

Selection of Avoidance Shift

TDOT will determine which avoidance shift to use as part of the Preferred Alternative by considering the results of the environmental screening described in this handout, and taking into consideration the comments of affected property owners, residents and businesses.

It is important to note that providing a comment on the proposed avoidance shift is not a “vote” on the proposal. The National Environmental Policy Act (NEPA) requires decision makers to consider public interests and comments during the decision-making process. TDOT wants to make the best and most informed decision, and values your input as we evaluate the possible shifts.

The selected shift will be incorporated into the Preferred Alternative and will be addressed in the FEIS.

Schedule to Complete the FEIS

As a result of the identification of the environmentally sensitive site and the need to avoid it, the schedule to complete the FEIS and the Record of Decision (ROD) has been adjusted to take these additional steps into consideration.

If the sensitive environmental site could not be avoided, it was unlikely that the ROD would be issued before the Spring of 2014 because of the additional coordination that would be required with the State Historic Preservation Office, Native American Tribes, and others. With the selection of one of the proposed avoidance shifts, TDOT expects that the ROD can be issued by FHWA by the end of 2013.

The expected schedule to complete the FEIS and ROD is shown below:

- Select alignment shift – *June 2013*
- Finalize Technical Studies and Draft FEIS – *June through July 2013*
- Submit Draft FEIS to FHWA – *August 2013*
- FHWA reviews and TDOT revises FEIS – *August through October, 2013*
- FHWA issues Final EIS – *October 2013*
- FHWA issues Record of Decision – *December 2013*

How Do I Provide My Comments?

Representatives of TDOT are available tonight to answer questions you may have regarding the proposed shifts in the route of the Preferred Alternative.

Everyone is encouraged to share comments in either of the following ways:

Written Comments

A comment form is included in this handout for you to use to make 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 by **June 10, 2013** to:

Pellissippi Parkway Extension Comments  
Parsons Brinckerhoff, Inc.  
1900 Church Street, Suite 400  
Nashville, TN 37203

Email Comments

Comments may also be emailed to the following email address by **June 10, 2013**:

[SkinnerN@pbworld.com](mailto:SkinnerN@pbworld.com)

For More Information

Please visit the project website at:  
[www.tdot.state.tn.us/pellissippi](http://www.tdot.state.tn.us/pellissippi)

or contact:

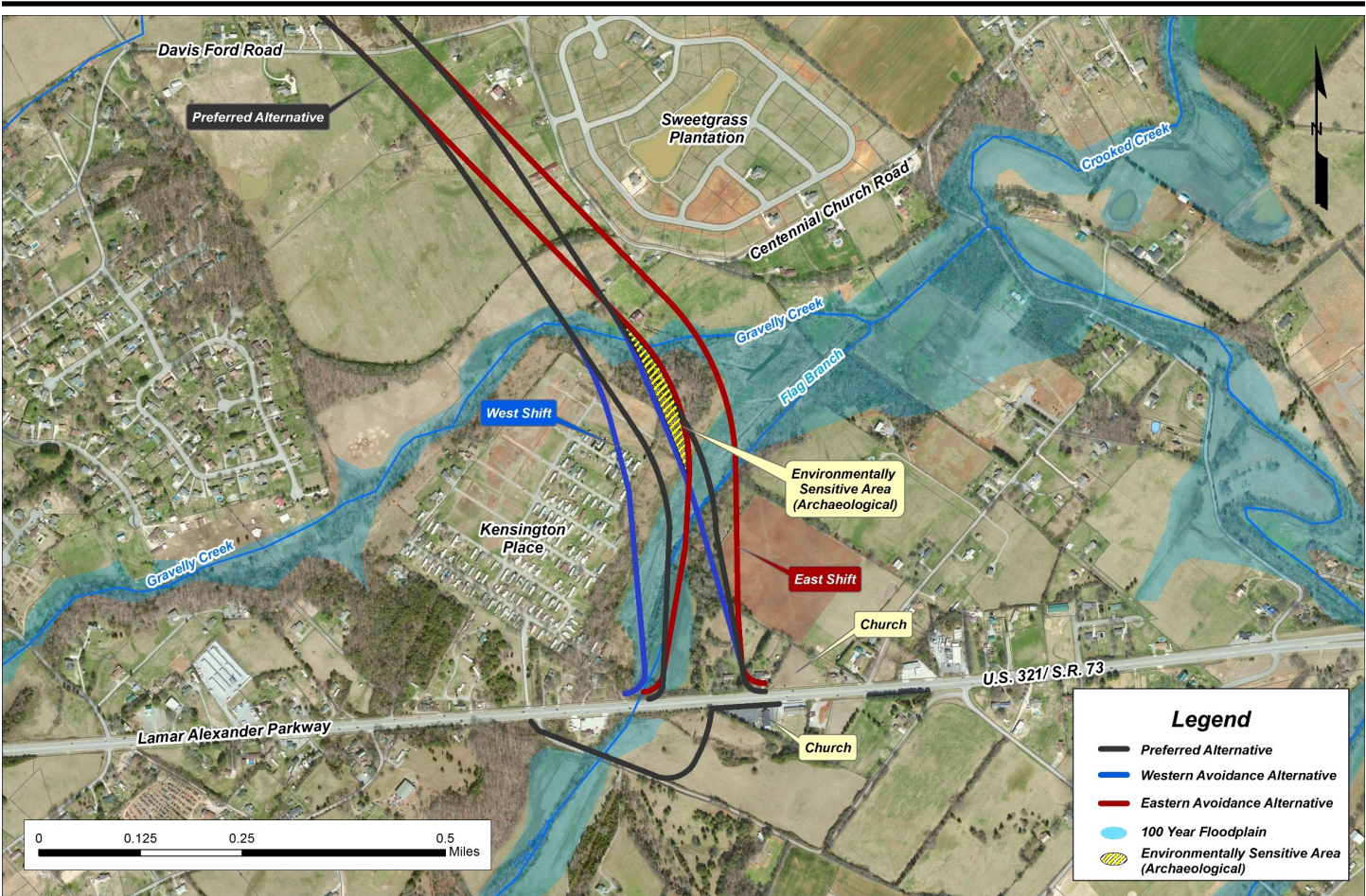
Danny Oliver, P.E., R.L.S.  
Director of Project Development  
TDOT—Region 1  
Phone: (865) 594-2400

Community Briefing

Environmental Impact Statement (EIS)

for the

Pellissippi Parkway Extension (SR 162)  
From SR 33 to SR 73 (US 321)  
Blount County, Tennessee



Thursday, May 30, 2013

5:00 PM to 7:00 PM  
Rio Revolution Church  
3425 E. Lamar Alexander Parkway  
Maryville, TN 37804



Purpose of the Briefing

The Tennessee Department of Transportation (TDOT) is hosting this briefing today in the spirit of the National Environmental Policy Act (NEPA) requisite to engage those potentially affected by a government action in the decision-making process. Project decisions are shaped not only by technical studies and analyses, but also by the interests and input of the communities involved. During the Briefing TDOT will:

- Offer information on recent project activities related to the project’s Preferred Alternative and the preparation of the Final Environmental Impact Statement (FEIS)
- Discuss two potential minor shifts in the route of the Preferred Alternative and the possible impacts
- Obtain comments, interests, and concerns from those potentially affected by the shifts
- Provide an updated project schedule
- Answer questions about the proposed shifts

Please note that the purpose of this briefing is not to reconsider the selection of the Preferred Alternative.

Project Background

TDOT, in cooperation with the Federal Highway Administration (FHWA), is proposing to extend Pellissippi Parkway (SR 162) from SR 33 (Old Knoxville Highway) to US 321/SR 73 (Lamar Alexander Highway) in Blount County. The proposed extension would be about 4.4 miles. TDOT is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) to identify and evaluate the environmental effects of the proposed project and to identify measures to minimize harm.

The Draft EIS (DEIS) for the project was approved by FHWA in May 2010, and the Public Hearing was held on July 20, 2010. The DEIS evaluated four alternatives:

- No-Build
- Build Alternatives A and C (two routes of a new four-lane divided roadway with interchanges at SR 33, SR 35/US 411, and SR 73/US 321)
- Build Alternative D (upgrade existing two-lane network to connect SR 33 with SR 73/US 321)

After careful consideration of the comments received from the public, local officials, and local state and federal agencies, as well as weighing of the impacts of the project alternatives on the human and natural environment, in June 2012 TDOT announced that Alternative A was selected as the project’s Preferred Alternative.

Proposed Shifts in the Preferred Alternative

To prepare the Final EIS (FEIS), TDOT has been updating technical studies for the Preferred Alternative. These studies are necessary to ensure that the best available information and analyses are used when TDOT and the FHWA make the final decision on how the project should move forward. Included among the technical studies being updated for the FEIS are:

- Hazardous Materials
- Noise
- Ecology
- Safety
- Archaeology

The technical study updates revealed one environmentally sensitive area. In order to avoid the environmentally sensitive area, TDOT has investigated two possible minor shifts in the route of the Preferred Alternative, between Brown School Road and US 321/SR 73 (the southern terminus of the project). The two possible route shifts are:

- **East Shift** would move the route about 300 feet eastward in the vicinity of the Kensington Place mobile home community and away from the community.
- **West Shift** would move the route about 150 feet to the west, into the mobile home community.

The avoidance shifts have been evaluated for potential archaeology, noise, ecology, geotechnical and socioeconomic impacts, to determine if one or both of the options are reasonable.

Impacts of the Avoidance Shifts

The East Shift would:

- Reduce amount of property acquisition by 0.9 acres
- Take one additional residence and five barns and agricultural outbuildings
- Impact three additional noise receptors
- Reduce amount of impact on floodplains
- Reduce noise and visual impacts to Kensington Place Mobile Home Community

The West Shift would:

- Increase amount of property acquisition by 3.6 acres
- Increase impacts in Kensington Place Mobile Home Community
  - ⇒ Take six mobile homes
  - ⇒ Acquire 2.3 additional acres in the community
  - ⇒ Increase number of substantial noise impacts; potentially eligible for noise wall that would mitigate the impacts
- Increase impacts to streams, floodplains and wetlands

Comparison of Avoidance Shifts with Preferred Alternative

Potential Resources Affected	Preferred Alternative	East Shift	West Shift
New ROW affected	197 ac	- 0.9 ac.	+3.6 ac.
Additional Residences Taken	5	+1	+6
Additional Farmlands Affected	134 ac	+3.1 ac.	+1.7 ac.
National Register Eligible Archaeological Sites	1	No sites affected	No sites affected
Noise Receptors Affected	151	+3	+2
Additional Floodplain impacts	6.9 ac.	-0.9 ac.	+2.1 ac
Additional Stream Impacts	1526 ft.	+ 15 ft.	+ 789 ft.
Additional Wetland Impacts	4.3 ac	+ 2.1 ac.	+3.7 ac.
Impacts to Kensington Place Mobile Home Community:			
Property Takes	1.5 ac	None taken	+ 2.3 ac. (3.8 total)
Residential Takes	None taken	None taken	6
Noise – approaching National Ambient Criteria	13	2	23
Potentially Eligible for Noise Wall*	No	No	Yes
Environmental Justice Impact	None	None	None

\* Eligibility for noise walls will be determined during final design phase