

What Alternatives are being Considered?

The initial range of alternatives that have been developed based on public input are:

- No-Build;
- Transportation System Management (TSM) activities;
- Public Transit;
- Upgrade a network of existing roadways to serve as a connection between SR 33 and US 321 (e.g., Sam Houston, Peppermint Road, Hitch Road, and Helton Road); and
- Extend Pellissippi Parkway from SR 33 to SR 73/US 321, in one of two potential corridors.

What are the Next Steps?

Following this meeting, the comments received will be reviewed and used to help refine the alternatives to be studied in the Draft EIS. The TDOT project team will refine preliminary alternatives that meet the purpose and need of the project and avoid and/or minimize impacts to identified environmental resources.

Participating agencies will be asked to concur with the project alternatives to be evaluated in the Draft EIS, as a part of the *TESA Concurrence Point #2*.

The refined alternatives will undergo detailed technical studies to determine their potential impacts on the human and natural environment. The results of the environmental analysis will be documented in the Draft Environmental Impact Statement (Draft EIS).

TDOT will submit *TESA Concurrence Point #3 Preliminary Draft Environmental Document Package* to the participating and cooperating agencies for review and concurrence prior to final approval of the Draft EIS by FHWA. The approved Draft EIS will be published and circulated, and a Public Hearing will be held to receive public comments on the findings in the Draft EIS.

TDOT will make a decision on the preferred or selected alternative after considering the comments received from the public and agencies following the Public Hearing. Following agency concurrence on the preferred alternative (*TESA Concurrence Point #4 Preferred Alternative and Preliminary Mitigation*), TDOT will prepare the final Environmental Impact Statement on the preferred alternative.

How Do I Provide My Comments?

Representatives of TDOT and local officials are available tonight to answer questions you may have regarding the project.

Everyone is encouraged to make formal comments that will be incorporated into the official project summary in the following ways:

Oral Comments

A court reporter is available for those persons who wish to make a statement about the project for inclusion in the official meeting transcript. If you wish to make an oral statement, please see the representative at the court reporter's table in the cafeteria, available throughout the meeting.

Written Comments

A comment form is included in this handout for you to use to record your comments. Your completed comment form may be deposited in the box by the door as you leave. You may also mail your written comments to:

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0332


What If I Think of a Comment Later?

To be a part of the official record of this meeting, written comments must be postmarked (or e-mailed) by **March 11, 2008**. Of course, you are welcome to submit your comments at any time during the course of the EIS study.

For More Information

Please visit the project website at:
www.tn.gov/tdot/pellissippi

or contact:
Michael W. Russell, P.E.
TDOT Project Manager
Phone: (865) 594-2334
Email: mike.russell@state.tn.us

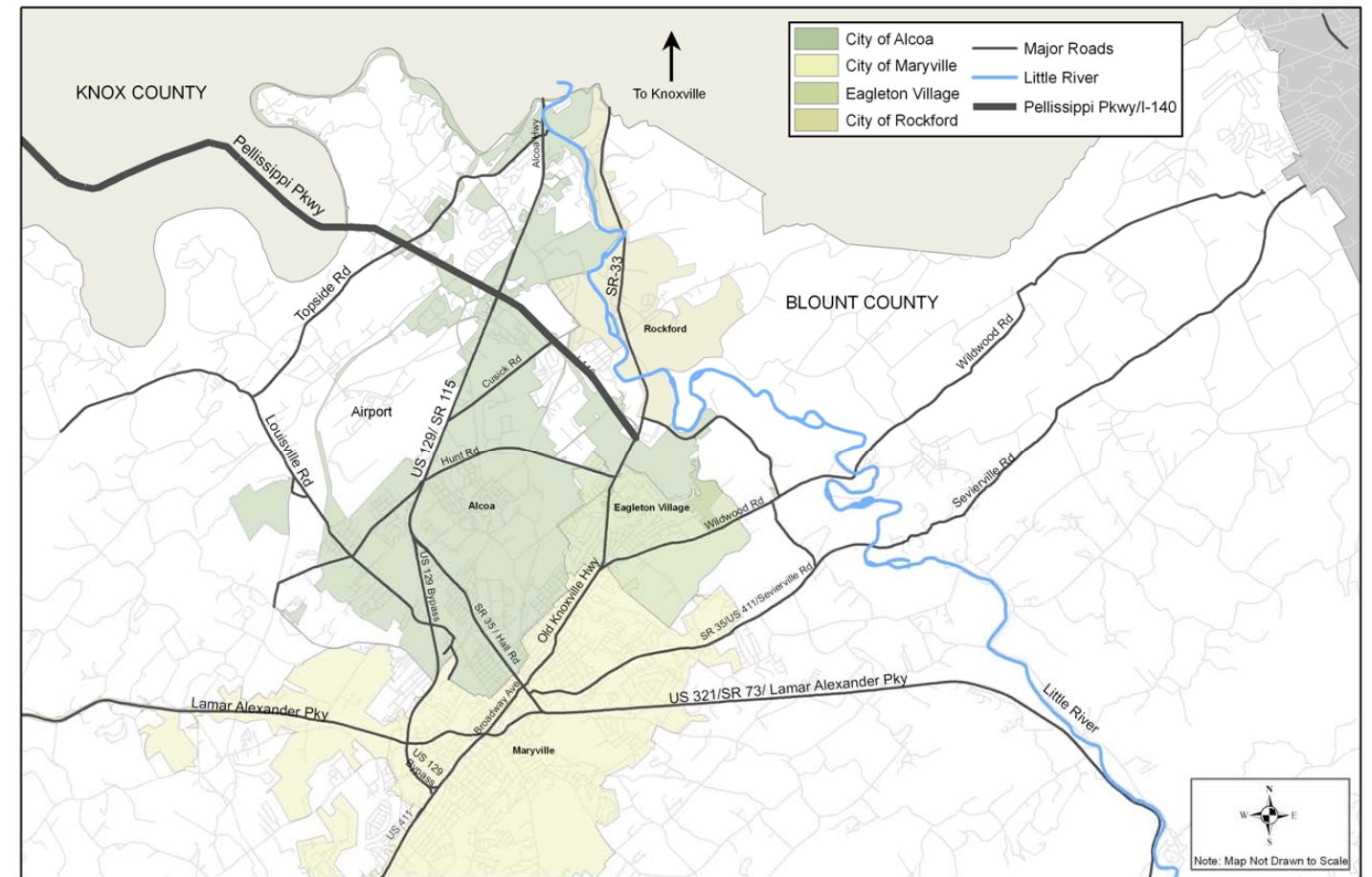
 Tennessee Department of Transportation, Authorization 401358, 500 copies. March 2007. This public document was promulgated at a cost of \$0.06 per copy.

Public Meeting

Environmental Impact Statement (EIS)

for the

Pellissippi Parkway Extension (SR 162) From SR 33 to SR 73 (US 321)



Tuesday, February 19, 2008

5:00 PM to 7:00 PM
Heritage High School
3741 E Lamar Alexander Parkway
Maryville, TN 37804

What is the Status of the Project?

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting an Environmental Impact Statement (EIS) to evaluate alternatives to extend the Pellissippi Parkway (SR 162) from its current terminus at SR 33 (Old Knoxville Highway) to SR 73 (US 321 or Lamar Alexander Highway) in Blount County.

On April 26, 2006, a Notice of Intent (NOI) to prepare an EIS under the National Environmental Policy Act (NEPA) was issued in the *Federal Register*. TDOT held two public scoping meetings on June 13, 2006 to invite the public and agencies to provide input on the project, purpose and need, alternatives to be considered, and issues and concerns.

A public alternatives workshop was held on October 25, 2007 to gather public input on the refined purpose and need and potential project corridors and alternatives. Comments received during the scoping comment period and during the public alternatives workshop comment period have been considered in the refinement of the purpose and need for the project and in the development of the list of preliminary alternatives to be considered in the DEIS.

Public input on purpose and need and project alternatives is a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

In addition to public input, TDOT must seek concurrence from federal, state and local cooperating and participating agencies as a requirement of the Tennessee Environmental Streamlining Agreement (TESA). In December 2007, TDOT sent to the project's cooperating and participating agencies the *Concurrence Point #1, Purpose and Need and Study Area Package for Pellissippi Parkway Extension*. This is the first of four concurrence points that are required for this project under TESA.

What is NEPA?

The National Environmental Policy Act (NEPA) requires federal agencies to identify and consider the environmental impacts of their proposed actions and consider reasonable alternatives to those actions.

What is an EIS?

An Environmental Impact Statement (EIS) is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.

What is a NOI?

A Notice of Intent (NOI) initiates the federally mandated scoping process for all projects requiring an EIS. In scoping, agencies and the public are asked to identify issues and concerns about the project.

What is TESA?

The Tennessee Environmental Streamlining Agreement establishes "one decision-making process" to identify and address agency issues at four (4) key points, termed concurrence points, during the planning and NEPA process for transportation projects.

What are the Transportation Needs?

The proposed project is intended to address the following transportation needs in the study area:

- Lack of a northwest/east roadway connection east of Alcoa and Maryville to help serve:
 1. Expanding residential development in eastern Alcoa and Maryville and northern Blount County; and
 2. Increasing demand for trips between Maryville and Alcoa and the Knoxville area to the north.
- An incomplete regional roadway (Pellissippi Parkway (SR 162) between I-40 and US 321) that has been a part of the regional transportation planning efforts since the late 1970s.
- Traffic congestion and poor levels of service on major arterial roads in the study area (US 129, SR 33, US 411 and US 321);
- High crash incidents in the Maryville core that through travelers between the northwestern and eastern portions of the county must pass.

These transportation needs have been identified during the review of existing plans and studies, through comments provided during the project's 2006 and 2007 public meetings and comment periods, and through the transportation forecasts and level of service analysis being conducted for this EIS.

What is the Purpose of the Project?

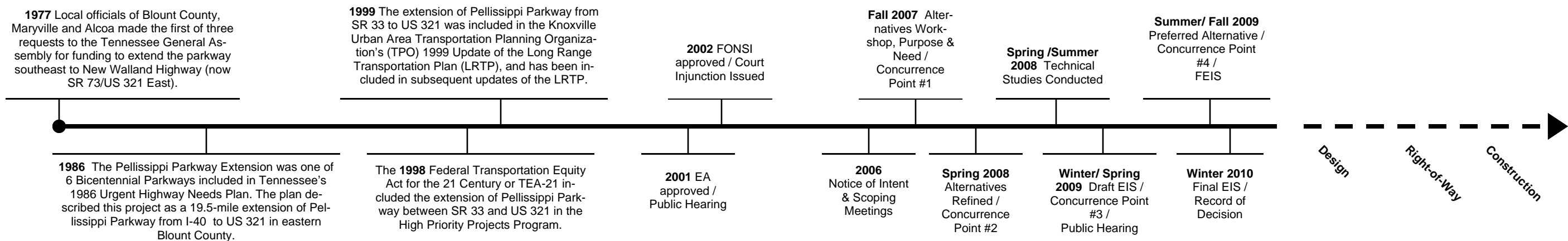
The core transportation objectives (purposes) of the proposed project are:

- To improve mobility by providing travel options to the existing radial roadway network in Blount County, Maryville, and Alcoa;
- To enhance regional transportation system linkages;
- To assist in achieving acceptable traffic flows (level of service) on the local transportation network; and
- To assist in improving roadway safety on the existing roadway network, including the Maryville core.

Additional objectives of the proposed project include:

- Support community and growth management goals;
- Minimize adverse impacts to neighborhoods and businesses;
- Minimize adverse impacts to farmlands; and
- Minimize adverse impacts to the natural and cultural environment.

Project Timeline



Pellissippi Parkway between I-40/75 and SR 33 was designed and built in four sections between 1987 and 2005.