

# **PUBLIC HEARING**

## **Draft Environmental Impact Statement (DEIS) SR 162/PELLISSIPPI PARKWAY EXTENSION BLOUNT COUNTY, TENNESSEE**



**Presented by the Tennessee Department of Transportation  
July 20, 2010**

# Hearing Agenda

- ◆ **5:00 to 5:45 PM –Informal Session**
  - View Displays and talk with TDOT Project Team
  - Register to speak during Comment/Question Session
- ◆ **5:45 to 7:30 - Formal Portion of Hearing**
  - Formal Presentation
  - Comment / Question Session – must be registered to speak
- ◆ **7:30 PM–Informal Session**
  - View Displays and talk with TDOT Project Team
- ◆ **8:00 PM – Hearing Adjourns**

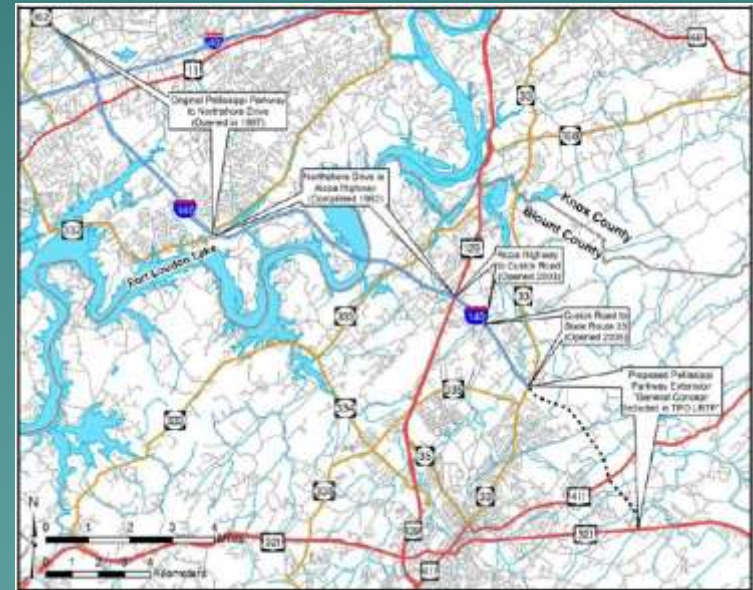
# Hearing Purpose

- ◆ **Present DEIS findings**
- ◆ **Provide opportunity to the public to express your comments**
- ◆ **Answer your questions**
- ◆ **Fulfill requirements of the National Environmental Policy Act (NEPA)**



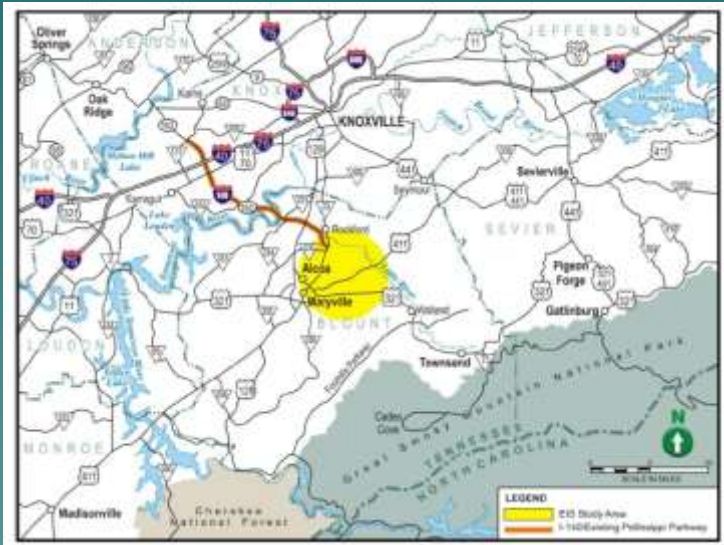
# Project Background

- ◆ **1977** – Local officials ask TN General Assembly to extend Pellissippi Parkway from I-40 to SR 73/US 321
- ◆ **1986** - General Assembly includes Pellissippi Parkway in Better Roads Program and Urgent Highway Needs Program
- ◆ **1995** - Knoxville TPO included project in Regional Long Range Transportation Plan and subsequent updates.
- ◆ **1998** - Federal TEA-21 includes Pellissippi Parkway Extension in High Priority Projects Program



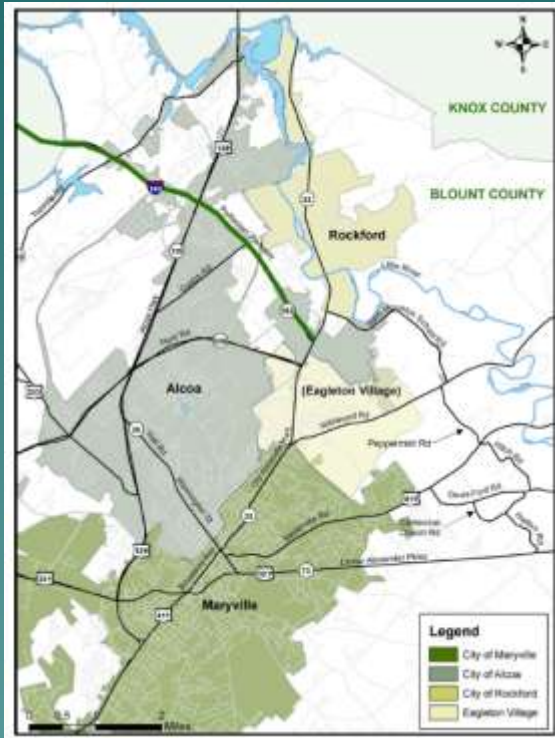


# Project Background



- ◆ **1999** – NEPA EA initiated
- ◆ **2002** – EA and FONSI approved; court injunction issued
- ◆ **2005** – Appeals Court lifted injunction to allow FHWA to prepare EIS
- ◆ **2006** - TDOT initiated EIS & held Scoping Meetings
- ◆ **October 2007 and February 2008**- Public Meetings held
- ◆ **February 2010** - DEIS approved for public comment

# Transportation Needs



- ◆ Existing radial road network, with poor connectivity for northeast Blount County
- ◆ Incomplete regional road network
- ◆ High crash incidents in the Maryville core
- ◆ Traffic congestion and poor levels of service on major arterial roads

# Purpose of Project

- ◆ **Improve county's mobility with alternative to existing radial county road network**
- ◆ **Complete link in region's road system**
- ◆ **Improve roadway safety on the existing road network**
- ◆ **Assist in achieving acceptable traffic flows on the local transportation network**

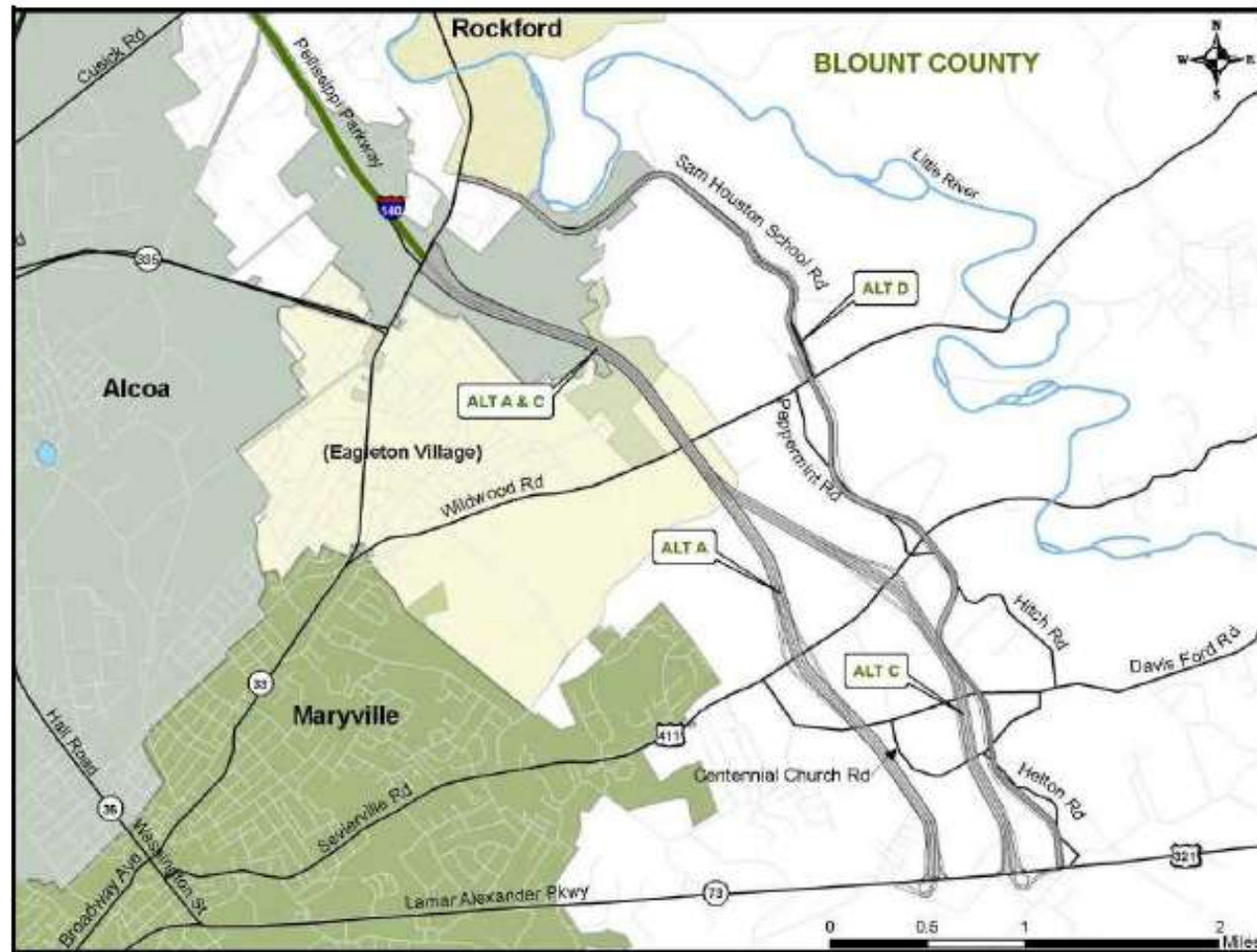
# Other Project Objectives

- ◆ **Support community and growth management goals**
- ◆ **Minimize adverse impacts to:**
  - ◆ **neighborhoods and businesses**
  - ◆ **farmlands**
  - ◆ **natural and cultural environment**



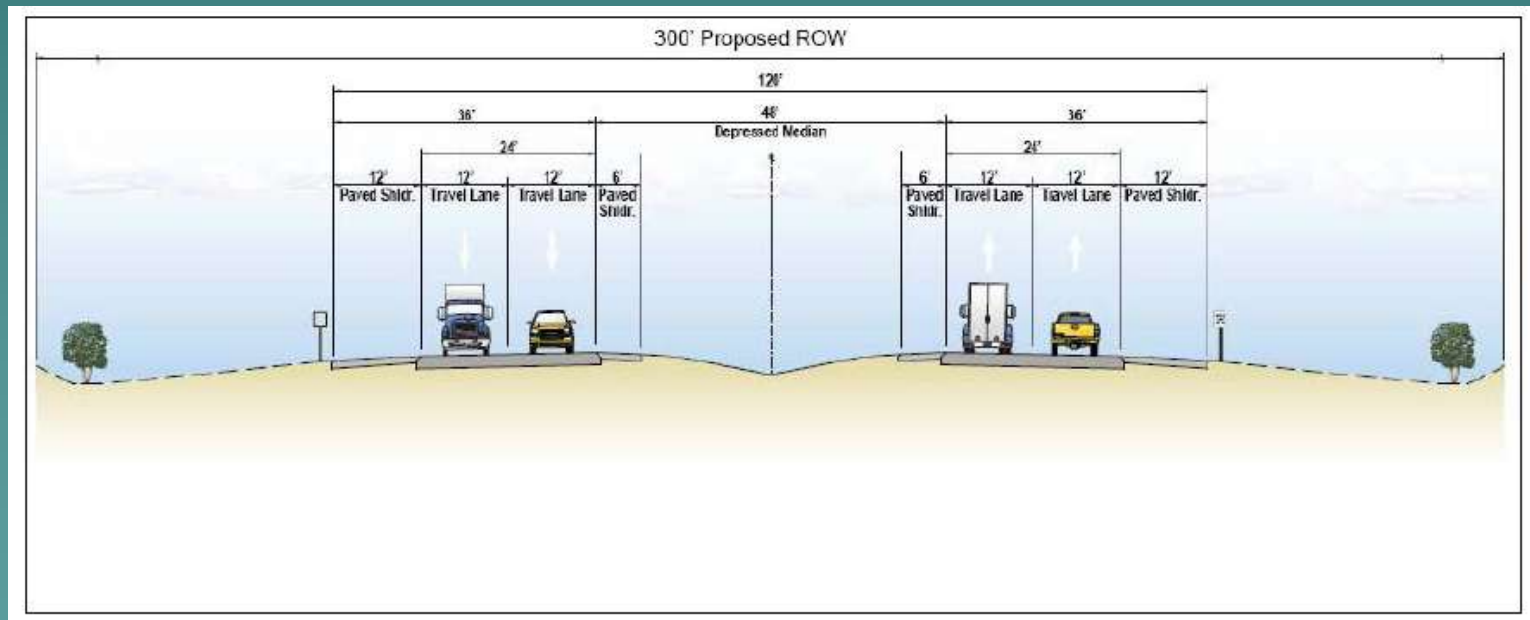
# Alternatives Studied in DEIS

- ◆ No Build
- ◆ Build Alt. A
- ◆ Build Alt. C
- ◆ Build Alt. D



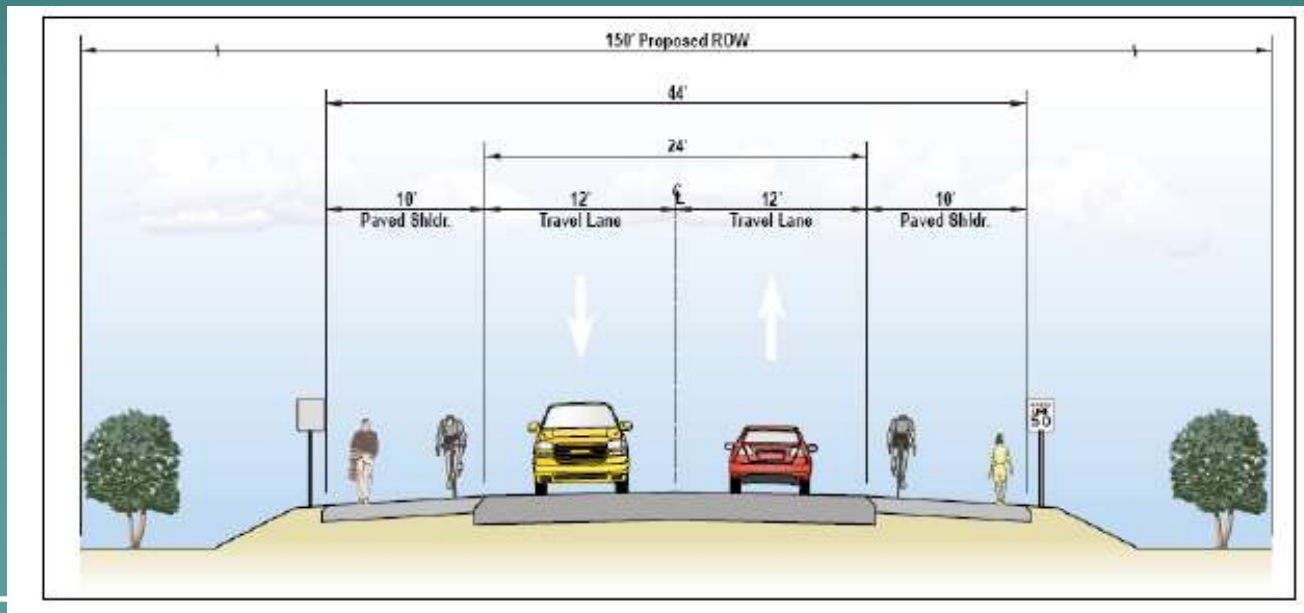
# Alternatives A and C

- ◆ Extend Parkway as new four-lane divided road
- ◆ Interchanges at SR-33, US 411/SR-35, and US 321/SR-73



# Alternative D

- ◆ Improved two-lane roadway with wide shoulders
- ◆ Turn lanes at major intersections
- ◆ Uses portions of Sam Houston School, Peppermint, Hitch, and Helton Roads



# Characteristics of Alternatives

	Alt A	Alt C	Alt D
Length	4.38	4.68	5.77
Estimated New ROW	172 ac.	187 ac.	120 ac.
Estimated Costs	\$97 mil	\$105 mil	\$60 mil
Design Speed	60 mph	60 mph	50 mph

# Environmental Consequences – No-Build

- ◆ No direct adverse impacts to residences, farms, and natural areas
- ◆ No major improvements to County's NE road network and no travel options to county's radial road network
- ◆ Not consistent with local and regional plans
- ◆ Continued conversion of farmlands and residential/commercial development



# Benefits of Build Alternatives

- ◆ Complete Pellissippi Parkway in regional network (Alt A or Alt C)
- ◆ Enhance County's road network to serve ongoing and expected growth – non-radial route
- ◆ Reduce potential for crashes on existing roads
- ◆ Consistent with local and regional land use and transportation plans
- ◆ Creates construction jobs

# Adverse Impacts of Build Alternatives

- ◆ Residential and business relocations
- ◆ Acquisition of active farmlands
- ◆ Noise impacts to nearby residences
- ◆ Impacts to streams, wetlands and floodplains
- ◆ Impacts to potential archaeological sites
- ◆ Temporary construction impacts

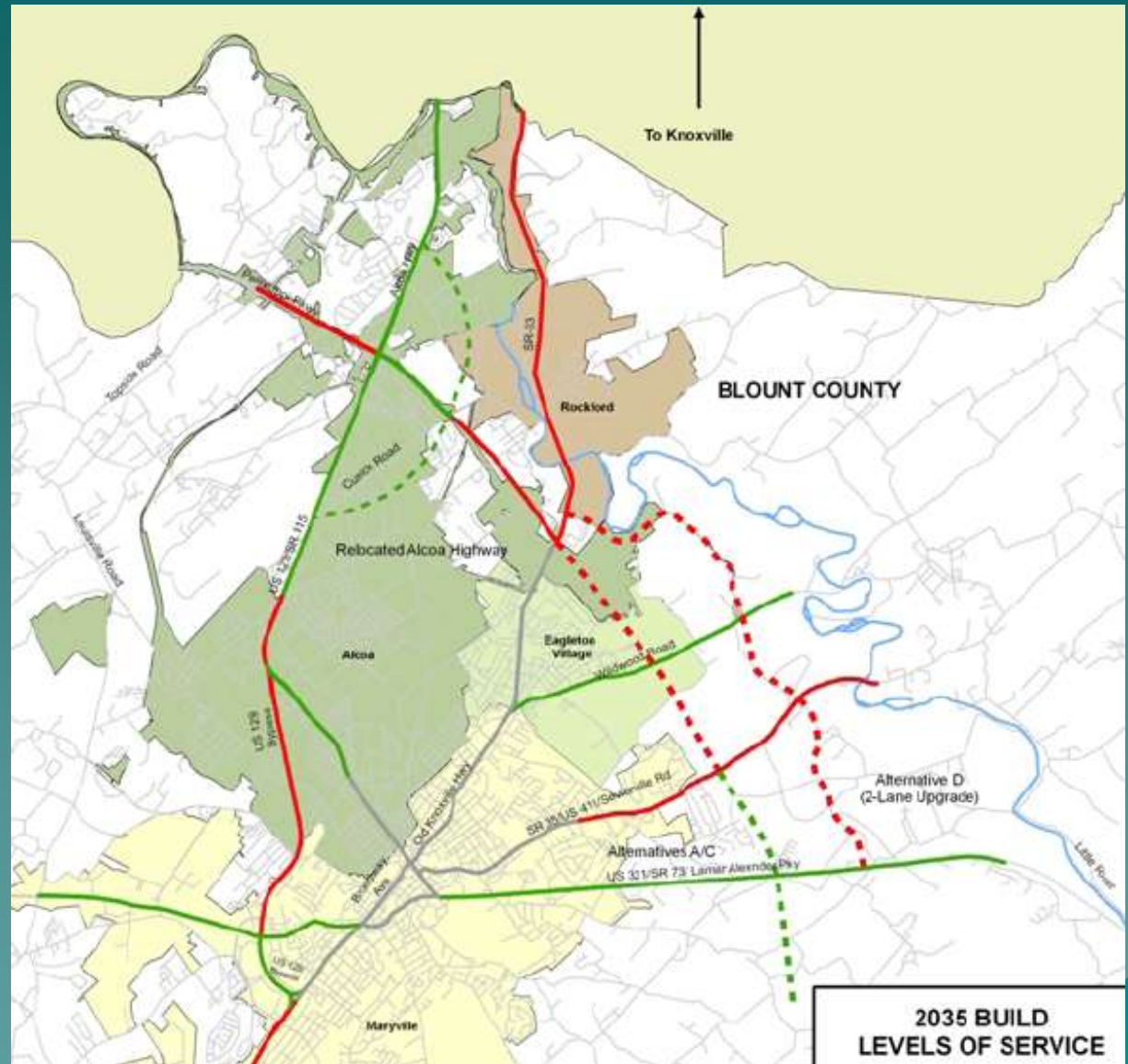
# Impacts of Build Alternatives

Resources Affected	Alt A	Alt C	Alt D
Residences displaced	5	26	24
Businesses displaced	1	2	0
Farmlands in ROW	128 ac.	74 ac.	45 ac.
Archaeological sites	5	5	1
Noise Receptors affected	83	110	64
Haz Mat sites	1	2	3

# Impacts of Build Alternatives

Resources Affected	Alt A	Alt C	Alt D
Floodplains	6.9 ac.	9.0 ac.	8.1 ac.
Perennial Streams	1,760 ft.	1,520 ft.	506 ft.
Intermittent Streams	1,458 ft.	1,074 ft.	337 ft.
Wet Weather Conveyances	841 ft.	415 ft.	1,424 ft.
Wetlands	1.0 ac	0.9 ac.	0 ac.
Impaired Streams	3	3	2
Sinkholes present	yes	yes	yes

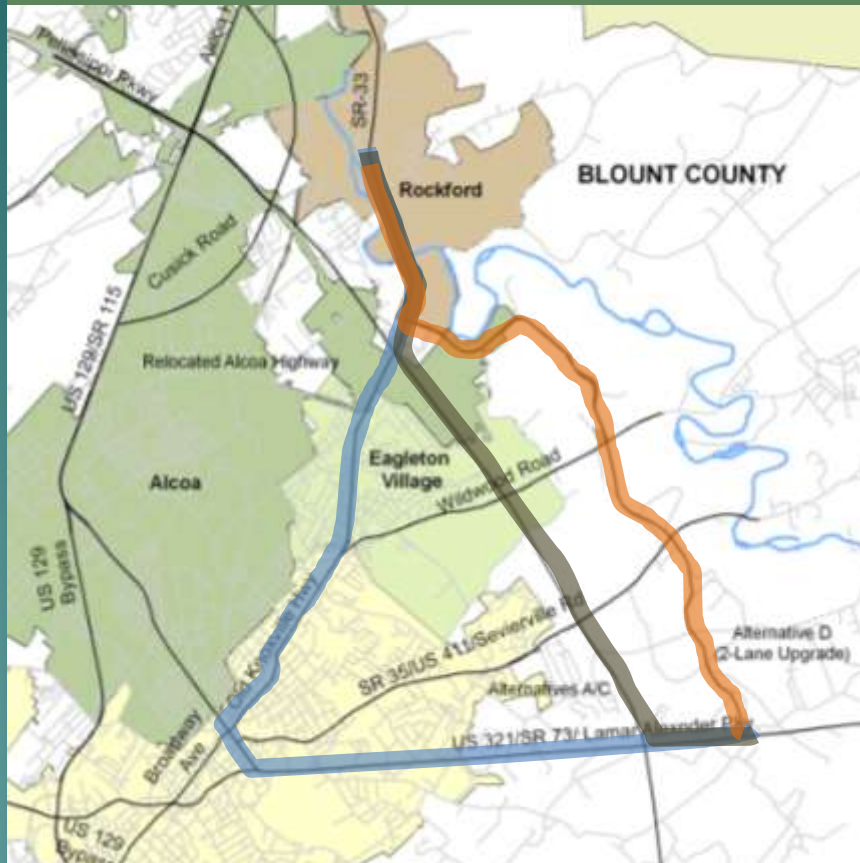
# 2035 Level of Service





# Average Travel Time Savings per Trip

## Alternatives

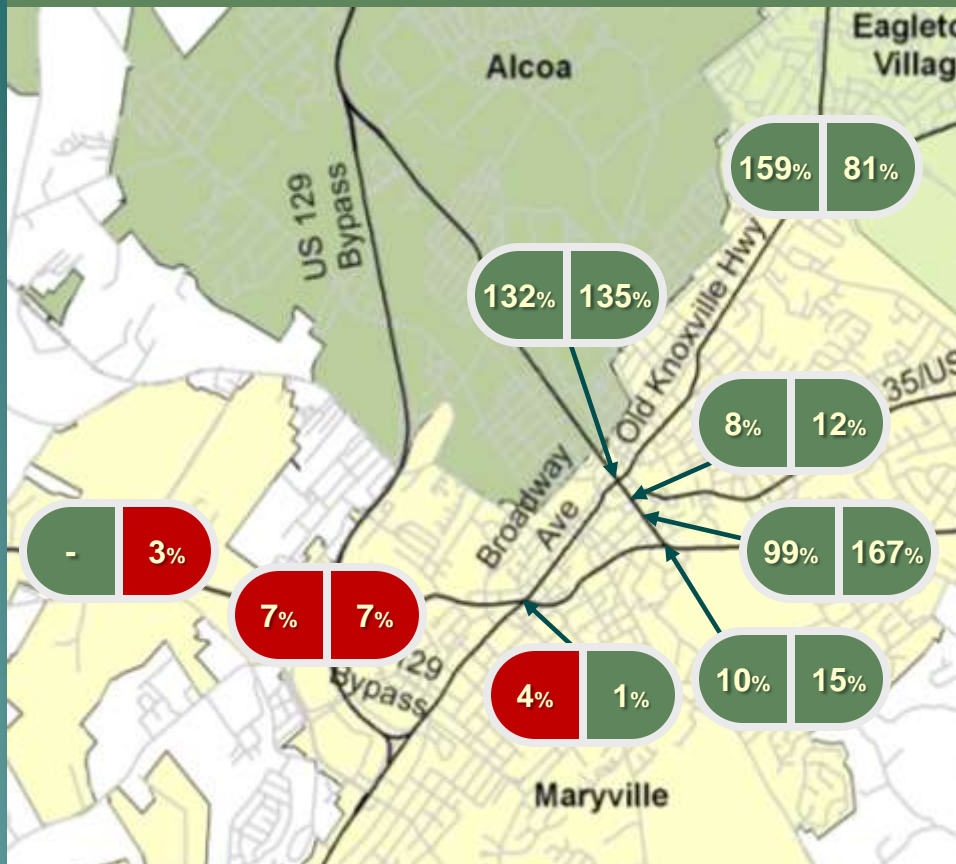


## Travel Time

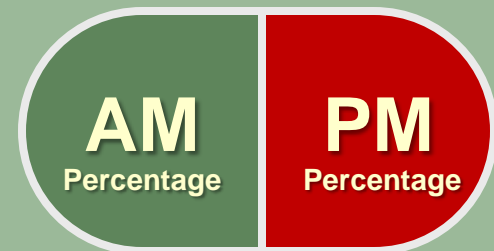
Alternatives	Miles	Minutes	Time Savings (Percentage)
Existing	11	19	
A/C	7	8	56%
D	8	11	44%

# Intersection Delay Comparison

2035

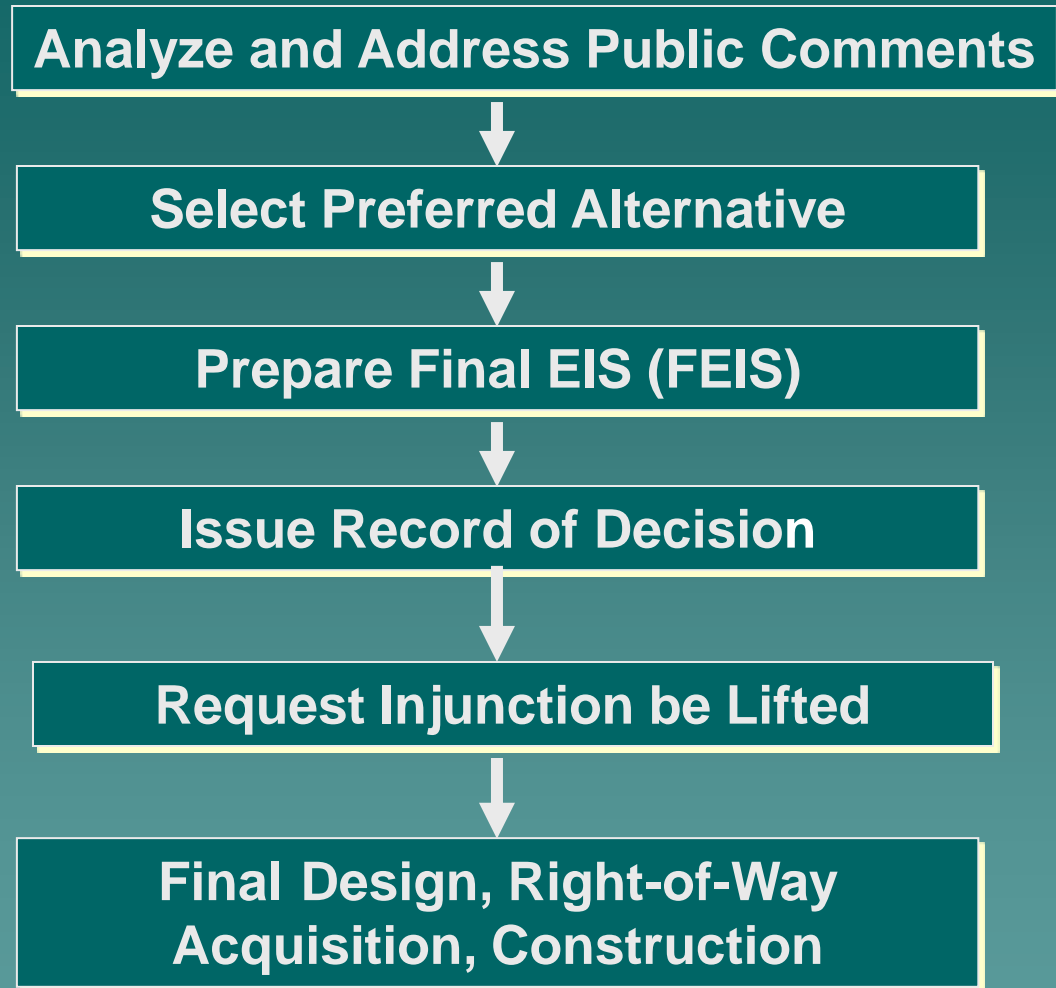


Change in Delay



- Build Alternative A/C operates better than No-Build
- Build Alternative A/C operates worse than No-Build

# **NEXT PROJECT STEPS**



# **Tentative Project Schedule**

- ◆ **Close Public Comment Period – *Aug. 30, 2010***
- ◆ **Select/Announce Preferred Alternative – *Fall 2010***
- ◆ **Prepare Final EIS – *Fall 2010 thru Summer 2011***
- ◆ **Circulate Final EIS – *Summer 2011***
- ◆ **Issue Record of Decision – *Fall 2011***

# Comments and Questions

*Public Hearing, July 20, 2010*



# How To Make A Formal Comment

- ◆ Submit a statement to court reporter tonight
- ◆ Turn in your completed comment form or written statement tonight
- ◆ Mail comments to TDOT by **August 30, 2010**

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

# For More Information

Visit the website at:

[www.tdot.state.tn.us/pellissippi/](http://www.tdot.state.tn.us/pellissippi/)

Or contact:

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