the 2020 Decennial Census are not available. The U.S. Census 2018-2022 ACS 5-Year summary data⁶ show that Blount County households have a median income of \$70,935, compared to a state-wide median income of \$64,035. CT 109 has a median household income higher than that of Blount County overall (\$72,569). CT 110.01 and CT 110.02 also exceed the Blount County average with median household incomes of \$78,922 and \$80,328, respectively.

⁵ Source: "Table S0101 – Age and Sex," U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates. ACS data was accessed and reviewed on February 1, 2024 via the U.S. Census Bureau website.

⁶ Source: "Table S1903 – Median Income in the Past 12 Months (in 2018 Inflation-Adjusted Dollars)," U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates. ACS data was accessed and reviewed on February 1, 2024 via the U.S. Census Bureau website.

CT 109, CT 110.01, and CT 110.02 have lower percentages of persons living in poverty than the state (14.0 percent) and Blount County (8.6 percent). Poverty levels from the 2018-2022 ACS 5-Year summary data⁷ show that 7.0 percent of the population in CT 109 is below poverty. Poverty levels are even lower, however, in CT 110.01 and CT 110.02, with 4.2 and 6.2 percent of the population below poverty in each census tract, respectively. Poverty levels at the block group level are discussed in more detail in **Section 4.5**.

4.3.4. Economic Characteristics

The 2018-2022 ACS 5-Year summary data⁸ estimate that nearly 60.5 percent of the population is employed in Blount County, which is approximately 10 percent lower than the 2010 estimate of 70 percent. The percentage of the population employed fluctuates throughout the three census tracts in the project area. Fifty-eight percent of the population in CT 109, 60.5 percent of the population in CT 110.01, and 57.3 percent of the population in CT 110.02 are employed. Within Blount County, around 4,000 individuals, or 3.89 percent of the labor force, are unemployed (Tennessee Department of Labor and Workforce Development Labor Force Profile). The Blount County unemployment rate is lower than the statewide unemployment rate of 4.56 percent.

Using data from the U.S. Census Bureau's LEHD Origin-Destination Employment Statistics (LODES, 2020), the Tennessee Department of Labor and Workforce Development reported that approximately 73,000 individuals live and work within Blount County. An additional ~65,600 individuals who live in Blount County commute to other counties for work. Commuters from Blount County predominantly work in Knox County (more than 82 percent of the commuting work force).

Tourism is a large component of the Blount County economy due to its proximity to the Great Smoky Mountains National Park and a variety of tourist attractions including Tuckaleechee Cavern in Townsend, Blackberry Farms Bed and Breakfast in Walland, and Lake Loudon in western Blount County. In September 2023, the Tennessee Department of Tourist Development released a report showing that 2022 tourism expenditures in Blount County were more than \$543.93 million dollars, the 8th highest visitor spending in the state and a 14.1 percent increase in expenditures compared to 2021 and a 69.8 percent increase over the 2013 tourism expenditures reported in the FEIS. Approximately 4,668 individuals were employed in the tourism industry in 2022 with an annual payroll of more than \$200 million dollars compared to 2,950 individuals in 2013 and an annual payroll at that time of approximately \$76 million dollars.

4.4. Right-of-Way and Relocations

The Conceptual Stage Relocation Plan (CSRP) developed for the FEIS identified 11 residential relocations and 1 business relocation under the Selected Alternative. The residential relocations included 5 single-family homes and 6 mobile homes within Kensington

⁷ Source: "Table S1701 – Poverty Status in the Past 12 Months," U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates. ACS data was accessed and reviewed on February 1, 2024 via the U.S. Census Bureau website.

⁸ Source: "Table DP03 – Selected Economic Characteristics," U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates. ACS data was accessed and reviewed on February 1, 2024 via the U.S. Census Bureau website

Place Mobile Home Community.

At the time of preparation of the FEIS, 4.8 acres of right-of-way acquisition were anticipated from Kensington Place and it was estimated that the Selected Alternative would require approximately 200 acres of right-of-way from the project footprint. Design changes in the alignment of the Selected Alternative have resulted in changes in the amount of right-of-way acquisition anticipated for the proposed project. The project footprint based on the September 9, 2022 ROW Field Review Plans is expected to require 207.646 acres of new right-of-way acquisition, 0.368 acres of drainage easements, 2.914 acres of slope easements, and 5.057 acres of construction easements. This represents total right-of-way amounts of approximately 216 acres, which is slightly higher than the preliminary estimates in the FEIS.

These changes in the alignment of the Selected Alternative have also reduced the amount of right-of-way acquisition expected from Kensington Place to 4.084 acres. An updated CSRPs was completed in February 2023 to capture changes in the project footprint based on the September 9, 2022 ROW Field Review Plans. The updated CSRPs identified a total of 22 potential relocations, including 4 mobile homes within Kensington Place, 1 business, and 17 single-family residences. While the total number of relocations has increased under the September 9, 2022 plan set and project alignment, the number of relocations from Kensington Place has decreased. Loss of access was not assessed within the CSRPs developed for the FEIS, but the January 2023 CSRPs indicates loss of access is expected for 12 parcels within the project area. Relocations are discussed in more detail in the January 2023 CSRPs included in **Appendix G** and the Environmental Justice analysis included in **Appendix H**.

4.5. Environmental Justice

The approved FEIS and ROD determined that while there would be adverse impacts to EJ communities from the project, these impacts would not be disproportionately high for minority and low-income populations compared to the rest of the population in the project area.

As part of this Reevaluation, TDOT updated the EJ analysis for the Selected Alternative pursuant to Title VI of the 1964 Civil Rights Act and Executive Order 12898. The updated analysis focused on the Selected Alternative and incorporated the most recent census data from the American Community Survey (ACS) 2017-2021 5-year Estimates. This updated analysis is documented in the memorandum dated January 16, 2024, which was approved by the TDOT Civil Rights Division in correspondence dated January 17, 2024. Copies of the memorandum dated January 16, 2024 and TDOT Civil Rights Division Concurrence dated January 17, 2024 are included in **Appendix H**.

The updated EJ analysis shows that minority and low-income individuals are present within the project area. Between the FEIS/ROD and this analysis, TDOT established threshold indicators to identify and report minority and low-income populations (EJ populations). Based on these thresholds, an EJ population is defined as any block group where the 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, or accounts for more than 50 percent of the overall block group population. There have also been changes in block group geometry within Census Tract (CT) 109 since the FEIS/ROD that have been captured in the updated analysis.

There are eight block groups located in three census tracts that encompass the project

area. These include CT 109, Block Group (BG) 1; CT 109, BG 2; CT 109, BG 3; CT 110.01, BG 1; CT 110.01, BG 2; CT 110.02, BG 1; and CT 110.02, BG 2. For a record of changes in block group naming convention and geometry for CT 109 since the FEIS/ROD, refer to the memorandum dated January 16, 2024 in **Appendix H**.

At the time of the FEIS/ROD, no block groups in the project area met the criteria for an EJ population based on minority population. However, CT 110.01, BG 1, was classified as an EJ population as the percent low-income population exceeded the county average by 10 percentage points or more. The updated analysis using 2017-2021 ACS data shows that CT 110.01, BG 1 no longer meets EJ criteria based on the low-income population. CT 109, BG 3 and CT 110.02, BG 2 have minority and low-income populations, respectively, that exceed the Blount County average by 10 percentage points or more. **Table 3** summarizes the percentage of minority (**Figure 7**) and low-income (**Figure 8**) individuals in impacted block groups. Changes in percent minority and low-income within impacted block groups between the analysis conducted for the FEIS/ROD and the current analysis are summarized in **Table 4**.

Kensington Place Mobile Home Community, located in CT 110.01, BG 1, has continued to be identified as an EJ population due to a high concentration of low-income and minority individuals.

Table 3 Minority and Low-Income Populations 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 7 Percent Minority in Impacted Block Groups

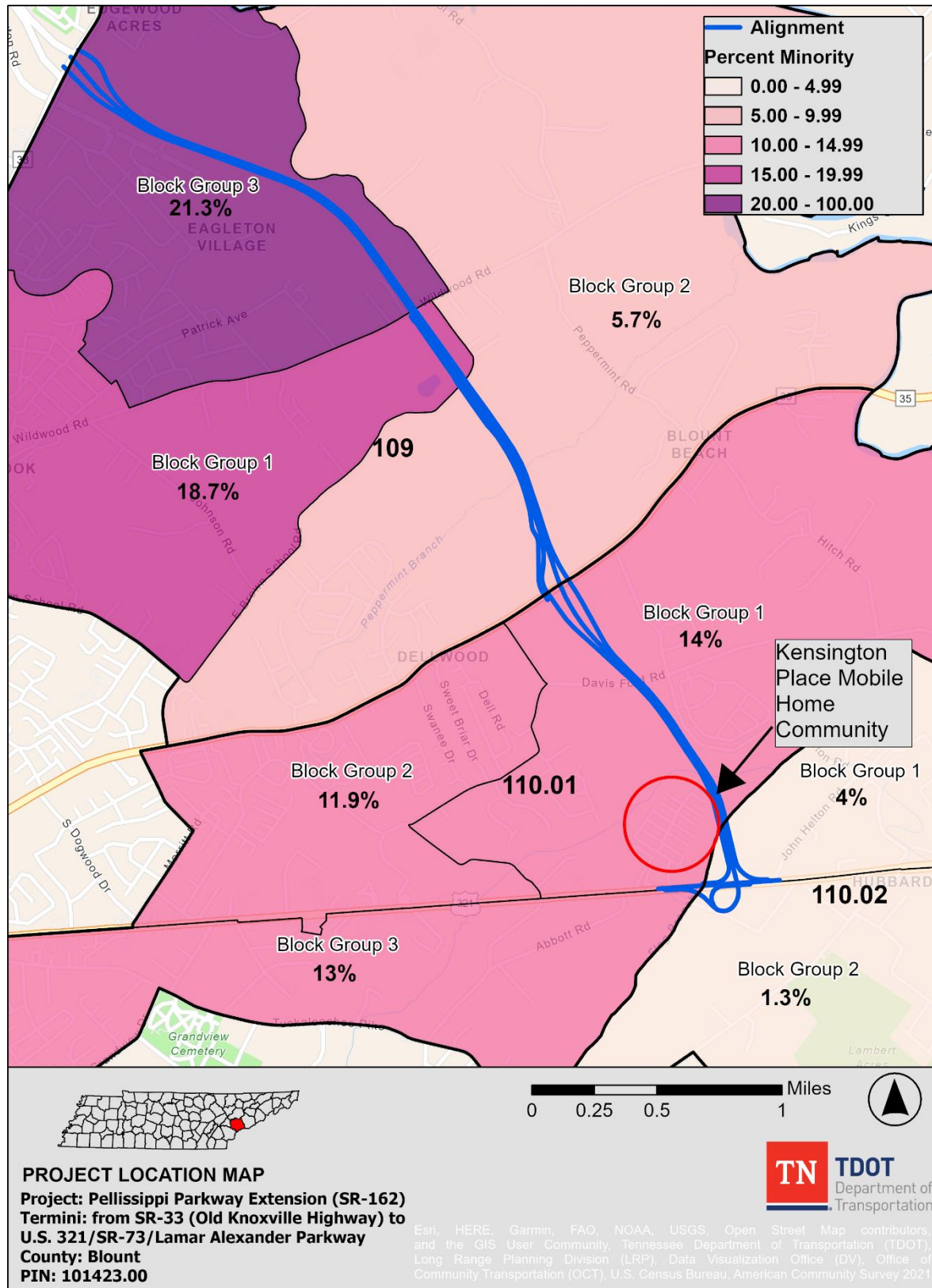


Figure 8 Percent Low-Income in Impacted Block Groups

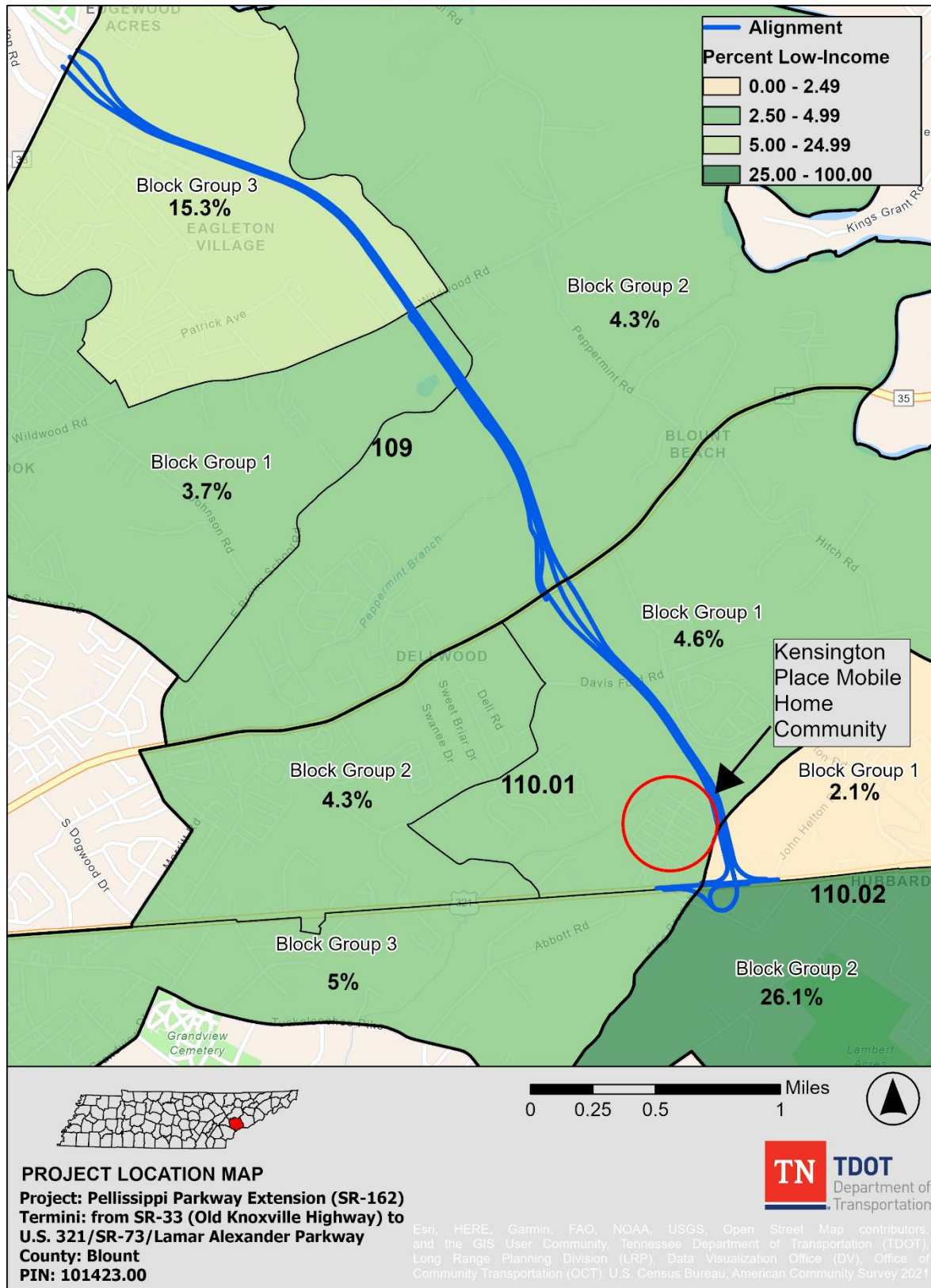


Table 4 EJ Population Comparison Between FEIS and ROW Reevaluation

	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 D3 and E4 in the Appendix H for full dataset]

*CT-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 in Appendix H]

Census Block Groups Meeting the Environmental Justice Criteria

As summarized above, the updated analysis using 2017-2021 ACS data shows that CT 110.01, BG 1 no longer meets EJ criteria based on the low-income population. CT 109, BG 3 and CT 110.02, BG 2 have minority and low-income populations, respectively, that exceed the Blount County average by 10 percentage points or more. CT 109, BG 3 is located near the northern end of the proposed alignment, while CT 110.02, BG 2 is at the southern terminus of 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 the EJ populations in these block groups when compared to the impacts borne by all populations in 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, as well as construction of a multi-use greenway along the proposed extension.

Kensington Place Mobile Home Community

The Kensington Place Mobile Home community is on the north side of US 321/SR-73, to the east of the Maryville city limits, at the southern end of the proposed project. The development, owned by the Kensington Place MHP, LLC, in Royal Oaks, Illinois, has 163 mobile home site pads with electric hook-ups. **Figure 9** illustrates the layout of Kensington Place.

As stated in the approved FEIS, the Preferred Alternative (Selected Alternative) would require approximately 4.8 total acres from the northeastern edge of Kensington Place and would require the relocation of six occupied mobile homes. The September 9, 2022, plans show expected right-of-way acquisition from Kensington Place to decreased to 4.084 acres. The acquired area, however, would still be the northeastern corner of the property. The updated CSR (February 2023) shows that the number of relocations of mobile homes in Kensington

Place has been reduced from six to four under the current alignment of the Selected Alternative. There have not been any changes in expected visual impacts from the Selected Alternative to Kensington Place since the FEIS/ROD, with the transition from rural land to paved roadway being the main visual change expected. Noise impacts on Kensington Place, however, have decreased since approval of the FEIS/ROD. Analyses conducted for the FEIS/ROD determined that 48 residences within Kensington Place Mobile Home Community would experience increased traffic noise from the Selected Alternative. An updated Noise Technical Report from December 2023 reorganized the areas evaluated for noise impacts to reflect changes in existing conditions, traffic volumes, and design since the previous study. This new study identifies 22 residences within Kensington Place that would experience increased noise from the proposed extension of Pellissippi Parkway. Noise abatement measures were reevaluated as part of the December 2023 analysis, but findings from this study remained consistent with previous investigations. One noise abatement measure is preliminarily feasible and reasonable and would likely be constructed. The likely noise barrier would benefit residences in Kensington Place.

Relocations by Block Group

The 2023 CSRP identified 22 potential relocations. Of these relocations, 12 are located within CT 110.01, BG 1, which contains Kensington Place. CT 109, BG 3 and CT 110.02, BG 2 both meet EJ-criteria based on the 2021 ACS 5-Year Estimates Census data. These block groups do not have more relocations compared to non-EJ block groups. Additionally, loss of access is predicted for 12 parcels, none of which are located within Kensington Place. There are several parcels that may experience loss of access within CT 110.01, BG 1 (which contains Kensington Place) and 1 parcel with loss of access within CT 109, BG 3, which meets EJ criteria.

Figure 9 Kensington Place Layout



Source: Parsons Brinckerhoff, September 2013. Alignment shown is Preferred Alternative with West Shift

4.6. Farmlands

During preparation of the DEIS and the Reevaluation of the DEIS, TDOT coordinated with the United States Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) regarding impacts of the proposed project on farmlands per the Farmland Protection Policy Act (FPPA) passed in 1981. The FPPA requires farmland assessments for projects receiving federal fundings to minimize conversion of agricultural land to non-agricultural uses.

According to the FPPA, land already in or committed to urban development is not considered farmland (FPPA §658.2). Based on these NRCS guidelines, land is exempt from the FPPA definition of farmland and coordination with NRCS is not required when land is urban or located within a designated Urban Growth Boundary (UGB). The alignment of the proposed extension of Pellissippi Parkway is located within the UGBs of the cities of Alcoa and Maryville (**Figure 6, Section 4.2.1**) the project is exempt from farmland coordination. Therefore, farmland coordination has not been updated for this Reevaluation.

4.7. Cultural Resources

4.7.1. Historic Resources

The ROW Field Review Plans dated September 9, 2022 were reviewed by TDOT's Cultural Resources Section for any changes in impacts to historic resources. As the previous coordination with the Tennessee State Historic Preservation Office (TN-SHPO) had expired,

the historic/architectural assessment was updated. One National Register of Historic Places (NRHP)-listed property, the Sam Houston Schoolhouse, was identified within the project's area of potential effect (APE). This resource was also identified in the approved FEIS and ROD. On February 7, 2023, the TN-SHPO concurred that the project as currently proposed would not adversely affect the Sam Houston Schoolhouse and stated that "this office has no objection to the implementation of the project as currently planned." A copy of the TDOT Cultural Resources ESR response (dated February 9, 2023), the historic survey report, and correspondence from the TN-SHPO is included in **Appendix I**.

4.7.2. Archaeological Resources

The ROW Field Review Plans dated September 9, 2022 were reviewed by TDOT's Cultural Resources Section for any changes in impacts to archaeological resources. Based on the review, TDOT Cultural Resources staff determined that the TN-SHPO clearance letter, dated July 8, 2013, remains valid. A copy of the TDOT Cultural Resources ESR response, dated October 28, 2022, is in **Appendix I**.

4.7.3. Section 106 Consultation

Section 106 coordination was first initiated in June 2006 with all federally recognized Native American tribes having interests in the subject county. During this coordination, responses were received from the Eastern Shawnee Tribe of Oklahoma (June 1, 2006), the Eastern Band of Cherokee Indians (June 7, 2006), and the Cherokee Nation (June 19, 2006). However, only the Eastern Band of Cherokee Indians accepted the invitation to participate as a consulting party.

In their signed ESR response dated February 24, 2023, TDOT Cultural Resources Section provided the following statement:

"On November 9, 2011, the Eastern Band of Cherokee Indians responded to an archaeological report sent at an earlier date [although] no record of [the earlier] correspondence [has been] found." In their response, the Eastern Band of Cherokee Indians indicated that archaeological sites in the Pellissippi Parkway Extension Alternative A should be avoided (sites 40BT122, 40BT125, 40BT202, and 40BT203). They further recommended avoidance of archaeological sites in the Alternative C and Alternative D routes (sites 40BT205, 40BT207, 40BT208, and 40BT209).

Previous Section 106 coordination as part of the EIS also involved distribution of "...a notification letter and CD containing copies of all archaeological reports and [TN-SHPO] letters" (TDOT Cultural Resources ESR) with notice of alignment modifications and avoidance measures for all archaeological sites to the Eastern Band of Cherokee Indians on August 9, 2013. This package was also sent to the Muscogee (Creek) Nation on the same date due to their recent interest in Blount County.

Due to alignment changes and ROW adjustments shown in the ROW Field Review Plans dated September 9, 2022, the Section 106 Early Coordination process was re-initiated on November 1, 2022 as part of the Reevaluation of the FEIS and ROD. The invitation to participate in the Section 106 process was sent to all federally recognized Native American tribes with interests in the subject county.

The Eastern Shawnee Tribe provided concurrence on December 7, 2022 that the archaeological resources are not adversely impacted by the September 9, 2022 ROW Field Review Plans. While an updated historic preservation report was provided to the Eastern

Band of Cherokee Indians on February 16, 2023, it was determined that the existing archaeological reports remain valid for the resources within the project area.

To date, no further responses have been received and no further action is required with respect to cultural resources. However, TDOT will re-initiate consultation and the Section 106 process if adjustments to the project plan require additional cultural resources studies, or if human remains or archaeological materials are discovered during construction.

The TDOT Cultural Resources ESR response dated February 24, 2023 is included in **Appendix I**. All records of Native American Coordination are on file with the TDOT Cultural Resources staff.

4.8. Air Quality

The TDOT Air Quality and Noise Section reviewed the ROW Plans dated September 9, 2022 and prepared an updated Air Quality Technical Report in December 2023 to evaluate potential project impacts on air quality within the project area.

In their ESR response dated December 15, 2023, the TDOT Air Quality and Noise Section made the following statement:

“The air quality evaluation was conducted per TDOT’s Tennessee Environmental Procedures Manual (TDOT, 2011). The purposes of this analysis are to address the transportation conformity requirements for the project, the potential Mobile Source Air Toxics (MSATs) effects, the relationship of this project to global climate change, construction air quality, and indirect and cumulative effects.

Project-Level Transportation Conformity

Blount County is classified as an attainment area for all criteria pollutants except 8-hour ozone and particulate matter PM_{2.5}, for which it is classified as a maintenance area.

The proposed project is included in the Long Range Regional Mobility Plan 2045 as project 09-232 and in the Knoxville Region 2023-2026 [TIP] as TIP number 23-2014-025. The project is described in the TIP as ‘construct a new four-lane road from Old Knoxville Highway (SR-33) to SR-73 ([US 321]).’ This project description and termini are consistent with the [S]elected [A]lternative. Therefore, the [S]elected [A]lternative is in conformity with the State Implementation Plan (SIP).

The project has been classified as ‘not of air quality concern’ in regard to PM_{2.5} by the Knoxville Interagency Consultation (IAC) group, which includes TDOT, FHWA, EPA, and TDEC.

Mobile Source Air Toxics (MSATs)

The project is a ‘Project with Low Potential Mobile Air Toxic (MSAT) Effects’ per FHWA’s ‘Updated Interim Guidance on Air Toxic Analysis in NEPA Documents’ and is not predicted to create any adverse MSAT effects.

Greenhouse Gas Emissions (Climate Change)

The greenhouse gas emissions evaluation concluded that the project is not predicted to have adverse climate change effects.

Construction-Related Air Quality

Construction-related effects of the project would be limited to short-term increased fugitive dust and mobile-source emissions during construction. These construction-related impacts

will be mitigated through implementation of Best Management Practices, which are included in TDOT's Standard Specifications for Road and Bridge Construction. A PM2.5 monitoring station is approximately 2.71 miles west of the project limit near the Maryville Academy. Construction activity may generate temporary increases in PM2.5 emissions in the project area. However, given the distance and direction or prevailing winds, the project is not anticipated to substantially or permanently affect the monitor." Copies of the updated Air Quality Technical Report and TDOT Air Quality and Noise Section ESR response dated December 15, 2023 are included in **Appendix J**.

4.9. Noise

The TDOT Air Quality and Noise Section reviewed the ROW Plans dated September 9, 2022 and prepared an updated Noise Technical Report in December 2023 to evaluate potential noise impacts from the project.

In their ESR response dated December 15, 2023, the TDOT Air Quality and Noise Section made the following statement:

"The [proposed extension of Pellissippi Parkway] is a Type I project in accordance with the [FHWA] noise regulation, Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772 because the project is on new location. The project requires a noise study to identify noise impacts and to evaluate noise abatement for those impacts. The noise study was conducted in accordance with [TDOT's] Policy on Highway Traffic Noise Abatement (TDOT's noise policy) and the FHWA noise regulation.

Noise Impacts

The study determined that the project will create traffic noise impacts. A total of 66 properties are predicted to be impacted. The impacted land uses include Activity Category B (residential) land uses and Activity Category C (Clayton's Disc Golf, Clayton Road/Pellissippi Place benches, basketball court at Pro Nova Solutions, and outdoor playground and bench areas at Maryville Seventh Day Adventist Church and school).

Noise Abatement Evaluation

Noise abatement was evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Consideration for noise abatement measures was given to all impacted receptors. TDOT Policy requires identification whether it is 'likely' or 'unlikely' that noise barriers will be installed for each noise sensitive area identified. 'Likely' does not mean a firm commitment. Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.

Statement of Likelihood

Noise abatement was considered for impacted receptors in several [Noise Abatement Areas (NAAs)] including NAA-3, NAA-6, NAA-8, NAA-9, NAA-11, NAA-14, and NAA-15. One traffic noise abatement measure assessed in this noise technical report, NW 15, preliminarily meets TDOT Policy feasibility and reasonableness criteria and is considered likely to be installed for the SR-162 Extension project. The likely noise barrier will protect impacted receptors in the Kensington Place Mobile Home [Community] (NAA-15) on the south side of the proposed SR-162 Extension and north of [East] Lamar Alexander Parkway (US 321). Four preliminary configurations of barriers/barrier systems were evaluated and the results are presented within the Noise Technical Report (December 2023).

Construction Noise

Construction activities will generate intermittent and temporary noise above existing ambient noise levels. The noise levels resulting from construction activities will depend on the types of equipment utilized, the duration of the activities, and the distances between construction activities and nearby land uses. However, the noise increases will be temporary and will not constitute a noise impact as defined by the FHWA noise regulation and TDOT's noise policy."

The TDOT Air Quality and Noise Section also stated in the December 15, 2023 ESR response that, "Undeveloped land[:] Undeveloped tracts of land are adjacent to SR-162 and SR-73. TDOT encourages the local governments with jurisdiction over these lands, as well as potential developers of these lands, to practice noise-compatibility planning to avoid future noise impacts. Highway traffic noise should be reduced through a program of shared responsibility. Local governments should use their power to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway or that the developments are planned, designed[,] and constructed in such a way that noise impacts are minimized."

The updated Noise Technical Report (December 2023) identifies fewer properties that would experience noise impacts compared to the numbers identified by the noise study completed for the FEIS/ROD (66 vs. 103 properties, respectively). The reduced number of impacted receptors (properties) is due to a combination of changes in existing conditions, traffic volumes, and design changes. The December 2023 noise study, therefore, reorganized the NAAs and receptors included in each NAA. Like the previous study included in the FEIS/ROD, the December 2023 noise study evaluated noise abatement measures for impacted receptors in the project area. The findings of the updated study remained consistent with that of the FEIS, and it was determined that one abatement measure is preliminarily reasonable and feasible and would likely be installed for the subject project. Therefore, although fewer properties would be impacted by the Selected Alternative, there has been no change in the conclusions of the noise abatement analysis between the FEIS and this Reevaluation. The proposed likely abatement would provide a noise barrier benefitting residences within Kensington Place Mobile Home Community.

The updated Noise Technical Report from December 2023 and the TDOT Air Quality and Noise Section ESR response dated December 15, 2023 are included in **Appendix J**.

4.10. Soils and Geology

As part of this Reevaluation, a revised Geotechnical Exploration Report was completed on July 1, 2022 for the Selected Alternative. Multiple potential sinkholes were identified within the project area, particularly near Sevierville Road, during the field studies conducted as part of the DEIS. During preparation of the FEIS, an additional potential sinkhole was identified near the terminus of the proposed extension with US 321 (Lamar Alexander Parkway), that had not been identified during previous field work. Based on these earlier reports and historic aerial imagery, the 2022 Geotechnical Exploration Report identified a minimum of three of these potential depressions/sinkholes within the proposed ROW for the Selected Alternative. The report also noted that the risk of sinkhole development along the alignment is comparable to other adjacent developed sites located within this and similar geologic settings. The 2022 report notes that the potential sinkholes observed within the project ROW, as well as additional karst features revealed during project development, may require remediation, which will be conducted per TDOT specifications. Additional considerations suggested in the Geotechnical Exploration Report include focus on soil swell and potential impacts on roadway pavement, as well as the need for culvert construction at stream crossings. The Geotechnical Exploration Report dated July 1, 2022 is included in **Appendix**

K.

An addendum to the 2022 Geotechnical Report was completed on February 24, 2023, with particular focus on remediation of a pond located within the alignment of the Selected Alternative. The pond is located near the northern terminus of the proposed alignment and would require approximately 13 feet of fill prior to construction of the roadway. Additional information on the soils and geology and recommended remediation efforts within the project area are included in **Appendix K**.

4.11. Hazardous Materials

As part of this Reevaluation, the TDOT Hazardous Materials Section reviewed the ROW Field Review Plans dated September 9, 2022 to determine if any additional hazardous materials sites were located within the project footprint. In their ESR response dated October 25, 2022, the TDOT Hazardous Materials Section provided the following statement:

“Based on the [ROW] Field Review Plans dated [September 9, 2022], one known hazardous materials site affects this project as it is currently planned. Tract 64 is [Tennessee Department of Environment and Conservation (TDEC) Underground Storage Tank (UST) Facility #2050284, A and M American Gas, 3338 East Lamar Alexander [Parkway], Maryville, TN 37804. This is an active facility with three temporarily out of use tanks. This facility is listed once by TDEC as a facility with an environmental related activity that occurred due to a tank closure, a suspected release, or a confirmed release. This tract was previously identified in a Phase I Environmental Site Assessment and a Phase II Preliminary Site Investigation was conducted on this property in February 2013. Based on the analytical results, no further action is necessary. No additional hazardous material studies are recommended at this time. All groundwater supply wells within the construction zone or within a tract with [right-of-way] acquisition must be inventoried and properly abandoned according to TDEC [Division of Water Resources (DWR)] Water Well Standards Chapter 0400-45-09-.16 Well Abandonment. Form CN-1241, Tennessee Water Well Closure Abandonment Report, shall be completed for each well. Databases reviewed include Google Earth imagery, EPA National Priorities List, EPA MyEnvironment, TDEC Registered [UST] Public Data Viewer and Data and Reports, TDEC [DWR] Public Data Viewer and Oil and Gas Wells database, TDEC Division of Remediation Sites Public Data Viewer, TDOT Integrated Bridge Information System, and others, as necessary.”

A copy of the Hazardous Materials Section’s ESR response dated October 25, 2022 is included in **Appendix L**, and the Phase I and Phase II site assessments are included in the appendices of the DEIS and Reevaluation of the DEIS.

4.12. Natural Resources**4.12.1. Aquatic Resources**

An updated Environmental Boundaries Report (EBR) conducted by TDOT Ecology on May 25, 2023 identified “seven (7) perennial streams, one (1) spring, three (3) intermittent streams, nine (9) ephemeral streams, and two (2) [wet weather conveyances] within the proposed project limits”. The May 2023 EBR also identified eight wetlands and three ponds within proposed project limits.

TDOT will endeavor to minimize impacts to streams, wetlands, or any other jurisdictional water features through avoidance and minimization. Where impacts cannot be avoided or sufficiently minimized, compensatory mitigation for permanent stream impacts would be accomplished either through permittee-responsible mitigation, mitigation banks, or In-Lieu

Fee mitigation to satisfy statutory requirements.

The May 2023 EBR and TDOT Ecology Section ESR response dated May 25, 2023 are included in **Appendix M**.

4.12.2. Threatened and Endangered Species

TDOT Ecology re-coordinated with USFWS, TWRA, and TDEC Division of Natural Areas (DNA) regarding endangered and federally listed species in the project area. As stated in the May 25, 2023 EBR, “USFWS coordination was completed on [February 11, 2020]. A finding of ‘not likely to adversely affect’ was provided for five federally listed species” including the federally endangered marbled darter (*Etheostoma marmorpinnum*), fine-rayed pigtoe (*Fusconaia cuneolus*), federally threatened snail darter (*Percina tanas*), federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*).

The EBR also states that no species of concern were identified during coordination with TWRA, which was completed on February 28, 2020, and that the March 2023 Memorandum of Agreement (MOA) between TDOT, FHWA, and TDEC Division of Natural Areas (DNA) covers the proposed work. TDOT will implement BMPs during all phases of project construction for the proposed extension of Pellissippi Parkway (SR-162).

The May 2023 EBR, TDOT Ecology Section ESR response dated May 25, 2023, and copies of coordination with USFWS, TWRA, and the 2023 MOA are included in **Appendix M**.

4.13. Indirect and Cumulative Effects

During preparation of the EIS, both indirect and cumulative effects resulting from the potential alternatives were evaluated according to NEPA legislation, the Council on Environmental Quality (CEQ) regulations, and 40 CFR 1508.25(c). The indirect and cumulative effects (ICE) analysis of impacts is useful for decision-makers and is considered in the selection of the preferred alternative.

Updates to the ICE were considered for the FEIS, and again for this Reevaluation. The updated ICE analysis presents a revised and comprehensive look at how the extension of Pellissippi Parkway from Old Knoxville Highway (SR-33) to Lamar Alexander Parkway (US 321 [SR-73]) might impact resources, as well as present and future planned growth and development.

The ICE analysis conducted for the EIS determined that, “In general, resources within the ICE boundaries have experienced negative cumulative effects during the ICE time frame primarily due to the pressures caused by the population growth that the area has experienced. It is expected that these trends will continue with additional growth in the present/near future and future time frames, although not always at the same rate or with the same patterns due to the current economic climate and current laws and regulations that could reduce the rate and extent to which resources are affected.”

While some changes exist with respect to growth trends and resources, it is expected that the trends predicted for the EIS ICE remain applicable for this Reevaluation.

4.13.1. Indirect Effects

Since the FEIS, the Knoxville Regional TPO released an updated transportation plan, the *Regional Mobility Plan 2045*, which supersedes the *Regional Mobility Plan 2040*. Therefore, the updated time frame for the assessment of reasonably foreseeable indirect impacts from

the project is 2045.

Potential indirect impacts resulting from the project were assessed as part of the FEIS/ROD. Many of the trends and observations noted in this analysis have remained consistent. **Table 5** summarizes any changes or relevant considerations for potential indirect impacts resulting from the proposed extension of Pellissippi Parkway.

4.13.2 Cumulative Effects

Reasonably foreseeable projects include the fiscally constrained projects identified in the Knoxville Regional TPO's Mobility Plan 2045. These projects are aimed at creating an efficient transportation system to meet the needs of the Knoxville region, including but not limited to, congestion reduction, increased safety, multimodal transportation resources, transit, and roadway connectivity.

There are several other projects and developments in the nearby area:

- Pellissippi Place Research and Technology Park, which is located near the northern terminus of the proposed extension of Pellissippi Parkway. Pellissippi Place currently consists of approximately 1 mile of paved roadway and includes a manufacturing, research, and office space for ProNova. Additional development is proposed in the research park, including expansion of ProNova's facilities and construction of a mixed-use residential and commercial space. However, no additional development has been constructed at the time of this Reevaluation.
- At the time of the FEIS, the Alcoa West Plant Site (which closed in 1989) was earmarked as a spot for redevelopment as a town center for the City of Alcoa or other school development. The buildings were razed prior to approval of the FEIS, although it does not appear that any additional construction has taken place at the site. A new road alignment, between Hall Road/Associates Drive and Mill Street interchange with US 129, is proposed to support additional development for the Alcoa West Plant Site.
- As part of the Pellissippi Parkway Extension, a new interchange is proposed at Sevierville Road. Additional improvements are planned to Sevierville Road within the *Regional Mobility Plan 2045*. Sevierville Road is proposed to be widened for approximately two miles from Everett High Road to Maryville City Limits. The project includes reconstruction of the existing two-lane road with the addition of a continuous center turn lane as well as bicycle and pedestrian facilities. The open year is 2035.

Potential cumulative impacts resulting from the project were assessed as part of the FEIS/ROD. Many of the trends and observations noted in this analysis have remained consistent. **Table 6** summarizes any changes or relevant considerations for potential cumulative impacts resulting from the proposed extension of Pellissippi Parkway.

Table 5 Potential Indirect Impacts of the Project

Potential Impact	2015 FEIS	2024 Reevaluation
Land Use	Indirect impacts include conversion of agricultural to other use types such as residential, commercial, and industrial. Conversion of agricultural land to residential uses has been occurring within the project area since the 1960s. Continue growth in this area is expected to continue even in the absence of this project.	Previous assessment remains valid.
Farmland	Farmland has been declining in this area since the 1980s. Conversion of farmland to other uses within the suburban areas in Alcoa and Maryville is consistent with local growth policies.	Previous assessment remains valid.
Cultural Resources	Impacts to historic and archaeological resources were identified during preparation of the FEIS.	Previous assessment remains valid.
Socio-Economic Resources	Induced growth within the project area is expected to boost economic development. Residential growth is expected to continue in Blount County regardless of whether this project is constructed, which would have a comparatively greater relative impact on local infrastructure.	Previous assessment remains valid.
Recreational Resources	Parklands will not be displaced as a result of potential induced development.	Previous assessment remains valid.
Visual Resources	Induced development is expected in the project area regardless of whether this project is constructed. The growth of residential developments will alter the visual landscape of the area.	Previous assessment remains valid.
Air Quality	Induced development is expected in the project area regardless of whether this project is constructed. This growth would increase traffic volumes and potentially impact air quality.	The December 15, 2023, Air Quality and Noise Section ESR response states, "The forecasted traffic volumes for most projects typically account for any redistribution of traffic that would occur as a result of the project. Therefore, the air quality analysis addresses any indirect traffic-related air quality effects that might occur." The subject project is not expected to cause concern for PM2.5, MSAT Effects, or greenhouse gas emissions.
Noise	Noise impacts are expected to increase due to increased activity and traffic volumes surrounding the project area based on projected development of the area, which are not dependent on construction of the proposed project.	The December 15, 2023 Air Quality and Noise Section ESR response states, "The noise analysis is for the design year 2046 and includes projected traffic volumes for the project [as well as] forecasted background traffic growth and other planned and programmed projects in the area. As a result, the noise impacts predicted for the noise analysis represent both direct and cumulative noise impacts."

Potential Impact	2015 FEIS	2024 Reevaluation
Floodplains	The proposed extension of Pellissippi Parkway would increase the area of impervious surface in the area, which could impact floodplains. However, development is expected in this area regardless of whether this project is constructed, which would also increase the amount of impervious surface.	Previous assessment remains valid.
Hazardous Materials	Development in areas that contain hazardous materials generally has an overall positive impact on the surrounding area due to the forced removal of the existing toxic materials. Sites that are mostly impacted include gas stations with old USTs; however, businesses dealing with potential contaminants, such as dry cleaners, will also be included in a remediation plan. Development in the project area is anticipated, whether or not the project is constructed; therefore, remediation of hazardous materials sites will occur within areas of sustained growth.	Previous assessment remains valid.
Ecology	As stated in the FEIS, "Since continued development is anticipated, whether or not the project is constructed, forest communities and open spaces will likely be further reduced as these areas are converted to developed land uses. The loss of habitat will further displace animals from the area, forcing them to concentrate into a smaller area, which may cause over-use of the habitat. This will ultimately lower the carrying capacity of the remaining habitat and would be manifested in some species becoming more susceptible to disease, predation, and starvation."	Previous assessment remains valid.
Water Quality	Because of increased development in the project vicinity, indirect impacts to water quality include higher potential of contaminated runoff to directly enter streams and other surface waters or groundwater in karst geography. In addition, decreased recharge of groundwater will be the indirect result of increased amounts of impervious surfaces.	Previous assessment remains valid.
Wetlands	Indirect impacts to wetlands may occur as the transportation project induces new commercial, residential or other uses as a result of improved access. Typically, as undeveloped land is developed, wetlands are often filled or encroached upon to accommodate the new construction. Most of the substantial wetland habitats in the project area are closer to the Little River corridor than the project area, while smaller wetland seeps or constructed open water bodies are in the area that will likely be developed as a result of the project. It is probable that the past land uses have altered the local hydrology and caused the reduction in wetland communities. Therefore, indirect impacts to wetlands from the proposed project should be relatively minimal given the small number of existing wetland acres within the proposed project area.	Previous assessment remains valid.
Threatened and Endangered Species	The primary indirect impact that the proposed project may have on the listed protected aquatic species is the potential to increase silt and sediment within stream channels. The introduction of silt and sediment to the Little River tributaries could migrate to the main channel of the Little River where there are known occurrences of the listed protected aquatic species. Increased development may result in the removal of trees that potentially provide summer roosting habitat for the Indiana bat and the Northern long-eared bat.	Previous assessment remains valid.

Table 6 Potential Cumulative Impacts of the Project

Potential Impact	2015 FEIS	2024 Reevaluation
Land Use	As stated in the FEIS, “Cumulative impacts on land use could vary significantly depending on whether the growth policies and strategies put in place by Blount County, Alcoa, and Maryville are followed. If the policies are followed, most new residential and nonresidential development would be focused inward toward designated growth areas, thus reducing the amount of new development in the areas targeted for preservation and lower-density development. If the land use policies contained in the current plans are not followed, then residential and commercial development could spread outside the areas targeted for growth.”	Previous assessment remains valid.
Farmland	If local growth policies are not enforced, cumulative impacts to farmland could be extensive. Future transportation development along with expansion of the Pellissippi Place Research and Technology Park, could potentially cause escalated growth resulting in a burden to existing farmland.	Previous assessment remains valid.
Cultural Resources	Adverse cumulative impacts on historic resources are likely whether or not the proposed project is constructed. Federally funded roadway projects are required to avoid and/or mitigate impacts to historic structures. However, residential and commercial developments are not held to the same standards; therefore, future non-federally funded projects will have a comparatively greater impact to historic resources.	Previous assessment remains valid.
Socio-Economic Resources	Opportunities for potential social and economic growth of the area would be improved as the road network is improved, facilitating additional connections for travelers. The extension of Pellissippi Parkway in combination with other proposed transportation improvements (such as the widening of Sevierville Road) will help make travel in the area more efficient.	Previous assessment remains valid.
Recreational Resources	As stated in the FEIS, “The increased efficiency of the existing transportation network could reduce travel times for visitors traveling to the GSMNP, Cades Cove, and Foothills Parkway. Reducing travel times could potentially increase visitation by making these areas easier to access. Increased residential growth expected to occur in Blount County may also result in increased visitation by placing more people closer to these resources.”	Previous assessment remains valid.
Visual Resources	Development is expected to continue within the project area independently of the proposed project. The cumulative impact of development of this project and other future developments would be the continued change of the visual landscape to more suburban scenery.	Previous assessment remains valid.
Air Quality	The cumulative effect of the past, present, and reasonably foreseeable transportation projects should not adversely affect air quality in the region, as they are included in the Knoxville TPO’s <i>Regional Mobility Plan</i> .	The December 15, 2023, Air Quality and Noise Section ESR response states that, “...the forecast traffic volumes include expected traffic growth and other planned and programmed projects in the area. As a result, the air quality analysis addresses the traffic-related cumulative air quality effects of the project.”

Potential Impact	2015 FEIS	2024 Reevaluation
Noise	The proposed project, in conjunction with potential residential and commercial development and transportation projects expected to occur in the reasonably foreseeable future, would result in cumulative noise impacts. Anticipated development in the surrounding project area would likely increase noise levels in various areas due to increased traffic from those newly developed areas.	The December 15, 2023 Air Quality and Noise Section ESR response states, "The noise analysis is for the design year 2046 and includes projected traffic volumes for the project [as well as] forecasted background traffic growth and other planned and programmed projects in the area. As a result, the noise impacts predicted for the noise analysis represent both direct and cumulative noise impacts."
Floodplains	Continued development in the area through public and private projects would increase the amount of impervious surface due to paving and new roads for residential and commercial developments.	Previous assessment remains valid.
Hazardous Materials	As stated in the FEIS, "Cumulative impacts related to hazardous materials are not expected to be adverse. Public and private developers are required to comply with all applicable laws and regulations concerning the removal of toxic or hazardous materials, including USTs. Construction contractors would be required to follow local, state, and federal requirements in the storage and handling of hazardous materials. More stringent environmental regulations placed on new developments, including new USTs, would also help to reduce potential adverse impacts from hazardous materials."	Previous assessment remains valid.
Ecology	Existing forested acres in the project area are minimal due to historic and existing agricultural and residential land uses. Residential and commercial development is projected to occur with or without the proposed project. Growth in the area will continue as these future developments come to fruition. The greatest impact to ecology is the land conversion of agriculture and farmland to residential subdivisions and commercial strips. The cumulative effect on ecology is expected to be the continued overall loss of existing farmland, agricultural fields, and forested areas.	Previous assessment remains valid.
Water Quality	As stated in the FEIS, "The cumulative impacts on water quality would result from the indirect effects of the current proposed project in combination with future land development and transportation projects. Storm water runoff from new development could contain [contaminants], which could be carried to [surface waters or groundwater]" as a result of additional impervious area from future development.	Previous assessment remains valid.
Wetlands	Over time, land use change in Blount County has led to reduced and degraded wetlands in the region. Growth is expected to continue in this area regardless of whether or not this project is completed. It is difficult to estimate the cumulative impact on wetlands from this project and other regional development, but federal, state, and local regulations help minimize further impacts. Because of the protective regulations, permits, and mitigation required, this project is not expected to contribute significantly to wetland loss in the area.	Previous assessment remains valid.

Potential Impact	2015 FEIS	2024 Reevaluation
Threatened and Endangered Species	<p>Development is expected to continue in the project area and would contribute to continued conversion of land to residential and commercial uses. Ecological studies and agency coordination related to endangered and federally listed species [federally endangered marbled darter (<i>Etheostoma marmorpinnum</i>), fine-rayed pigtoe (<i>Fusconaia cuneolus</i>), federally threatened snail darter (<i>Percina tanasi</i>), federally endangered Indiana bat (<i>Myotis sodalis</i>) and federally threatened northern long-eared bat (<i>Myotis septentrionalis</i>)] in the project area resulted in a finding of “not likely to adversely affect”. Federal, state, and local regulations would prevent any impacts to threatened and endangered species from the proposed project.</p>	<p>Previous assessment remains valid.</p>

5. Permits Required

No additional required permits other than those identified in the approved FEIS and ROD have been identified.

6. Environmental Commitments

A summary of the status of the project Environmental Commitments from the 2010 DEIS through this current Reevaluation is presented in **Table 7**.

Table 7 Status of Environmental Commitments

Type of Commitment	2010 DEIS Commitment	2014 Reevaluation Commitment	2015 FEIS Commitment	2017 ROD Commitment	2024 Reevaluation Commitment
Environmental Justice	Not Applicable	<p>The following commitment has been added:</p> <p>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.</p>	<p>The commitment has been modified as follows:</p> <p>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 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.</p>	<p>The commitment has been modified as follows:</p> <p>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.</p>	Carried forward
Noise	Not Applicable	<p>The following commitment has been added:</p> <p>During final design, TDOT will conduct outreach with the affected residents. A design public hearing will be held at which residents and the general public will be encouraged to provide input. Final decisions regarding the use of noise abatement measures will be made following the public involvement.</p>	<p>The commitment has been modified as follows:</p> <p>To minimize adverse impacts to Area 4 (Kensington Place mobile home community), TDOT has committed to build a noise barrier for the community with the Preferred Alternative. 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.</p>	<p>The commitment has been modified as follows:</p> <p>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.</p>	Carried forward

Type of Commitment	2010 DEIS Commitment	2014 Reevaluation Commitment	2015 FEIS Commitment	2017 ROD Commitment	2024 Reevaluation Commitment
Threatened and Endangered Species	<p>Removal of trees with loose bark and greater than six inches in diameter at breast height will occur only between October 15 and March 31 to avoid the summer roosting time for the Indiana bat.</p> <p>Erosion and siltation control best management practices will be stringently adhered to since several of the threatened or endangered species noted in this DEIS have been found downstream of the project.</p> <p>The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e., construction staging), it will be replaced with plantings of native tree species within the affected area. The contractor will adhere to project conditions identified in the Biological Assessment and agency concurrence letters.</p>	<p>This commitment has been modified as follows:</p> <p>TDOT will coordinate with TWRA regarding methods to minimize potential impacts to terrestrial and aquatic species under TWRA's authority in the event species of concern are discovered during TWRA's future aquatic species surveys near proposed stream crossings. TDOT will protect groundwater resources if previously unknown species are identified by TWRA or other resources agencies.</p> <p>Removal of trees with loose bark and greater than six inches in diameter at breast height will occur only between October 15 and March 31 to avoid the summer roosting time for the Indiana bat.</p> <p>Erosion and siltation control best management practices will be stringently adhered to since several of the threatened or endangered species noted in this DEIS have been found downstream of the project.</p> <p>The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e., construction staging), it will be replaced with plantings of native tree species within the affected area. The contractor will adhere to project conditions identified in the Biological Assessment and agency concurrence letters.</p>	<p>This commitment has been modified as follows:</p> <p>TDOT will coordinate with the Tennessee Wildlife Resources Agency (TWRA) regarding methods to minimize potential impacts to terrestrial and aquatic species under TWRA's authority in the event species of concern are discovered during TWRA's future aquatic species surveys near proposed stream crossings. TDOT will protect groundwater resources if previously unknown species are identified by TWRA or other resources agencies.</p> <p>-Where possible, removal of trees with loose bark and greater than 6 inches in diameter at breast height will occur only between October 15 and March 31 to further minimize potential impacts to the Indiana bat (<i>Myotis sodalis</i>).</p> <p>-Erosion and siltation control best management practices (BMPs) will be stringently adhered to since several of the threatened or endangered species noted in this reevaluation have been found downstream of the project.</p> <p>-The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e., construction staging), it will be replaced with plantings of native tree species within the affected area. The contractor will adhere to project conditions identified in the 2013 Biological Assessment and the USFWS letter dated July 26, 2013 (Attachment I⁹).</p>	<p>This commitment has been modified as follows:</p> <ul style="list-style-type: none"> • TDOT will coordinate with the Tennessee Wildlife Resources Agency (TWRA) regarding methods to minimize potential impacts to terrestrial and aquatic species under TWRA's authority in the event species of concern are discovered during TWRA's future aquatic species surveys near proposed stream crossings. TDOT will protect groundwater resources if previously unknown species are identified by TWRA or other resources agencies. • Where possible, removal of trees with loose bark and greater than 6 inches in diameter at breast height will occur only between October 15 and March 31 to further minimize potential impacts to the Indiana bat (<i>Myotis sodalis</i>). • Erosion and siltation control best management practices (BMPs) will be stringently adhered to since several of the threatened or endangered aquatic species noted in the Final Environmental Impact Statement (FEIS) have been found downstream of the project. • The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e. construction staging), it will be replaced with plantings of native tree species within the affected area. The contractor will adhere to project requirements identified in the 2013 Biological Assessment, the US Fish and Wildlife Service (USFWS) letter dated July 26, 2013, and the USFWS letter dated May 28, 2015, contained in Attachment C-2 and Attachment I of the FEIS, September 10, 2015. • TDOT will re-coordinate with the USFWS, TWRA and Tennessee Department of Environment and Conservation (TDEC) for potential impacts to listed or proposed species prior to the construction of the project. If unanticipated threatened or endangered species are encountered, the proposed project is modified, or new species are listed in the area, the Federal Highway Administration (FHWA) will enter into appropriate consultation with USFWS. 	<p>This commitment has been modified as follows¹⁰:</p> <ul style="list-style-type: none"> • TDOT will coordinate with the Tennessee Wildlife Resources Agency (TWRA) regarding methods to minimize potential impacts to terrestrial and aquatic species under TWRA's authority in the event species of concern are discovered during TWRA's future aquatic species surveys near proposed stream crossings. TDOT will protect groundwater resources if previously unknown species are identified by TWRA or other resources agencies. • Erosion and siltation control best management practices (BMPs) will be stringently adhered to since several of the threatened or endangered aquatic species noted in the Final Environmental Impact Statement (FEIS) have been found downstream of the project. • The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e. construction staging), it will be replaced with plantings of native tree species within the affected area. The contractor will adhere to project requirements identified in the 2013 Biological Assessment, the US Fish and Wildlife Service (USFWS) letter dated July 26, 2013, and the USFWS letter dated May 28, 2015, contained in Attachment C-2 and Attachment I of the FEIS, September 10, 2015. • TDOT will re-coordinate with the USFWS, TWRA and Tennessee Department of Environment and Conservation (TDEC) for potential impacts to listed or proposed species prior to the construction of the project. If unanticipated threatened or endangered species are encountered, the proposed project is modified, or new species are listed in the area, the Federal Highway Administration (FHWA) will enter into appropriate consultation with USFWS.

⁹ Attachment I of the 2015 FEIS.

¹⁰ In response to negative mist netting survey results for the Indiana bat, the tree clearing commitment has been vacated.

Type of Commitment	2010 DEIS Commitment	2014 Reevaluation Commitment	2015 FEIS Commitment	2017 ROD Commitment	2024 Reevaluation Commitment
Invasive Species	Not Applicable	Not Applicable	The following commitment has been added: During construction of the proposed project, TDOT will follow the guidelines of Executive Order 13112 to control and prevent the spread of these invasive exotic pest plant species. The use of native trees, shrubs, and warm season grasses, where practicable, will be implemented for the stabilization of disturbed areas and to prevent revegetation of disturbed areas by harmful exotic plants. Disturbed areas will not be revegetated with plants listed by the Tennessee Exotic Pest Plant Council as harmful exotic plants.	Carried forward	Vacated and removed from the environmental commitments since it is TDOT standard operating procedure.
Wetland and Streams	Not Applicable	The following commitment has been added: TDOT will provide the USACE with a copy of the Environmental Boundaries Study and Mitigation Memorandum prior to submitting the permit application. Prior to submitting a permit application, TDOT will invite the USACE to participate in a field review to make a jurisdiction determination for any of the streams and wetlands that will be impacted by the project, at the USACE's discretion. TDOT will carry out any required mitigation for jurisdictional stream and wetland impacts, which is a condition of the permit.	This commitment has been modified as follows: TDOT will provide USACE with copies of the Environmental Boundaries Study and Mitigation Memorandum prior to submitting the permit application. TDOT will invite USACE to participate in a field review to make a jurisdiction determination for any of the streams and wetlands that will be impacted by the project, at USACE's discretion. TDOT will carry out any required mitigation for jurisdictional stream and wetland impacts, which is a condition of the permit.	This commitment has been modified as follows: TDOT will provide the US Army Corps of Engineers (USACE), USFWS, Tennessee Valley Authority (TVA), TDEC, and TWRA with copies of the Environmental Boundaries Study and Mitigation Memorandum prior to submitting the permit application. TDOT will invite USACE to participate in a field review to make a jurisdictional determination for any of the streams and wetlands that will be impacted by the project, at USACE's discretion. TDOT will provide the permitting agencies and the Environmental Protection Agency (EPA) with an opportunity to comment on the Draft Final Mitigation package for the project, which will include project related wetland and stream information, prior to formal submittal of the permit applications. TDOT will carry out any required mitigation for jurisdictional stream and wetland impacts, which is a condition of the permit.	Vacated and removed from the environmental commitments since it is TDOT standard operating procedure.
Karst Topography	Special care should be taken to minimize unnecessary impacts to the habitats of the numerous karst features in the project study area, since many areas of the state rich with karst have not been surveyed for rare species.	The commitment has been modified as follows: During final design and during construction, TDOT will take special care to minimize unnecessary impacts to the habitat of the numerous karst features (specifically sinkholes) in the study area. TDOT will abide by all permit terms, including those through the Underground Injection Control (UIC) program.	This commitment has been modified as follows: During final design and construction, TDOT will take special care to minimize unnecessary impacts to the habitat of the numerous karst features (specifically sinkholes) in the study area. TDOT will abide by all permit terms, including those through the UIC program.	This commitment has been modified as follows: During final design and construction, TDOT will take special care to minimize unnecessary impacts to the habitat of the numerous karst features (specifically sinkholes) in the study area. TDOT will abide by all permit terms, including those through TDEC's Underground Injection Control (UIC) program.	Carried forward
Farmlands	Not Applicable	The following commitment has been added: TDOT will work with farmers during final design of the project to reduce the impacts on farmlands as much as possible based on available design solutions.	This commitment has been modified as follows: During final design of the project, TDOT will work with the farming community, either through individual meetings or through community meetings, to reduce the impact on farmlands as much as possible based on available design solutions.	This commitment has been modified as follows: During final design of the project, TDOT will work with the farming community, through individual or community meetings, to reduce the impact on farmlands as much as possible based on available design solutions.	Carried forward
Historic Resources	If the project involves relocating the Anne Elizabeth Thompson Pershing historic marker (identified by the Tennessee Historical Commission as Blount (BT).2361) along Buchanan Road, it should be re-erected in a pull-off (instead of just by the road), which is safer and makes the marker more accessible to the public.	Carried forward	This commitment has been modified as follows: If the project involves relocating the Anne Elizabeth Thompson Pershing historic marker along Buchanan Road, which was identified by the Tennessee Historical Commission as Blount (BT).2361, the marker will be re-erected in a pull-off area, which is safer and makes the marker more accessible to the public.	This commitment has been modified as follows: If the project involves relocating the Anne Elizabeth Thompson Pershing historic marker along Buchanan Road, which was identified by the Tennessee Historical Commission as Blount (BT).2361, the marker will be relocated and installed in a pull-off area, which is safer and makes the marker more accessible to the public.	Carried forward
Archaeological Resources	Pursuant to TCA 11-6-107(d), if human remains are identified, construction work must be halted, and the state archaeologist, the county coroner and	Carried forward	Carried forward	Carried forward	Vacated and removed from the environmental commitments since it is TDOT standard operating procedure.

Type of Commitment	2010 DEIS Commitment	2014 Reevaluation Commitment	2015 FEIS Commitment	2017 ROD Commitment	2024 Reevaluation Commitment
	local law enforcement must be contacted immediately. In addition, a representative of Native American tribes will be notified in the event they wish to be present.				
Airport Coordination	Since the northern half of the project area is within six miles of the McGhee Tyson Airport, once the selected alternative is under design, TDOT will inform the FAA Memphis Airports District Office of the nature of construction. TDOT will provide to the FAA detailed layout drawings and elevations along with the completed FAA Form 7460-1.	Carried forward	This commitment has been modified as follows: Since the northern half of the project area is within 6 miles of the McGhee Tyson Airport, once the selected alternative is under design, TDOT will inform the Federal Aviation Administration (FAA) Memphis Airports District Office of the nature of construction. TDOT will provide detailed layout drawings and elevations to the FAA along with the completed FAA Form 7460-1, Notice of Proposed Construction or Alteration.	This commitment has been modified as follows: Since the northern half of the project area is within 6 miles of the McGhee Tyson Airport, once the design of the project is underway, TDOT will inform the Federal Aviation Administration (FAA) Memphis Airports District Office of the nature of construction. TDOT will provide detailed layout drawings and elevations to the FAA along with the completed FAA Form 7460-1, Notice of Proposed Construction or Alteration.	Carried forward
Construction Impacts	Construction activities will be confined within the permitted limits to prevent unnecessary disturbance of adjacent wetland areas.	Carried forward	Carried forward	Carried forward	Vacated and removed from the environmental commitments since it is TDOT standard operating procedure.
Ecology	Not Applicable	Not Applicable	Not Applicable	Not Applicable	<p>The following commitments have been added:</p> <p>To minimize the potential of adversely affecting the federally endangered marble darter (<i>Etheostoma marmorpinnum</i>), fine-rayed pigtoe (<i>Fusconaia cuneolus</i>), and the former federally threatened snail darter (<i>Percina tanasi</i>), the following environmental commitments [have been made]:</p> <ul style="list-style-type: none"> • Clearing and grubbing will be limited to the minimum amount necessary to accommodate roadway cut and fill slopes and operation of construction equipment. All disturbed areas will be stabilized, seeded, and mulched as soon as practicable to reduce the potential for soil erosion. • Canopy removal along any streams located within the project limits will be kept to the absolute minimum necessary to accommodate project construction. • Silt fence with backing will be installed along the toe of all fills and along all streambanks to minimize the potential of sediment from the project entering area streams. A minimum ten (10) foot vegetated buffer or “green belt” will be left between silt fences and the stream edges where possible. • Erosion and sediment control measures will be installed concurrent with clearing and grubbing activities and will be functional prior to commencement of earthmoving activities. Measures may include, but are not limited to, silt fence with backing, clean shot rock checkdams, sandbags, sediment ponds, sediment filter bags, sediment wattles, slope drains, or other suitable methods. • Erosion control structures will be inspected regularly and maintained throughout the life of the project so that they are not rendered ineffective. Sediment will be removed from structures as necessary and must be removed when design capacity has been reduced by 50 [percent] to

Type of Commitment	2010 DEIS Commitment	2014 Reevaluation Commitment	2015 FEIS Commitment	2017 ROD Commitment	2024 Reevaluation Commitment
					<p>[ensure] maximum effectiveness. Material removed from these structures will not be disposed of in any area streams or wetlands.</p> <ul style="list-style-type: none"> • Maintenance needs for erosion and sediment control structures identified during inspections or by other means will be accomplished within twenty-four (24) hours, if possible. If maintenance prior to the next anticipated storm event is impractical, it will be accomplished as soon as practicable. • Waste and borrow areas will be developed in accordance with the procedures outlined in the TDOT Statewide Stormwater Management Program for Construction Projects. These sites will be located in non-wetland areas and are to be a sufficient distance from area streams and/or wetlands so that no soil material is allowed to enter them. These areas will be stabilized as soon as practicable. Appropriate erosion and sediment control measures will be used in these areas as needed to minimize soil loss. • Stockpiled topsoil or fill material will be treated in such a manner that it is not allowed to enter any area streams or wetlands. • Equipment staging areas will be located a sufficient distance from streams and wetlands so that no oils, coolants, fuels, or other petroleum products are allowed to enter these features. • Drainage structures required at stream crossings will be constructed "in the dry". Stream flows will be diverted through work areas using flexible pipes or berms or channels lined with plastic, clean shot rock, or other non-erodible material. All water from dewatering areas will be pumped into filter bags or sediment ponds prior to release back into a stream. • No motorized equipment will be operated in any streams or wetlands in the project limits except as specified in the project water quality permits. • A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the proposed project and will contain a detailed erosion and sediment control plan based on a five year storm event as requested by the USFWS. A copy of the SWPPP will be available on-site. • Weekly stormwater inspections will be conducted for the proposed project as per National Pollutant Discharge Elimination System (NPDES) guidelines.

Type of Commitment	2010 DEIS Commitment	2014 Reevaluation Commitment	2015 FEIS Commitment	2017 ROD Commitment	2024 Reevaluation Commitment
Bicycle and Pedestrian Facilities	Not Applicable	Not Applicable	Not Applicable	<p>The following commitment has been added:</p> <p>During the design process, TDOT will investigate the provision of bicycle and pedestrian facilities within the project right-of-way. If TDOT determines that the provision of such facilities is feasible, the facilities will be developed as a separate project and TDOT will work with the Knoxville Regional Transportation Planning Organization (TPO) and local governments to determine sources of funding for the construction and maintenance of the bicycle and pedestrian facilities.</p>	<p>This commitment has modified as follows:</p> <p>During the design process, TDOT coordinated with local municipalities to determine the location of the proposed greenway within the project corridor. TDOT is committed to constructing a greenway alongside the proposed alignment of the Pellissippi Parkway extension between Wildwood Road and US 411/SR-35.</p>
Design Features	<p>TDOT will follow a Context Sensitive Solutions (CSS) design process to develop the appropriate design features such as speed, median type and width, and right-of-way width. TDOT also will investigate the provision of bicycle and pedestrian facilities within the project right-of-way, as part of the CSS design process.</p>	Carried forward	<p>Vacated and removed from the environmental commitments since it is TDOT's standard practice to incorporate the CSS approach in all of its project and because the new roadway would be constructed according to interstate standards which would prohibit multimodal accommodations.</p>	Not Applicable	Not Applicable

7. Conclusion

Based on the findings of this Reevaluation, neither the subject improvement's major design features nor the regulatory requirements have changed for the proposed work. The minor changes to the Selected Alternative would not result in significant environmental impacts that were not evaluated in the FEIS or ROD. The basic setting of the affected and existing environment has not been altered and the project is of essentially the same character as previously studied.

Based on examination of the September 9, 2022, ROW Field Review Plans, the anticipated impacts have not substantially changed and there are no new environmental consequences or effects not presented and/or discussed in the FEIS/ROD that would invalidate earlier approvals or significantly affect the quality of the environment. In regard to these conclusions, TDOT believes the 2015 FEIS and 2017 ROD remain valid for the requested Administrative Action. Therefore, a supplement to the approved EIS or a new EIS is not required.

8. Sources

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