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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PELLISSIPPI PARKWAY EXTENSION (SR 162)
FROM SR 33 TO US 321

BLOUNT COUNTY PUBLIC HEARING, JULY 20, 2010

HERITAGE HIGH SCHOOL
3741 E. LAMAR ALEXANDER PARKWAY
MARYVILLE, TENNESSEE 37804

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1 WELCOME BY MS. MARTINEZ

2

3 MS. MARTINEZ: Okay, if I could ask

4 everyone to go ahead and have a seat and get

5 comfortable. We are going to start our presentation

6 here in just a few moments, but I do want to welcome

7 you. Thank you so much for coming out here tonight

8 for our meeting. My name is Yvette Martinez, and I am

9 the Community Relations Officer for the Tennessee

10 Department of Transportation. On behalf of Governor

11 Phil Bredesen and Commissioner Gerald Nicely, we want

12 to welcome you tonight. Thank you for coming, and we

13 look forward to getting your feed-back and hearing

14 from you tonight. We want to recognize our public

15 officials and first off, I am going to recognize

16 City of Maryville Mayor Tom Taylor, thank you. City

17 of Alcoa Mayor, Don Mull, City of Alcoa City manager,

18 Greg McClane. Also we have some County Commissioners

19 with us, Bill Proffitt, Commissioner Bill Proffitt,

20 Commissioner Ron French, right there in the back,

21 Commissioner Bob Proffitt and also Commissioner Steve

22 Samples. Is there anybody we have missed? Mike

23 Lewis? There you go, alright, and County Planner

24 John Land, and Alcoa City Manager Mark Johnson.

25 I also want to introduce some TDOT

1 personnel. Many of you may have questions, you are
2 looking for answers, and we want you to get those
3 answers tonight. Joe Carpenter with TDOT. He is our
4 Assistant Chief of Environment and Planning. Steve
5 Allen, Director of Project Planning, Tom Love,
6 Environmental Transportation Manger I, Steve Borden,
7 Regional Director, Amanda Snowden, Assistant Regional
8 Director, and Mike Russell is our Project Manager.

9 Now many of you may have noticed from the
10 newspaper, as you are looking at that ad, that we
11 have extended the time. Typically our public
12 meetings are two hours long, but with this public
13 meeting we knew that there would be some people that
14 wanted to make their comments, that had to ask some
15 question, and we want you to be able to ask those
16 questions. And so we have extended the comment
17 period, TDOT saw fit to go ahead and add one more
18 hour to give you more time to submit your feed-back.
19 The thing that we want to ask you do to, though, is
20 although we've extended by one hour, we want to also
21 ask you to please keep in mind that several other
22 people also want to make their comments, so we are
23 going to ask that you just be cognizant about,
24 remember that, and try to limit your feed-back, your
25 questions, to about two to three minutes, so that

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that way everybody gets an opportunity to ask their questions or to make their comments.

We have also extended our comment period for you to send those comment cards in. Those comment cards that you received when you came in, we typically would have those back post-marked within 21 days, but we have extended that to 41 days to give you more time to get your comments in, and you will be able to get those comments also on our web site. And now you will need to have those comments postmarked by August 30th. So please take note of that date, have your comments in to us by that date so they will be part of the process as we continue to analyze this.

Now for tonight, we are going to have, I want to introduce to you Arney Block, and Arney Block is with Howard Stine Hudson, and he will be facilitating our event for tonight, and so I am going to turn it over to Arney. If you will give him a welcome.

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PRESENTATION BY MR. BLOCK

MR. BLOCK: Thank you, Yvette. I also want to welcome you and thank you for coming to this Public Hearing for the Draft Environmental Impact Statement which is also known as a DEIS, that evaluates alternatives to extend the Pellissippi Parkway, also known as State Route 162, from its current terminace as State Route 33 or Old Knoxville Highway to State Route 73, also known as US Route 321 and the Lamar Alexander Parkway.

Again, my name is Arney Block. I work for Howard Stine Hudson Associates, and I have been hired by the Tennessee Department of Transportation to moderate this formal comment/question session of the Public Hearing. I hope you've had a chance to review the boards and the maps and to speak to project team members.

I want to briefly tell you how the rest of the meeting will go. First, after I speak for a few minutes, Nancy Skinner of Parsons Brinkerhoff, the firm that is preparing the DEIS for the Tennessee Department of Transportation will make a brief, 10 to 15 minute presentation about the project, about the DEIS, and about the environmental review process.

1 Then we will have a formal comment and question
2 session that will go to 7:30. If you have already
3 registered to speak, you will be called up in the
4 order in which you signed in. If you haven't signed
5 up to speak, you can still do so at the registration
6 table which is just outside the theater. I'll give
7 you some more details about this question and comment
8 session after Nancy speaks.

9 At 7:30 the formal session will adjourn,
10 and we will move back into the cafeteria area again
11 until 8:00 o'clock. This will allow you another
12 opportunity to look at the boards and the maps, to
13 speak informally with project team members, and if
14 you like, you can make a formal comment even after
15 this session is over to the court reporter, and there
16 are two court reporters here this evening. One here
17 in the auditorium, that's Cathy, and another woman,
18 Kerrie, who is sitting outside by the windows, and
19 both Cathy and Kerrie work for Barringer Court
20 Reporter.

21 So let me introduce Nancy Skinner who will
22 make her presentation.

1 PRESENTATION BY MS. SKINNER

2
3 MS. SKINNER: Thank you. Hello, everyone.
4 We are back again. It's been a couple of years, but
5 we are back with the Environmental Impact Statement
6 for your review. The purpose, the reason we are here
7 tonight is because the DEIS has been signed. It's a
8 part, a requirement of NEPA, the Counsel of
9 Environmental Quality and also Federal Highways
10 Regulations that we come back to you for an DEIS,
11 give you the opportunity for, we hold a public
12 hearing to give you the opportunity to ask questions,
13 make comments, and so that is why we are here
14 tonight. We want to know what you have to say.

15 I will tell you very quickly that all of
16 the materials that you've received tonight, the
17 comment form, the handout, a copy of this
18 presentation will be posted on TDOT's, the project
19 web site, on TDOT's web site before the end of this
20 week.

21 A little bit about the background of the
22 project. I am sure many of you are familiar with
23 this. This project has been around for quite a
24 while. In 1977, local officials made the first
25 request to the General Assembly to request that

1 Pellissippi Parkway, at that point a two lane road
2 north of I-40, to ask that it be extended from I-40
3 to, at that point they called it New Walland Road.
4 It's Lamar Alexander Parkway, it used to be Lamar
5 Alexander Parkway now. By 1986, after several
6 requests had been made, Pellissippi Parkway had, this
7 section from I-40 to Lamar Alexander Parkway had been
8 placed and included in the Better Roads
9 Program/Urgent Highway Needs Program by the General
10 Assembly. In 1995 the Knoxville Transportation
11 Planning Organization included this project in its
12 Regional Long Range Transportation Plan, and it's
13 been included in subsequent updates including the
14 current Regional Mobility Plan.

15 Also in 1998, it was in the Federal
16 Transportation Legislation known as T21. It was
17 included as a high priority project, in the high
18 priority projects program. Sorry, I am getting used
19 to this little gadget. Okay. So with this
20 particular segment, I'll go back real quick to the
21 previous light, and it's very hard to see on this
22 graphic. It is in the DEIS. But this one shows the
23 segments of Pellissippi Parkway that have been built.
24 Several sections, it was built in several sections
25 since 1977. The remaining segment, which is the

1 subject of this DEIS, is that section shown in dash
2 lines between State Route 33 and US 321.

3 In 1999 TDOT undertook an environmental
4 assessment, under NEPA, to evaluate possible
5 alternatives for that connection, that project, from
6 33 to Lamar Alexander Parkway. In 2002 the EA was
7 completed and a finding of no significant impact was
8 issued. But at that time, shortly after that before
9 right of way could be started, Citizens Against
10 Pellissippi Parkway filed suit in Federal Court, and
11 the Federal Court issued an injunction against
12 Federal Highway for no further activities.

13 Finally in 2005, Federal Highway was
14 successful in getting the Appeals Court to lift the
15 injunction in order, to lift the injunction portion
16 specifically related to the environmental assessment,
17 and they were able to prepare an EIS. That EIS was
18 started in 2006 during which time scoping meetings
19 were held here in the community in June of 2006. In
20 October 2007 and February 2008, we came back for
21 public information meetings. Since that time we have
22 been working on the technical studies and preparing
23 the environmental impact statement, and in February
24 of 2010 the DEIS was signed and was sent out in May,
25 in April and May for public comments.

1 Transportation needs, part of the process,
2 a key element in an environmental study is that we
3 identify transportation needs, and then purposes for
4 the project. The transportation needs, as are listed
5 in the DEIS and explained, relate to, the current
6 needs are related to the existing radial road network
7 with a poor connectivity for a roadway system in
8 northeastern Blount County. All the roads, most of
9 the major roads seem to radiate out of Maryville, and
10 there is not much, as you see in this, this road that
11 is highlighted on this map is actually the roads that
12 are included in alternative D. But there are no
13 major arterials that connect the eastern side of the
14 county with the middle section without having to go
15 into Maryville.

16 There is also an incomplete regional road
17 network, and by that I mean the vision was that there
18 would be Pellissippi Parkway extended all the way
19 from I-40 to US 321, and that remains incomplete.

20 Another need identified were the high
21 traffic incidents, crash incidents in the Maryville
22 core, and also level of service, poor levels of
23 service, traffic congestion on the major arterial
24 roads in the county.

25 Now the purpose of the project, let me get

1 that right later, the purpose of the project is,
2 therefore, to improve the mobility for travelers in
3 Blount County by providing some alternatives to the
4 existing radial roadway network. We have used the
5 term before, circumferential roads. That term was
6 actually used in Blount County's growth management
7 plan and also in the City of Maryville's growth plan
8 that that was a need for the community. In addition,
9 the project, one of the purposes of the project is to
10 complete this missing link in the regional road
11 network as well as to help improve safety on roadways
12 of the existing network and to help to achieve
13 acceptable traffic flows, traffic operations on local
14 roadway network.

15 Other project objectives are related to
16 meeting community and growth management goals. Now
17 the Blount County growth strategy of 2005 had five
18 guiding principals, and the fourth guiding principal
19 stated that county roads should be improved and
20 maintained to serve current and expected future
21 development. It also recommended that the county
22 collaborate with Maryville to build an arterial road
23 network that created a connective system of major
24 roads to serve developed and developing areas.

25 We also looked at part of the objective of

1 this project is to minimize the impacts on
2 neighborhoods, businesses, farmlands and cultural and
3 natural resources. Now what alternative did we
4 study? There was a no build, that's always required,
5 that you evaluate these build alternatives against
6 what would happen if you did not build this project.
7 We looked at alternative A, alternative C and
8 Alternative D. Alternative A and C are, would extend
9 Pellissippi Parkway from the existing half
10 interchange at State Route 33 on a new four lane
11 divided road on a new location. There would be
12 interchanges at the existing State Route 33 as well
13 as at US 411 and US 321 at the end of the project.
14 So there would be limited access on these roads.

15 The other alternative is a separate type of
16 roadway that would be an improved two lane roadway
17 network, that would be wide, paved shoulders, turn
18 lanes at the major intersections, and it would also
19 use, it would use portions of some existing county
20 roads, that would be Sam Houston School Road,
21 Peppermint Road, Hitch Road and Helton Road. It
22 would use parts of them, not all of them, part of it
23 would, indeed, be on a new location.

24 This chart basically compares the
25 alternatives in terms of their length. Alternative A

1 is a shorter road segment, and alternative D which is
2 farther out is longer. Estimated right of way, you
3 can tell that the right of way for alternative A and
4 C is actually more than for alternative D, the reason
5 being is that we looked at a 300 foot right of way
6 for the four lane divided roadway segment, and a 150
7 feet for the improved two lane which is alternative
8 D. The costs range from 60 million for alternative D
9 to 105 million for alternative C. And we would, for
10 alternative A and C, it would be a 60 mile per hour
11 speed limit whereas on alternative D it would be 50.

12 We did look at and we evaluated what would
13 happen with the no build alternative. You would have
14 no direct impacts to many of the resources that would
15 be affected by alternatives A, C and D. However, you
16 would not have any road improvements, major road
17 improvements to the county's arterial network, and
18 you wouldn't have improved options for travel in the
19 northeastern part of the county. It's also not
20 consistent with the county and with the community's
21 regional plans, both community plans and long range
22 transportation plans. And not only, there is
23 development occurring in this area. It's been
24 occurring since the 1970s. It's expected to continue
25 even if this road, Pellissippi Parkway, is not

1 extended. So there would be indirect effects such as
2 the conversion of farm lands and increased
3 residential and some commercial development with the
4 no build.

5 With the build alternatives, what you get,
6 especially with alternative A and C is the completion
7 of Pellissippi Parkway as a part of the regional
8 network. You would also get an enhanced road network
9 that would serve the current and expected growth, and
10 it would be an option to the radial, existing radial
11 network. It would reduce the potential for crashes
12 on the existing roads because it would allow traffic,
13 it would help to separate through and local traffic
14 on the existing roads in the Maryville core. It's
15 consistent with the long range transportation plan
16 and the community plans to build an extension, or to
17 build a route in the northeastern corridor, and it
18 would also, short term, help with, provide more jobs
19 in the county with the construction.

20 Now there are, as always with a build
21 project there are going to be adverse consequences,
22 and those we have listed here, and I'll show you in
23 just a moment, some of these, I will talk a little
24 bit about some of the specific impacts, but there are
25 also residential and business relocations, farmlands

1 would be affected, noise impacts. There would be
2 impacts to natural features such as streams and
3 wetlands and also to flood plains. And there would
4 be some temporary construction that would occur for
5 those homes and other types of opportunities, excuse
6 me, other types of enterprises nearby.

7 I hope you can see this. What this shows
8 you, it compares the alternatives in terms of the
9 residences that it would displace, more would be
10 displaced along alternative C and D because the
11 alternative A actually goes through an areas that's
12 relatively undeveloped. It would, however,
13 alternative A, would take more farmland because as I
14 said, it's through a relatively undeveloped or
15 non-residential area. It would take 128 acres
16 of farmland while the others would take 45 to 74
17 acres. There would be noise impacts because along
18 these routes there have been residential
19 neighborhoods that have grown up. So you would,
20 unfortunately, have houses nearby that would be
21 affected by or have increased noise that they don't
22 have today.

23 There are some archeological sites that we
24 in our preliminary phase went and studied. We
25 identified the potential for some sites that are,

1 identified several sites that might have the
2 potential for significant archeological features. We
3 do not know that at this point, and we won't know
4 that until an alternative is selected as the
5 preferred alternative, and at that time more detailed
6 studies will be done to determine whether or not
7 these sites have actually potential for national
8 register eligibility.

9 This slide really talks about some of the
10 natural resources that would be affected. You would
11 have more flood plains with alternative D because
12 it's closer to the Little River, and as you get
13 closer, the flood plains broaden out. In terms of
14 perennial and intermittent streams, there would be
15 more impacts with alternative A and then C and lastly
16 D, but TDOT has actually gone out and taken a look at
17 the streams. They reviewed our ecology report, and
18 they stated that while alternative A has the greatest
19 impact to streams in terms of linear feet, the
20 majority of these impacts would affect headwaters as
21 opposed to the more ecologically diverse downstream
22 reaches.

23 Wetlands that would be about an acre with
24 alternative A and just a little less than an acre
25 with alternative C, impaired streams would be crossed

1 and there would certainly have to be consideration in
2 how the project is built to not, to not cause further
3 damage to those impaired streams which are Peppermint
4 Branch and Flag Branch, they include those two. And
5 sinkholes are present throughout this area, and there
6 would certainly have to be design considerations for
7 those sinkholes if one of the alternatives moved
8 forward.

9 Now I know that one of the aspects that
10 many people have talked about is the level of
11 service, is what, the traffic operations. Well,
12 level of service is one of the factors that's looked
13 at as a performance measure. It's used to determine
14 if a roadway will provide acceptable traffic for the
15 peak 15 minute period. It is not an all day measure,
16 and it's generally looking at what would be the
17 effect on uninterrupted traffic flow. Alternative,
18 excuse me, level of service A being the best, where
19 people can pretty much move unrestricted along the
20 roadway, down to level of service F which is where
21 traffic is, where there is a lot of interruption in
22 the traffic flow. Okay, so level of service F is
23 worse and yes, we do have some segments of
24 Pellissippi, of the proposed Pellissippi Parkway or
25 the alternative D that would be at level of service

1 F, E or F by 2035. And the reason they would be at
2 that is because there is traffic, substantial traffic
3 being attracted to those roads.

4 Now the thing about that level of service
5 is one way of looking at traffic operations, but
6 there are other measures that we can look at and
7 help, can give us some view of what traffic
8 operations will be. One of those is travel time
9 savings, and this is a measure to evaluate the
10 benefits to travelers, that is how quickly can a
11 person get from point A to point B, what is the
12 difference in the time frame of what their normal
13 route compared to the new route that would be
14 offered.

15 The blue line going across right now is the
16 existing route that a person could take if they were
17 coming from the Rockford vicinity, coming into the
18 Maryville core to Washington and then going out east
19 on Lamar Alexander Parkway to the vicinity of Helton.
20 This is an 11 minute, excuse me, an 11 mile trip. It
21 would take about 19 minutes. There are a number of
22 stop lights that we'd have to go through and also the
23 speeds are relatively low as having to go through the
24 Maryville core. With alternative A or C, that travel
25 time, the travel miles is reduced to 7 miles and the

1 travel time is 8 minutes, so there is a savings of 11
2 minutes or 56 percent travel time savings for that
3 trip.

4 Now alternative D is a little bit longer,
5 so it takes, it's 8 miles, it would take about 11
6 minutes because the travel speed is lower on
7 alternative D than is on A or C. So that's about a
8 44 percent savings in time. Now that's an 11 minute
9 savings or an 8 minute saving for people, and that
10 doesn't, may not sound like much, that's a trip, one
11 trip. But people could be making that trip twice a
12 day, home and back, so you think of, that doubles
13 that. But then what does that mean over the course
14 of a month? A person who travels that five days a
15 week, over the course of a month is going to save six
16 hours a month, six hours that you could do something
17 else with that time. Think of it also in terms of,
18 it's fuel savings, so, you know, you are paying less
19 for fuel, you are also putting less emissions into
20 the atmosphere because of that travel time, and also
21 this is, with alternatives A and C in particular, you
22 have three locations at which there would be
23 interchanges, otherwise you are not having to stop at
24 traffic lights. So that does also have an effect on
25 air quality.

1 And another measure that we looked at that
2 talks about traffic operations is delay, the delay
3 and interceptions. This is something that's used to
4 compare different degrees of congestion. How are
5 people sitting, going through these intersections
6 going to benefit by this proposed project? In here
7 we are looking at existing intersections. The pill
8 shaped box that you see, or the pill shape that you
9 see has morning and afternoon. AM is morning, PM is
10 peak period. And we are showing you the percent
11 change from the no build. Those in green are
12 actually improvements of alternatives A and C over
13 the no build, and red is a decrease, is alternative A
14 and C operating slightly worse than the no build.
15 You can tell that there are a few locations in which
16 the travel time savings would be slightly below, for
17 A and C would be, excuse me, not travel times, delay
18 at intersections would be slightly lower, about 7
19 percent, 3 percent, 4 percent. But where you see
20 some substantial changes are here along the Maryville
21 core at Broadway and Knoxville, Old Knoxville Highway
22 at Hall Road, Washington Street, there is a
23 substantial savings in the morning and the afternoon
24 improvement in those people having to go through that
25 light, 135 percent in the afternoon going up Old

1 Knoxville Highway to Wildwood Road, there is a fairly
2 substantial improvement there in the morning if
3 people are traveling in that area. They are saving,
4 I mean there is 159 percent improvement in the delay
5 at that intersection.

6 So there are several, it's not just looking
7 at one single measure level of service, there are
8 other ways to look at traffic operations that do
9 actually tend to show that there is some improvement,
10 there is improvement from this project.

11 The next steps in this process after
12 tonight, we are going to receive, TDOT will receive
13 your comments by the 30th of August. We will analyze
14 those comments, figure out how to address them. All
15 that goes into play into the selection of the
16 preferred alternative. That will then be used, and
17 we will prepare the Final Environmental Impact
18 Statement or DEIS. Following that will be the
19 issuance of a rod, but after the rod is issued there
20 can be no further action until Federal Highway goes
21 back to Court to ask for the injunction to be lifted.
22 Once, if that is done, once it's done, then TDOT can
23 move forward with final design, right of way
24 acquisition and construction.

25 Now we have a project schedule for the next

1 steps to get us to the rod. Right now we are looking
2 at the close of comment period on August 30th, and
3 then into the fall we will be reviewing those
4 comments received, looking at the alternatives,
5 weighing all the various comments that have been
6 received as well as the environmental analysis, and
7 TDOT will make a recommendation for the preferred
8 alternative, and will announce that. Then there will
9 be the preparation of the Final Environmental Impact
10 Statement going from the fall of this year into the
11 summer of next year. That Final Environmental Impact
12 Statement will be circulated, notices will be placed
13 that it is available. That will be in the summer,
14 next summer, 2011 and then by the fall of 2011, we
15 should have the record of decision. So if you have
16 any comments or questions, I am going to actually
17 turn this over to Arney.

1 PRESENTATION BY MR. BLOCK

2
3 MR. BLOCK: Thank you very much. The first
4 thing I want to say is pay no attention to that clock
5 over there. It's said quarter of seven since about
6 3:00 o'clock this afternoon, so it's not that late.

7 Let me just quickly go over some of the
8 rules, how we are going to run this session. If you
9 want to speak, as I mentioned before, you need to
10 sign up. If you have already signed up, that's fine.
11 If you'd like to sign up at any point while we are
12 still having this session, just leave the auditorium
13 and there is a table there, and they will bring that
14 sheet to me.

15 I am going to ask speakers to come to, up
16 here to the microphone which is located at the front
17 of the isle to your right. Cathy, the court reporter
18 in the auditorium, will take down your comments. You
19 will have up to three minutes to speak. I'll tell
20 you when you have 30 seconds left. When three
21 minutes are up, I'll please ask you to stop speaking
22 so that we can allow as many as we can to speak
23 tonight.

24 If you have a written document to hand in,
25 please give it to the court reporter or put it in one

1 of the boxes that you'll see outside, or you can give
2 it to any one of the people who represent the project
3 team.

4 If you do have a written statement, I would
5 appreciate that you not read it to the group as part
6 of your comments. By submitting it, the document
7 will become part of the formal record, and the same
8 as your spoken words. If as part of your comments
9 you have a question for the Tennessee Department of
10 Transportation, please feel free to ask it. If it
11 can be answered briefly, a project team member who is
12 here tonight will try to do so. The answer will not
13 count toward your 3 minutes. If the answer requires
14 a very long response, however, I'll ask you to ask
15 the question afterwards when we've adjourned this
16 session and we move back into the cafeteria. If I
17 think that the question that you are asking has
18 already been asked and answered, I'll take the
19 liberty of telling you to please finish up your
20 comments.

21 I'll do my best to give everyone a chance
22 to speak, but if we run out of time, if it gets to be
23 7:30 and not everyone has had that opportunity, I'll
24 be adjourning this part of the meeting. Let me
25 assure you, as I've said before and others have said,

1 there are many other ways to get your comments or
2 questions put into the formal record if you don't get
3 a chance to speak here tonight. One of those is, you
4 can drop off a written comment or document tonight.
5 You can mail a comment or document, as has been
6 mentioned before. The address is, to where to mail
7 that is located in this Public Hearing document that
8 you picked up tonight, and you have until August 30th
9 to do so, and at 7:30 or at any time tonight, if
10 you'd like to go out to the court reporter outside
11 and leave a statement, you can do that.

12 So in closing, at 7:30, no, in closing I
13 have just two additional points to make. I am going
14 to call up two speakers at a time so that when one is
15 finished we can hear the next person speak without
16 waiting for him or her to have to walk up to the
17 microphone. I'll do my best to pronounce your name
18 correctly, so please forgive me in advance if I don't
19 do so, and when you speak, please start off by
20 introducing yourself and your address.

21 And finally, you need to know that I will
22 not be recognizing any speaker who either is raising
23 his hand, his or her hand, or is calling out. I'll
24 only call upon people who have, to make comments from
25 the list of those who have signed up. I know that

1 there are people in this room who have very strong
2 feelings about this project, and I appreciate that.
3 However, I want you to know that any loud or long
4 reactions for or against any particular speaker will
5 only take time away from those in this room who would
6 like to speak.

7 Okay. So thank you for being so patient,
8 and let me start off by asking our first two speakers
9 to come over here to the microphone at the right.
10 The first one, I believe, is Johnny Suttles, did I
11 pronounce that correctly? Johnny, I don't know if
12 you'd like, Mr. Suttles, if you'd like to come up?
13 If not, then I am going to go to the next one, Linda
14 King and that, Linda will be followed by Victor
15 Varady. Please go ahead.

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FORMAL COMMENT/QUESTION PERIOD

LINDA KING
3311 LAWS CHAPEL ROAD
MARYVILLE, TN 378003

MS. KING: Good evening. My name is Linda King. I am a Blount County resident at 3311 Laws Chapel Road, and I am for the no build alternative. I believe we need to save valuable farmland and not affect people who would live along these existing routes with the noise that you yourself have talked about. I don't believe in eminent domain, especially for a road that you yourself have said will cause the same amount of traffic within a short period of time. Because as we all know the old saying, Build it, and they will come. We will have uncontrolled growth around this road, and from what we understand, the City of Maryville will probably annex any businesses that are put along this route, and the county people will be responsible for the infrastructure that will be necessary to take care of this additional growth. I think if there is any money available, we need to spend that on our existing roads where our highway department doesn't have the money to do that at this

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time. That would also add construction jobs to Blount County. Thank you.

MR. BLOCK: Thank you very much. Before I ask Mr. Varady to speak, John Templeton, please come to the microphone, John Templeton? Okay. Go ahead.

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VICTOR VARADY
3902 FIELDVIEW ROAD
MARYVILLE, TN 37809

MR. VARADY: Alright. My name is Victor Varady, and I live at 3902 Fieldview Road. Most of the questions that I have will be answered by reviewing the draft environmental impact study at the Library. That's all I have to say.

MR. BLOCK: Okay. Thank you very much. Now before Mr. Templeton speaks, would Gail Harris please come to the microphone? Okay. Please start.

1 JOHN TEMPLETON
2 1601 BRAHMAN LANE
3 SEYMOUR, TN 38865
4

5 MR. TEMPLETON: Thank you. Your
6 environmental study in several places either says
7 directly or suggests that levels of service or the
8 ability of the road to carry a certain level of
9 traffic will not get any better by spending one
10 hundred million dollars or so to drive this
11 interstate down to connect it to 321. What it seems
12 to say instead is that the level of services will
13 continue to get worse, "due to traffic volumes that
14 exceed the given capacity." I have attended county
15 meetings, at which our County Road Commissioner has
16 virtually begged for enough money, for enough
17 funding, just to repair and maintain our roads in
18 their current condition. Whether that will happen is
19 still up in the air. If the existing roadways of
20 Blount County are just not up to the job now, then it
21 just seems common sense to improve the existing
22 roadways. So I would encourage our elected
23 officials, the Chamber of Commerce and the other
24 boosters for this project to direct their efforts
25 toward working with state and federal agencies to

1 come up with a hundred million dollars, or even fifty
2 million dollars to be applied where it is most
3 needed. To improving existing roads and highways in
4 Blount County, not to creating a new set of problems.
5 So my questions are these, how much could be done on
6 existing roads and infrastructure with a hundred
7 million dollars? Is any of the hundred million
8 dollars you are asking us to spend dedicated to
9 dealing with the inevitable increase in the traffic
10 at and around these intersections, and why would the
11 leaders of the City of Maryville endorse this project
12 when it could well put the long feared final nail in
13 the coffin of downtown Maryville. There is a lot
14 about the information in this study that just doesn't
15 make sense, and I think these questions and many
16 others need to be answered before another shovel of
17 dirt is moved. Thank you.

18 MR. BLOCK: Thank you. I am going to ask,
19 before Ms. Harris speaks, would Bob Proffitt please
20 come up to the microphone, Bob Proffitt? Okay, go
21 ahead.

1 GAIL HARRIS
2 3404 ANDY HARRIS ROAD
3 ROCKFORD, TN 37853
4

5 MS. HARRIS: My name is Gail Harris, and I
6 live at 3404 Andy Harris Road. I have lived in
7 Blount County since 1970, and during that time I
8 have, I guess, been actively involved in trying to
9 preserve farmland in the area. I know the
10 Pellissippi Parkway extension is a topic of
11 controversy with people on both sides. As you
12 presented the analysis tonight, I thought there was
13 some, a few positive aspects that would appeal to
14 people, but on the whole, I could not see that there
15 was much to justify the tremendous expenditure of
16 this highway especially in regard to the accumulative
17 effects, particularly on farmland. I think the
18 highway will open up pristine areas of Blount County,
19 take farmland out of production at a time when all
20 over the country we see a resurgence of interest in
21 Farmer's Markets and farmland. I think this would be
22 a very irresponsible action to take to build this
23 road given the minimal benefits as described in this
24 Environmental Impact.

25 There were a couple of things that I

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1 disagreed with. You said that the no build
2 alternative was not compatible with community
3 standards, and yet, it is directly compatible with
4 the first guiding principle of the Blount County's
5 policy plan which is to keep the rural nature of
6 Blount County intact. You also seem to imply that
7 the Pellissippi Parkway would address potential crash
8 incidents, and yet, from what my understanding of the
9 DEIS is that at least five of the most hazardous
10 crash sites, the most hazardous...

11 MR. BLOCK: You have 30 seconds.

12 MS. HARRIS: Okay. The most hazardous
13 intersections would actually receive more traffic and
14 actually be worse by the year 2035. So all in all, I
15 think this is a very irresponsible and illogical
16 thing to do, to continue with this project. Thank
17 you.

18 MR. BLOCK: Thank you. Before Mr. Proffitt
19 speaks, I am going to call Brad Ansley to come up to
20 the microphone, and thank you. Go ahead.

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BOB PROFFITT
400 INDIANA
MARYVILLE, TN 37817

MR. PROFFITT: Mr. Chairman, theoretically I should have six minutes. I was introduced twice, but for clarification, I am on the County Commission and my brother is on the Board of Zoning Appeals, so it's not a power grab. I do appreciate coming and giving my comments about this project. I would, I had some concerns about it initially, and I even have more concerns about it as I've looked at it. It's a, in effect, it's a Maryville by-pass and I think that it disallows a lot of people who are in our area to see what's going on in Maryville, including all structures and our businesses and professions and Maryville College.

The extension would disrupt, indeed, some of the most beautiful open farmland in our county, and even in our state. It certainly would increase, it would increase commercialization through that area. I would...

MR. BLOCK: Could you just speak closer to the microphone?

MR. PROFFITT: Sure. Is that better?

1 While the extension would, it certainly would, it
2 would open up and it has access to secondary roads,
3 but basically it also feeds into two lanes between
4 West Miller's Cove and Townsend. And I think that
5 should be a consideration. The cost of the extension
6 is such that I think that to say 11 minutes time, or
7 18 minutes time, it doesn't, it's not worthy of that,
8 and would not serve that much benefit. I appreciate
9 it, thank you.

10 MR. BLOCK: Thank you very much. Before
11 Mr. Ansley speaks, can Terry Nichols please come to
12 the microphone? Terry Nichols, thank you. Go ahead.

1 BRAD ANSLEY
2 7360 HAPPY VALLEY ROAD
3 TALLASGEE, TN 37878
4

5 MR. ANSLEY: Yeah, I agree with what some
6 of the people have said already. My name is Brad
7 Ansley, I live in Happy Valley. To me this is a road
8 to nowhere. I mean, it's as big as I-95 going
9 through New York City, it's going to Townsend, and
10 there is not a four lane road that goes into
11 Townsend, so it's going to dump, if there is as much
12 traffic as they say, it's going to dump it all out
13 right here. There is nothing here but a high school.
14 So to spend tax payers money at the phenomenal amount
15 of a hundred million dollars, I find absurd. And it
16 does nothing to address these roads we have, like
17 Montville Road, like Sevierville Road where they are
18 just building a new school. There are telephone
19 poles this close to the side of the road, there are
20 culverts at every sidewalk, there are trees growing
21 right next to the side of the road. If you catch a
22 tire on the edge of Sevierville Road or Morganton
23 Road or Montville Road, it will pitch you over into
24 the other lane and believe me, there are death
25 markers all up and down all of these secondary roads.

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1 We need to take that hundred million dollars and put
2 it into a fixed, put it into fixing what we have. It
3 seems to me that this, that this an example, a
4 perfect example. They've got the, I-40 comes out and
5 just stops. That just annoys people that build
6 roads. They don't want it to stop, they see it as a
7 half finished job, and they just want to finish it.
8 Well, it is a half baked job, I'll say that, and it
9 probably should have stopped up at 129 and never gone
10 any further, but I just, I just think that this is
11 money that's going to be spent by, tax money that's
12 going to be spent for a road to nowhere, and that we
13 need to concentrate on fixing the infrastructure that
14 we have that's crumbling all around us right now
15 before we take on anything as ambitious as this.
16 Thank you very much.

17 MR. BLOCK: Thank you. Before Mr. Nichols
18 speaks, I am going to ask Mark Whited, I am not sure
19 how to pronounce this correctly, come up to the
20 microphone. You can actually adjust the microphone
21 to raise it a little if you like, by pushing in
22 there.

23 MR. NICHOLS: I am afraid I'll break it.

24 MR. BLOCK: Alright. Go ahead.

25

1 TERRY NICHOLS
2 3035 EAGLE DRIVE
3 MARYVILLE, TN 37803
4

5 MR. NICHOLS: My name is Terry Nichols. I
6 live at 3035 Eagle Drive. Kind of like the ham and
7 egg breakfast, you know, I am committed like the pig
8 is because I own property in the path of one of these
9 alternatives. I just wanted to have my say. I think
10 it's a great idea. It's a long time coming. Blount
11 County needs some help with our infrastructure, and I
12 certainly travel the existing Pellissippi Parkway a
13 lot. I was a police officer for 30 years in this
14 town, and a police chief for 13, and I can tell you
15 better than probably anybody in this room, except
16 traffic engineers, that Blount County needs some help
17 with our infrastructure, and anyone that thinks this
18 road is not going to help with the infrastructure has
19 not gone out there and seen how the other part of
20 Pellissippi Parkway is working.

21 I would also like to say that the no build
22 option, in my opinion, is not an option at all
23 because we are going to revisit that thing. It's
24 kind of like going to the doctor's office and getting
25 a good report. It ain't going to last forever, and

1 if we say we are not going to build it today, four,
2 five years down the road when a new administration
3 comes in, we may change our mind, and as a property
4 owner affected by this, if the guillotine is hanging
5 over my head, I'd rather it just go ahead and fall
6 instead of keeping us at bay for so long a period of
7 time. Let's build this thing, it's time to do it.
8 Thank you.

9 MR. BLOCK: Thank you.

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11 (APPLAUSE)

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13 MR. BLOCK: Thank you. I would like to
14 call, before Mr. Whited, Susan Keller. Please come
15 to the microphone. Ms. Keller? Alright, go ahead.
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1 MARK WHITED
2 1006 EAST LAMAR ALEXANDER PARKWAY
3 MARYVILLE, TN 37804
4

5 MR. WHITED: My name is Mark Whited. I am
6 the Executive Director with the Little River Water
7 Shed Association. The Little River Water Shed
8 Association is dedicated to protect and preserve and
9 restore the Little River water shed located in Blount
10 County. Our goals include engaging the citizens to
11 take action on behalf of the river, provide an
12 education and information for our neighbors, friends,
13 business partners, and helping our leaders to
14 understand the vital importance of protecting our
15 vital natural resources which we depend on. We are
16 following with keen interest in all the identifying
17 mitigation, environmental impacts to Little River and
18 its tributaries in this proposed parkway extension.

19 In 2006 as part of the draft EIS scoping
20 process, the Little River Water Shed Association
21 requested specific inclusion and valuation of key
22 environmental impacts to potential, to affect both
23 the river and the water shed. We commend TDOT for
24 including these impacts in the draft EIS. If one of
25 the build options is chosen, the project will be

1 subject to the constraints of the National Pollutant
2 Discharge Elimination System, storm water pollution
3 protection plan, the Aquatic Resource Alteration
4 Permit and TVA 26A along with other appropriate
5 environmental permits. These permits will minimize
6 and reduce the development of implementation planned
7 to control erosion and sedimentation, determination
8 of the best management practice and a constructed
9 generated waste, and also a provision to sufficiently
10 regulate the oversight and ensure that protective
11 measures are effectively implemented. As an
12 interested party LRWA would like to be an active
13 community partner with TDOT to ensure that these
14 protective measures have been met. Thank you.

15 MR. BLOCK: Thank you.

16
17 (APPLAUSE)

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19 MR. BLOCK: Before Ms. Keller speaks, I'd
20 ask Michele Neal to come to the microphone. Michele
21 Neal.

22 MS. NEAL: I am right here.

23 MR. BLOCK: Oh, great, okay. Go ahead.
24
25

1 SUSAN KELLER
2 1565 E. BROWN SCHOOL ROAD
3 MARYVILLE, TN 37804
4

5 MS. KELLER: My name is Susan Keller. I
6 live at 1565 East Brown School Road. Page S2 of the
7 DEIS says, and I quote, "The proposed transportation
8 solution should support community goals and plans to
9 minimize adverse impacts on the neighborhoods and
10 business, to farmland, and to the natural and
11 cultural environment." How can a road that destroys
12 homes and farmland ever be thought of minimizing
13 impacts? The impacts are major and life changing.
14 Once destroyed, we could never get them back. Across
15 the nation, people are being urged to buy their food
16 locally. This helps the local farmers, cuts the
17 transportation and fuel cost, is more nutritious and
18 certainly is safer. However, that farmer selling at
19 the Farmers Market has to have land in order to raise
20 crops and animals. Agriculture contributes over 17
21 million dollars to the Blount County budget each
22 year. We are 13th in the state in the value of ag
23 products sold directly to consumers. Even with these
24 contributions, TDOT does not recognize farming as a
25 business. The four to four and a half miles of the

1 Pellissippi Parkway Extension will take 128 acres,
2 most of that being productive farmland. My husband's
3 son and I are full time farmers. We must have land
4 in order to raise our crops and animals. All three
5 of your proposed routes take some of our land. Two
6 of the routes take land that has been in my family
7 for six generations.

8 The DEIS recognizes that the impacts on
9 farmland would be substantial. This road along with
10 other transportation projects such as the southern
11 loop and the development of the Pellissippi Place R&D
12 Park could, and I quote from your DEIS, "Spur a
13 greater increase in growth than anticipated resulting
14 in increased demand for developable land." That word
15 simply is another way of saying farmland. I want
16 each of you to ask yourself, "What, if it were me?"
17 Many of you here tonight live in close proximity to
18 one or more of the proposed routes.

19 MR. BLOCK: Let me just tell you, you have
20 30 seconds.

21 MS. KELLER: Would you be willing tonight
22 to tell TDOT that you feel this road is so important
23 that you are willing to have them change the route
24 and come across your property and through your home,
25 or is the road only vital because it comes through my

1 property and not yours? The road is going to cost a
2 hundred million dollars, 20 percent of that is state
3 funds and 80 percent is federal funds who are both in
4 financial crisis. It's possibly ten minutes saved by
5 some people which calculates to ten million dollars
6 per minute.

7 MR. BLOCK: You need to finish up right
8 now.

9 MS. KELLER: Is it worth the price?

10 MR. BLOCK: Thank you.

11

12 (APPLAUSE)

13

14 MR. BLOCK: Before Michele Neal speaks,
15 would Howard Beckwith please come up to the
16 microphone? Mr. Beckwith, okay. Go ahead.

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1 MICHELLE NEAL
2 1529 ABERDEEN DRIVE
3 ALCOA, TN 37701
4

5 MS. NEAL: I don't think there is a real
6 need for an interstate through this part of the
7 county. As other people have said, the money could,
8 a lot of money could be spent on existing roads that
9 need to be modified and upgraded, specifically 411,
10 Sevierville Road. It's just going to contribute to
11 sprawl. Blount County already needs better growth
12 planning. The one hundred million dollars could be
13 better spent to pursue alternative methods of travel
14 in that in the near future we will need to be
15 separating ourselves from dependencies on oil that
16 fuels these autos expected to use these roads. Mass
17 transit would be a better use for these funds to get
18 cars off the road. Thank you.

19
20 (APPLAUSE)
21

22 MR. BLOCK: Thank you. Before Mr. Beckwith
23 speaks, I'd like to ask Tim Davidson to please come
24 to the microphone. (Inaudible) Okay. Then Kathleen
25 Skinner, will Kathleen Skinner come to the

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microphone? Okay. Go ahead.

1 HOWARD BECKWITH
2 223 SIMS ROAD
3 MARYVILLE, TN 37804
4

5 MR. BECKWITH: Yes, my name is Howard
6 Beckwith. I live at 223 Sims Road, Maryville, which
7 is just right across the road in Lambert Estates. I
8 am in favor of using this money to improve the roads
9 in this part of the county. I think by
10 straightening, re-aligning and widening some of these
11 county roads we could have a good system to take care
12 of this situation. I really don't think we need
13 super highways 60 miles an hour, which means most
14 people go 65 and some of them go 70, and there is
15 going to be a lot of noise from that, and I don't
16 think we need it to save some people ten minutes.

17 Now this is going to be beneficial to
18 people who do not live around here who are in a hurry
19 to get to the mountains. They will not take the time
20 to stop elsewhere in our county and spend some money
21 which would help raise some county tax, from sales,
22 which would be helpful. It will also expedite people
23 who live in this part of the county going over to
24 Knox County to do their shopping. Once again, we
25 lose sales tax revenue, and I don't think our county

1 can afford that. This will also bring large growth
2 to this area, and living in this area, I can tell
3 you, I live in a subdivision which back in the
4 seventies, the land perked. But then they found out
5 about five years ago it didn't perk, and they had to
6 put in a septic sewer system. So all of us have
7 septic tanks with pumps in them which pumps our
8 sewage over here to Heritage High School and then it
9 is pumped into Maryville, to their system. Now the
10 last one of these meetings, Maryville and Alcoa both
11 said it would be many, many years before they will
12 put a sewer system out in this area. So with the
13 growth that will be there, you are going to have a
14 lot of land that is going to be developed, and you
15 are going to have a lot of run-off from both the
16 septic tanks and other things, going into the Little
17 River. And I think most of you folks do drink out of
18 the Little River. So anyway, that's my feelings,
19 that this is not going to be beneficial to most of
20 the people who live in this part of the county. It
21 may be beneficial to those of you who live in other
22 parts who are just passing through.

23 MR. BLOCK: Okay, thank you.

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25 (APPLAUSE)

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MR. BLOCK: Before Ms. Skinner speaks, and before I call the next speaker, I just want to remind you, we have about 20 other speakers. So I'll appreciate the feelings you may have, but the longer we take applauding, the more difficult it is to get everybody to speak. So before Ms. Skinner speaks, will the next speaker, Ingrid Haun...

MS. HAUN: Haun.

MR. BLOCK: Haun, sorry, please come up to the microphone. Go right ahead.

1 KATHLEEN SKINNER
2 1158 MARTIN MILL PIKE
3 ROCKFORD, TN 37853
4

5 MS. SKINNER: My name is Kathleen Skinner,
6 no relation to Nancy. I live at 1158 Martin Mill
7 Pike in Rockford. Nancy, you said that traffic is
8 attracted to new roads, and that the level of service
9 would be at an F in just a few years, and that
10 relates to the comments that I want to make. That is
11 that the experience of communities throughout the
12 nation is that building more highways almost always
13 motivated by concerns for traffic, does nothing to
14 reduce it. In fact, in the long run, it actually
15 makes the problem worse. This is a paradox that was
16 discovered in the 1940s. It's called induced
17 traffic. Engineers who built the highways around new
18 York City discovered in about 1942 that the highways
19 they had built a few years earlier, in fact, were
20 generating more traffic than, they were generating
21 traffic problems in greater quantity than the
22 problems they had originally been built to solve. So
23 the phenomenon of induced traffic has been well
24 documented around the country, most notably right
25 next door in Atlanta. The more roads you build, the

1 more traffic you have, and the more people will use
2 the roads. Again, as Nancy said, traffic is
3 attracted to roads, and so is growth. So according
4 to TDOT's own studies, the DEIS, the Pellissippi
5 Parkway Extension will not improve regional mobility.
6 It will not reduce traffic congestion, and it will
7 not improve levels of service on our own roads. So
8 why, why do we want to build it? What the
9 Pellissippi Parkway will do is to considerably
10 accelerate residential growth and generate
11 consequently more and more traffic in this area. I
12 suggest the money would be better spent to fix our
13 existing roads. Thank you.

14 MR. BLOCK: Thank you.

15
16 (APPLAUSE)

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18 MR. BLOCK: Our next speaker is Ms. Haun,
19 and the next speaker after her will be Stephanie
20 Burr. Okay. Go ahead.
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1 INGRID HAUN
2 3135 LITTLE DUG GAP ROAD
3 LOUISVILLE, TN
4

5 MS. HAUN: Hi, my name is Ingrid Haun. I
6 live at 3135 Little Dug Gap Road in Louisville. I
7 brought a little fan that says, I am a fan of Blount
8 farmlands because that's how I feel. I am opposed to
9 the extension of the Parkway for a number of reasons.
10 It's almost hard to know where to start after reading
11 the DEIS. I will say that it was gratifying that
12 there was so little in here that could just justify
13 building this road. If you've actually looked at it,
14 it's amazingly thin. One thing that I noticed that I
15 thought was pretty amazing was that in the section on
16 visually sensitive resources, the TDOT seems to feel
17 that Blount County is not visually, does not merit
18 protection. In spite of the fact that they note in
19 this chapter 3 that these views of the Smokey
20 Mountains, which they refer to as panoramic, are
21 valuable to the citizens and that the generally open
22 rural landscape is considered valuable by members of
23 the community.

24 At the same time, they dismiss our
25 landscape by saying the view showed is not unique to

1 the study area and visible in almost all areas of the
2 region of Tennessee, that there are no officially
3 designated scenic areas along the corridor, and the
4 corridor does not have a scenic by-way designation.
5 Well, I don't know, you all must not spend much time
6 around here, but everyone in Blount County is very
7 proud of the scenery we have and it's one of the best
8 selling points of the county. We are a gateway to
9 the Smokey Mountains, and from the area that this
10 roadway would pass through, it's some of the most
11 scenic land in the county. I don't know how anyone
12 could say that this is, and I quote, "Does not
13 indicate visual sensitivity or unique visual
14 importance."

15 MR. BLOCK: You have 30 seconds.

16 MS. HAUN: It talks about the agricultural
17 land, open fields used for pastures, row crops and
18 hayfields. In terms of vividness, the landscape
19 scores lower since the components are relatively
20 common in rural areas and do not generally combine in
21 striking and distinctive visual patterns. Another
22 quote, "The landscape is considered low in
23 vividness."

24 MR. BLOCK: I need to ask you to conclude.

25 MS. HAUN: Okay. Well, I think Blount

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County is beautiful.

(APPLAUSE)

MR. BLOCK: Okay. Before Ms. Burr speaks,
I am going to ask Marian Fitzgerald to please come
up. Ms. Fitzgerald, okay. Go ahead.

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STEPHANIE BURR
101 THOMAS DRIVE
MARYVILLE, TN 37804

MS. BURR: My name is Stephanie Burr, and I live on Thomas Drive. I am a native Blount Countian, and I am for the no build option for many reasons. First of all, I don't think cutting seven to eleven minutes off a commute is a huge savings, and that that doesn't matter for all those negative impacts is very misleading. That's ridiculous is what it is. I am for the no build because of economic reasons, to protect farmland because tourists and travelers will bypass Maryville's small businesses, because it will encourage exponential and irresponsible growth with no respect for the small town character of Blount County, and I am afraid it will look like (Inaudible), and the roads will be overly congested before long, too, the new roads, proposed roads. You've said that yourself and most people have repeated that, and it will have a negative, irreversible agricultural impact. Don't build.

MR. BLOCK: Okay. Thank you.

(APPLAUSE)

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MR. BLOCK: Our next speaker will be Ms. Fitzgerald, and I'll ask Richard, is it Hilton, Richard Hilton, yes. Go ahead, Ms. Fitzgerald.

1 MARIAN FITZGERALD
2 1123 HAVENWOOD DRIVE
3 MARYVILLE, TN 37804
4

5 MS. FITZGERALD: My name is Marian
6 Fitzgerald, and I live at 1123 Havenwood Drive,
7 that's in the 13th curve off 411 in Maryville. I am
8 opposed to, I am in favor of the no build option for
9 about 150 reasons. But I am just going to bring up
10 one point here about air quality. The DEIS has only
11 devoted two, three, maybe four pages it was to air
12 quality. They say that this, building this highway
13 just isn't going to have a significant impact, it
14 won't hurt the air at all. But I wonder. Blount
15 County is a non-attainment area for ozone and
16 particulate matter. The table 3-17 in the DEIS
17 predicts a very modest increase in particulate
18 emissions if they build the four lane Pellissippi
19 Parkway Extension. Only a 3 percent increase, based
20 on a projection of just very slight increases in
21 vehicle miles traveled and speed. This doesn't
22 really seem realistic to me in view of the 60 mile an
23 hour speed limit and the amount of traffic expected
24 to use the new highway according to the map in the
25 DEIS Figure 3-2 which shows the level of service in

1 2035 where the Pellissippi Parkway Extension itself,
2 the brand new road, will be congested at or beyond
3 capacity just 20 years after it is built. The level
4 of traffic, it seems to me, that much traffic would
5 generate significant emissions and there is no
6 analysis in the DEIS of ozone emissions, none at all.
7 Will that be addressed in the final DEIS? I don't
8 understand why ozone was not even discussed. Can
9 anybody answer that?

10 MR. BLOCK: Okay. Would anybody like to
11 take that question?

12 MS. LANCY: I believe ozone was, we
13 addressed the matters that were required under the
14 TPO and for TDOT, we looked at particulate matter, we
15 looked at carbon monoxide. Are you talking
16 specifically about green house gas emissions or...

17 MS. FITZGERALD: I am talking about ozone.

18 MS. LANCY: Ozone.

19 MS. FITZGERALD: Which is one of the, we
20 are in an area of non-attainment for ozone, and ozone
21 is a matter of extreme concern to the people in the
22 Great Smokey Mountains...

23 MS. LANCY: Well, let me go back and take a
24 look, and I will get back to you on that.

25 MS. FITZGERALD: ...and it wasn't

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addressed. It just wasn't there.

MS. LANCY: Okay? Thank you.

MS. FITZGERALD: Thank you.

(APPLAUSE)

MR. BLOCK: Okay. Mr. Hilton will be the next speaker, and may I call Jay Clark to come to the microphone? Jay Clark, in the back, is that Jay Clark? Oh, okay, alright, good. I always seem to lose them, okay, good. Mr. Hilton, go ahead.

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RICHARD HILTON
PO BOX 386
WALLAND, TN 37886

MR. HILTON: Yes. My name is Richard Hilton. I live on East Meadows Cove Road and as a citizen, I am grateful to have the opportunity to have a comment here tonight, and I hope that this is a Hearing in good faith, that we are not just going through an exercise. As a driver who does commute in and out of Blount County every day, I am aggravated driving through Maryville and the red lights and stop lights and turns. It does take a little bit of my time, but as a tax payer, wow. Our country is trillions of dollars in debt. How much deficit for the Federal Government, for the State Government and for the County Government, how deep do we go until we finally say, when we have a credit card debt that's insurmountable, we go shopping? So I am certainly for the no build alternative. I think we've spent enough money that we don't have, and I'd like to ask is this just a piece of the puzzle, are there more roads to go from here?

(APPLAUSE)

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MR. BLOCK: Is that a question you wanted answered this evening?

MR. HILTON: Yes, Sir.

MR. BLOCK: Can I ask you to take that?

MR. STEVE ALLEN: My name is Steve Allen, Director of Project Planning at TDOT. I would like for you to talk to the TPO and us after this meeting about the other projects in the area.

LADY: What about the...

MR. BLOCK: Excuse me, this is not the time.

LADY: Isn't it...

MR. BLOCK: Excuse me, this is not the time. Excuse me, this is not the time for questions from the audience. Okay, this will be after 7:30. Okay. Mr. Clark is next, but the next speaker after Mr. Clark will be Nina Gregg. Nina Gregg, okay, good. Okay. Go ahead.

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JAY CLARK
603 SELF HOLLOW ROAD
ROCKFORD, TN 37853

MR. CLARK: Thank you. My name is Jay Clark. I live at 603 Self Hollow Road in Rockford. I came to Maryville College back in 1992 and have had to leave, unfortunately, a couple of times, and my wife and I have tried hard to move back to this beautiful area for quite some time, and we finally were able to do so. And I am very proud to be here. That said, I am a land owner in Blount County. I would have dressed up a little bit today, but I was canning beans and, unfortunately, there is a lot of folks that won't be able to do that if these roads are built, and I find that very unfortunate and sad. I also, in coming from Rockford, I do not come to propose the route that was shown today for an example, a minute saved. I came the back roads and gave myself more than sufficient time to get here, and can't imagine hundred million dollars being spent in order for me to get here a few minutes quicker. Thirdly, I noticed on the alternative A and C, it looked like there was only one exit, and that would have been Highway 411, and I am not real sure how

1 that's going to increase mobility for the bulk of
2 folks that live on this side of the county and
3 commuting to Knoxville, if they can only access it
4 here 411, Highway 33. Fourthly, in response to the
5 gentleman that spoke earlier about needed
6 improvements to the infrastructure of Blount County,
7 I am sure that some of those infrastructure
8 improvements need to be made. However, building an
9 interstate through some of the most rural aspects of
10 this county outside the Great Smokey Mountains
11 National Park seems like a lot of overkill, and
12 borrowing a phrase from my good friend and fellow
13 Blount Countian Billy Minzer, it's like using a
14 nuclear bomb to take out a fox hole when all you had
15 to do was throw a grenade in it. And fifthly, as a
16 tax payer, I find it extremely appalling that we
17 would even be standing here today having to consider
18 such a large amount of money being spent on a project
19 to save just a matter of a few minutes. If you want
20 a closer drive to Knoxville, then I would suggest
21 maybe moving a little closer to that large city.

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23 (APPLAUSE)

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25 MR. BLOCK: Thank you. Okay, thank you.

Barringer Court Reporting
P.O. Box 8035, Gray, TN - 423-477-7844

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Again, I'd like to mention that we still have a
number of speakers, so I'd like to be able to move
ahead. After Ms. Gregg, Richard Henigham, Mr.
Henighan, okay, good. Go ahead.

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NINA GREGG
4210 SEVIERVILLE ROAD
MARYVILLE, TN 37804

MS. GREGG: My name is Nina Gregg. I live at 4210 Sevierville Road on US 411 in Blount County. I have read all 1300 plus pages of the Draft Environmental Impact Statement Study and the supporting technical memoranda. As someone said earlier, it's hard to know where to begin. I guess one point I'd like to make, and make sure that everyone here understands this who may not have read all that material. All the traffic analyses assume not only that 4.4 miles of the Pellissippi Parkway Extension will be built, every single one of those projections also assumes the southern loop is built. Every one of those projections assumes the relocated Alcoa Highway would be built. So those of you who think the southern loop is dead, it's not. It is in the TPO's long range plan, and I hope that three or four or ten years from now, you are not standing here. Second, for a number of years we've been hearing from lots of different bodies, TDOT, the Chamber of Commerce, the Mayors of Alcoa and Blount County, our State Representatives that this project

1 will improve traffic congestion in Blount County.
2 The DEIS states without question that these costly
3 new highways will not address our traffic congestion
4 problems. I am not going to say chapter and verse,
5 but over and over and over again in those 1300 pages,
6 that's what TDOT's own analysis says. This will not
7 address our traffic congestion problems. Are we
8 really expected to go along with a project that will
9 spend sixty to a hundred million dollars when it will
10 not change traffic volumes and will not improve
11 levels of service? What will we get for a hundred
12 million dollars? We will get 4.4 miles of pavement
13 through some of our county's remaining active
14 farmland and green space. And I want to point out
15 that just about a year from now, we are about to have
16 the one year anniversary of the Blount County
17 Planning Commission adopting a green infrastructure
18 plan under the guidance of our Planning Director,
19 John Lamb. How is paving over farmland consistent
20 with preserving green space and view scapes?

21 I have a few observations about the
22 economic and fiscal impact analysis which may have
23 been done at our request, I am not sure we did ask
24 for this. The DEIS does state we will see increased
25 residential development from the extension. The

1 economic and fiscal impact analysis says that
2 commercial tax revenue will pay for increased public
3 services in the county, but as someone mentioned
4 earlier, the areas where commercial development is
5 likely either are already inside the City of Alcoa,
6 like Pellissippi Place...

7 MR. BLOCK: You have 30 seconds.

8 MS. GREGG: ...or will soon be annexed by
9 the City of Maryville. What I want to say now is
10 really directed to our elected officials. Why do you
11 persist in something you know is not good for our
12 community? Are you unwilling to face the reaction of
13 colleagues and business associates if you change your
14 mind based on this analysis? Do you think we have
15 invested so much that we must proceed? This is why
16 we invested in analysis so we don't make big
17 mistakes. I want to challenge our elected leaders.
18 We want to, we don't want to say, "I told you so,"
19 ten years from now.

20 MR. BLOCK: I have to ask you to close.

21 MS. GREGG: I am almost done, thank you.

22 MR. BLOCK: You have just five seconds
23 left.

24 MS. GREGG: Thank you. Leadership is not
25 holding a position of power, leadership is doing the

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right thing for the community. If you do the right thing and if you say, "You know, this is not such a good idea," we will applaud you. Thank you.

MR. BLOCK: Thank you.

(APPLAUSE)

MR. BLOCK: Okay. Mr. Henighan is the next speaker, and after him Elaine Kant. Ms. Kant, is that Ms. Kant? Okay. Go ahead.

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RICHARD HENIGHAN
619 MOUNTAIN VIEW DRIVE
SEYMOUR, TEN 37685

MR. HENIGHAN: My name is Richard Henighan, and I am a neighbor to most of the people who are here. I live in Sevier County, I live in Seymour, and I hope you'll bear with my neighborly concerns. I drive on 411 many, many times a month, and I am concerned about the impact that this road will have on 411. I think it's a perfect example of a road that needs upgrading and improvement and safety improvements, and it's my understanding that these plans do not include any, anything like that for 411. I am wondering what impact the, has been looked at as far as the increased use of 411 going over toward Sevier County and Seymour. It seems to me that it would create another passageway for people coming from the west to come off I-40 and come down and then come across on 411 to go down Chapman Highway to get into the Sevierville Area. And none of that sounds to me like it's going to improve safety or convenience or lower travel time. So those are my concerns. Thank you.

MR. BLOCK: Thank you very much.

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(APPLAUSE)

MR. BLOCK: Ms. Kant will be the next speaker, and after her Mr. Robinson, Mr. Tom Robinson. Okay. Here you go.

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ELAINE KANT
646 SAM HOUSTON SCHOOL ROAD

ELAINE KANT: My name is Elaine Kant, and I have lived in Blount County for 35 years, beautiful Blount County. And I live at 646 Sam Houston School Road. A lot of what I wanted to say was already said about the roads. I think there is so many people who are for the road to be built are under the misunderstanding that it's going to solve their problems. And I just wanted to remind them that they really not, if they can plow through the many pages of the ESE, the report that just got finished by the Tennessee Transportation Group, they won't understand that this is not going to happen. There is just, they are not going to solve the problems. That money, again, would be better spent trying to solve the local roads already built. I do not want to dwell on that because it's already been spoken about, but I do think ten million dollars is a lot of money to save ten minutes. I just can't understand that. Blount County is too beautiful to go that fast.

But I also want to do another little spin. I know a lot of, the concern is economics, and tourism is a huge economic force in Blount County.

1 And the tourists come here because of what is here,
2 open spaces, beautiful green mountains, good streams,
3 green, they don't have that perhaps in their own home
4 towns, and that's why they come. Let's keep it for
5 those tourists to enjoy. They don't want a change.
6 I work in a tourist related business, and I hear from
7 those tourists. They want it beautiful as it is. No
8 build.

9 MR. BLOCK: Okay. Thank you very much.

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11 (APPLAUSE)

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13 MR. BLOCK: Mr. Robinson is our next
14 speaker, and after him Kenneth Kant. Mr. Kant?
15 Okay, good. Go ahead.
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1 TOM ROBINSON
2 2120 CHAS WAY BLVD.
3 3118 WILDWOOD ROAD
4 MARYVILLE, TN 37803
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6 MR. ROBINSON: Tom Robinson, Chas Way
7 Boulevard, Maryville. I have a question actually
8 that you guys should be able to answer, probably Mike
9 Russell from TDOT. Pellissippi Parkway Extension
10 would take 50 acres of Pellissippi Place. If you are
11 not familiar with Pellissippi Place, it is the 30
12 million dollar skate board park at the end of the
13 current Pellissippi Parkway Extension, and I say it's
14 a skateboard park because you can't call it's an R&D
15 park because there are no businesses in there. We've
16 already spent 30 million dollars on that facility,
17 and we've been told by the Economic Development Board
18 of Blount County that that property is worth
19 \$300,000.00 an acre. So my question is, if you guys
20 are going to pay, are going to take 50 acres of that,
21 are you going to give us \$300,000.00 an acre, 15
22 million dollars for a park, a research and
23 development park that is not even close to bringing a
24 business? We have already wasted 30 million on that.
25 I know you want to waste another hundred million, but

1 I want to know, how much are you going to pay our
2 county for those 50 acres, for the people who have
3 invested as a tax payer in Maryville, Alcoa,
4 Knoxville, Blount County, how many dollars per acre
5 are you going to pay for those 50 acres?

6 MR. BLOCK: Is this a question you'd like
7 to have answered?

8 MR. ROBINSON: That is a question, yes, it
9 should be answered now and it should be easy to
10 answer now.

11 MR. BLOCK: Okay. Hold on. Is there
12 someone who would like to respond to this? Thank
13 you. If you will tell us your name?

14 MR. RUSSELL: My name is Mike Russell. I
15 am the Project Manager, and to be honest with you, we
16 can't answer that question right now. We would have
17 to go ahead and have a design done on the project and
18 then go through the right of way process with
19 appraisers.

20 MR. ROBINSON: Mike, I disagree with that.

21 MR. RUSSELL: Right now there is no way I
22 could answer that.

23 MR. BLOCK: Excuse me. We are not going to
24 do a back and forth in this room.

25 MR. RUSSELL: I apologize. I don't know

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the answer.

MR. ROBINSON: That's fine, Mike. I have one other question.

MR. RUSSELL: Yes, Sir.

MR. ROBINSON: How can you say the estimated cost is a hundred million dollars if you can't answer that question? How can you say that? How can you say that?

(APPLAUSE)

MR. ROBINSON: I do have, I have additional time. I have additional time, Sir, since you won't answer that question.

MR. RUSSELL: Alright, you do have some additional time. I do want to, go ahead?

MR. ROBINSON: Greg McClain, Maryville City Manager is sitting right there. He said the Pellissippi Place Park, this is in the February 20th edition of Blount Today, he said it is a wonderfully position to be successful whether or not your road, because I don't want the road, goes through or not. I would tell you this, we will not spend that money on a road in Blount County that we don't need. We will fight it. The people who have money, unlike

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maybe Terry Nichols who came up and said he would
sell his land, the people who have money will fight
you for our property till the end. Tonight is a good
starting point, and we look forward to seeing you in
Court for an ongoing period of time. Thank you.

MR. BLOCK: Thank you.

(APPLAUSE)

MR. BLOCK: Mr. Kent is our next speaker,
and after Mr. Kent, will Kim Henry make her way to
the microphone, Kim Henry? Okay. Go ahead.

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KENNETH KANT
646 SAM HOUSTON SCHOOL ROAD

MR. KANT: Alright. My name is Dr., I am so sorry. My name is Dr. Kenneth Kant. I live at 646 Sam Houston School Road which is part of the D alternate, and I would like to speak to that first. We have lived there, as my wife has already said, since 1975. When we moved there, it was a nice rural area. In the last ten years, give or take, it has become quite busy traffic-wise. It probably fits your level E and F at this point, not in 2035. The school that's there brings in a lot of traffic in the morning and in the afternoon, such as it's very difficult to even get out of our driveway. And if it's going to get worse by widening the road or increasing the speed limit, excuse me, by the way, they are already going 50 miles an hour. So that doesn't make any difference either. We are on the straight away, and it has been used as a drag strip, usually at night, but that gets a little scary. So I really think that the alternative D is really not a good choice.

I would also like to speak a little bit about A and C. As I see it, the only real benefit to

1 either of those is to the developers and to the
2 convenience store builders. The influx of more
3 people will obviously, it has been pointed out, bring
4 more students for the schools, increase our tax
5 burden, and if you pay any attention to the
6 newspaper, we are already in dire straights
7 financially in this county. So I would say that none
8 of the alternatives are really viable choices. Thank
9 you.

10 MR. BLOCK: Thank you.

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12 (APPLAUSE)

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14 MR. BLOCK: Our next speaker is Kim Henry,
15 and after her will be Audra Walker. Can Ms. Walker
16 make her way, good, okay. Go ahead.

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KIM HENRY
2919 DAVIS FORD ROAD

KIM HENRY: Thank you. My name is Kim Henry. I live at 2919 Davis Ford Road. I have to say, I have not had the honor of living my whole life here in Blount County, but I can tell you from being in many other places, this is one of the most beautiful places I have ever seen. The people that I deal with business-wise, we have a non-profit called Main Support, where we deal with children and families who have experienced loss, be it death, be it whatever. The loss that you are hearing here tonight, wow, you know, that really ranks right up there with what I hear every day from people. People losing their livelihoods, people losing their land, understanding that yes, progress is going to happen, in the grief world we call that progress, but I just would like to say one thing that Susan Keller said, and that is, "Really, is it worth it?" Is it worth it to take the serenity out of our already too busy lives that we don't even have time to stop to hear when someone is hurting? And aside from that, I do have a question. With where we are and what we do every day with the horses and with people who we have

1 to be able to hear their experiences of grief, are
2 there plans in place to not only put sound barriers
3 if this proposed road goes through, but natural sound
4 barriers that allows the beauty to still be there,
5 are we going to take that away as well? May I have
6 that question answered, please?

7 MR. BLOCK: Is there someone who can answer
8 that? Thank you.

9 MS. SKINNER: I'll try to. Well, we at
10 this point for the noise analysis, it's a preliminary
11 noise analysis, is that right, it's a preliminary
12 noise analysis that conducted a barrier, a study of
13 the barriers, and at this level, with the information
14 that we have on the conceptual plans, there was a
15 cost benefit analysis, and it was determined that
16 they would not be cost feasible. However, this is
17 not the last time the noise issue is revisited. It
18 will be revisited when, when or if a build
19 alternative is selected as the preferred alternative,
20 and it moves forward into design. They would go back
21 and look at that noise analysis again. We also
22 haven't gotten into the mitigation measures of
23 landscaping. That will be considered as we move
24 forward past this step. So your comments are
25 certainly, you know, would be considered as it moves

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forward.

MS. HENRY: May I ask one more quick question? Do I have some more time, please, Sir?

MR. BLOCK: Yes. One more question.

MS. HENRY: Okay. Shoot, of course I had two. When you, if you build, will you take into consideration then the noise level that's going to be right at the edge of where we try to hear what's going on with people and their losses in their life, much less what the losses that other people are experiencing as you are tearing up their land, are you going to be able to do something with that noise as well during that period of time, with construction, sorry, to being clear?

MS. SKINNER: Do you mean construction noise?

MS. HENRY: Yes.

MS. SKINNER: Well, there will be construction, there are mitigation measures that we look at for construction noise. Certain things about the construction equipment that's used, and that will be part of the process and the input that is received. So that construction mitigation plan is, will still be developed.

MR. BLOCK: Okay. And I am afraid, we have

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about seven other speakers, so I'd like to, well,
okay, thank you. Our next speaker is Audra Walker...

(APPLAUSE)

MR. BLOCK: ...and after her, would John
Rush please come up to the microphone? Okay. Go
ahead, Ms. Walker.

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AUDRA WALKER
4774 NEBO ROAD
WALLAND, TN 37886

MS. WALKER: Thank you. My name is Audra Walker. I live at 4774 Nebo Road, about a mile down the road, in Walland. There is a lot of concerns tonight about noise and landscaping and cost, and air quality and just a multitude of things. I am here because my parents are here, and my concern is the quality of my life. I know where I live. I know how long it takes to get from my house to Maryville, to Alcoa, to Pellissippi, to West Knoxville. And I knew that when I moved here that it would be a long drive regardless of where I was going to work. I think Pellissippi Parkway is a mixed blessing. Yes, I can get to West Knoxville quicker. I am not sure if everything that is involved with this is worth uprooting the quality of life that the people in this area, as well as in Walland have. We are not Pigeon Forge, we are not Knoxville, but we are a small community. I am also concerned about losing tourist dollars in the cities of Maryville and Alcoa. The Parkway is going to bring more traffic, more campers, more out of state vehicles. These are also people

1 that are not going to pull over and buy gas and
2 groceries and those things that they need on their
3 way to Townsend. Where or when or how will the
4 powers that be take into consideration a lost
5 opportunity to develop Alcoa and Maryville into a
6 place that everybody wants to go to? The airport
7 motor mile is disappearing. I don't want this area
8 of Blount County to fill up with strip malls,
9 McDonald's, gas stations and a lot of the other
10 things that I can't even think of, just to get to
11 West Knoxville a little faster. So I'd just ask that
12 the powers that be take in great consideration with
13 these projects regarding the lives...

14 MR. BLOCK: You have 30 seconds.

15 MS. WALKER: ...and the quality of life
16 that everyone who lives here has. Thank you.

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18 (APPLAUSE)

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20 MR. BLOCK: Okay. Our next speaker will be
21 Mr. Rush, and after him Geoff Riggin. Are you Mr.
22 Riggin, okay. Go ahead, Mr. Rush.

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JOHN RUSH
631 DIXON FARM ROAD
WALLAND, TN 37886

MR. RUSH: Thank you for the opportunity to speak, and I'd first like to say that's a very cute kid. I kept waiting for a picture to come up, and I said like, oh, something could have happened, but anyway, I'd like to say, my name is John Rush. We have a 20 acre horse farm off Ellejoy Road in beautiful Walland, Tennessee. I have experience, I have a Masters Degree in City and Urban Planning, and I have worked with NEPA documents, environmental impact statements and environmental assessments. I am very familiar and I have lots of comments to submit later on. But the first thing I would like to talk about is a basis for a lot of justification for this road as a level of service, but I would like to see somebody talk about a level of common sense.

(APPLAUSE)

MR. RUSH: We are talking about spending a hundred million dollars to extend a road to Highway 321. I would like to ask, what's at the end of the

1 road at Highway 321? A mobile home park, a church, a
2 gas station? There is no population center there
3 that's going to be served by this road. It just
4 doesn't make common sense to spend a hundred million
5 dollars to run a road to Highway 321 when there is
6 nothing there. It's purely to be through traffic for
7 tourists and for people coming from businesses in
8 Townsend and Walland. I'd like to say that I have a
9 big concern, and I would like to see it addressed in
10 the EIS as far as the development that will occur
11 from around the Pellissippi Parkway Extension where
12 it terminates in Highway 321, and how that
13 development will go up toward Walland and how it will
14 go down to, back toward Maryville. This road, the
15 Pellissippi Parkway Extension will be a stimulus for
16 massive growth on Highway 321. Of course, the
17 Chamber of Commerce and the City of Maryville love
18 this because there is going to be tax revenues and
19 businesses that will be generated through here, but
20 that's going to create a traffic nightmare through
21 there, there is going to be more stop lights, more
22 traffic, it is going to be more congestion from the
23 City of Maryville out to the Pellissippi Parkway
24 Extension and out further from there because of the
25 creation of the Pellissippi Parkway Extension.

1 I'd also like to say that Highway 411 is a
2 nightmare. That's been addressed by plenty of people
3 before. It's already a nightmare, they are building
4 a new school. Anybody that drives that road in the
5 morning knows, especially peak traffic hour, that
6 it's packed. You cannot take a left turn, turn off
7 many roads. And guess what? A lot of traffic from
8 downtown Maryville is going to funnel right out 411,
9 go right to Pellissippi Parkway, you are going to
10 double the amount of traffic because of that. We
11 have seen that on that Old Knoxville Highway. I
12 heard a public official say back at another public
13 meeting that when asked why wasn't 411 considered to
14 be widened and made safer, and he said, "Well, back
15 in the 1980s TDOT told us that it's too expensive."

16 MR. BLOCK: You have 30 seconds.

17 MR. RUSH: Shoot, they want to spend a
18 hundred million dollars to build a road now, and
19 that's a lot of money, too. I'd like to have a few
20 things addressed first. Now in 1977 you say local
21 officials said that they wanted to have a, this road
22 created, then nine years later was added to the 1996
23 better roads program. I want to see documentation of
24 that in the final EIS. I want to see it documented
25 that that is true. I've been told that the

1 Pellissippi Parkway Extension should have stopped at
2 Alcoa Highway. Commissioner Saulsman, he built a
3 state road without federal environmental
4 regulations...

5 MR. BLOCK: I have to ask you to conclude.

6 MR. RUSH: ...to the end of the road, and
7 he did that without any environmental documentation.
8 That needs to be noted as well.

9 MR. BLOCK: Could you conclude, please?
10 Excuse me, this is not the way we are doing it. You
11 are here at the end of three minutes. I am not
12 recognizing the speaker. Okay. We have...

13

14 (APPLAUSE)

15

16 MR. BLOCK: Mr. Riggin is next, and our
17 next speaker after Mr. Riggin is Russell Happerly.
18 Is Mr. Happerly here?

19 MR. HAPPERLY: My question has been
20 answered.

21 MR. BLOCK: Okay. And after Mr. Happerly,
22 Howard Kerr. Is Howard Kerr here? Are you Mr. Kerr?
23 Okay, alright, go ahead, Mr. Riggin.

24

25

1 GEOFF RIGGIN
2 1129 SALEM CHURCH ROAD
3 GREENBACK, TN 37742
4

5 MR. RIGGIN: Hi, my name is Geoff Riggin,
6 1129 Salem Church Road, which is about 13 miles
7 removed from any alternative. I agree with TDOT's
8 own data that has determined that there is going to
9 be little help in fulfilling one of the purpose and
10 need criteria of the Pellissippi Parkway Extension,
11 that of relieving road congestion. I was supposed to
12 be speaking of some specific issues in the draft and
13 EIS, which I have read. The traffic data shows that
14 the vast majority of increase in traffic is going to
15 be, one location or area is along East Lamar
16 Alexander Parkway close to Blount Memorial Hospital,
17 and also a little bit farther west on 321, but if you
18 look at what contributes to that, TDOT has projected
19 no increase in their design year of 2035 of Alcoa
20 Highway contributing traffic or traffic being
21 contributed along Hall Road, and there is also no
22 increase from the south on 411. So apparently this
23 increase in traffic count is locally generated, and
24 how the Pellissippi Parkway Extension would benefit
25 that increase is a question. And TDOT also conducted

1 an origin and destination study, actually looking at
2 license plates and traveling back and forth from 321
3 and Alcoa Parkway. Of all the traffic on 321 or East
4 Lamar Alexander Parkway and all the traffic on Alcoa
5 Highway, only 4 percent went from East Lamar
6 Alexander Parkway to Alcoa Highway. Presumably that
7 would, that's traffic that the Pellissippi Parkway
8 Extension would benefit. Four percent of that
9 traffic came up to about 3,000 vehicles per day. Of
10 the traffic going from Broadway or State Route 33 to
11 Alcoa Highway, it was about 2 percent, and that
12 turned out to be about 120 cars a day. As far as the
13 no build option, there is actually...

14 MR. BLOCK: You have 30 seconds.

15 MR. RIGGIN: ...there is actually, is, and
16 that assumes that there is not going to be any
17 improvement, that the no build option actually
18 assumes that there is going to be other capacity
19 enhancing and safety related projects that are in the
20 process, in progress or plan. That includes
21 upgrading Broadway, upgrading Highway 411, Peppermint
22 Road, Sam Houston Road, Wildwood and Ellejoy. And...

23 MR. BLOCK: Mr. Riggin, your time is up.
24 Thank you. Thank you very much.

25 MR. RIGGIN: Thank you.

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MR. BLOCK: Okay. Our next speaker is Mr. Kerr, and then I am going to call Doug Gamble after him. Is Doug Gamble here? No? Okay. Go ahead, Mr. Kerr.

1 HOWARD KERR
2 1728 BIG SPRINGS ROAD
3 MARYVILLE, TN 37804
4

5 MR. KERR: Thank you very much. I welcome
6 the opportunity to speak to this group. My name is
7 Howard Kerr. I live at 1728 Big Springs Road in
8 Maryville. Lifelong resident of Blount County. And
9 also, I think it's important, everybody in this room,
10 I believe, knows that I am a candidate for County
11 Mayor, and I think, I want to speak tonight because I
12 think it's very important for people in this room and
13 across the county to understand why I am here, what
14 my position is on this issue. I could have easily
15 ducked this and avoided that, but I think it's
16 important for people to know where I stand on issues
17 and the logic I use in those positions.

18 My primary reason for interest in this
19 project is that I am mainly concerned about the
20 safety and convenience of people using the roads in
21 Blount County. We have a lot of roads that are very
22 substandard for the traffic volume already on those
23 roads. I personally had an accident March 6th on 411
24 North because we were the third accident that week at
25 that intersection, on that road. That's a very

1 substandard road. That's not uncommon in a lot of
2 our roads in the county. The secondary reason is our
3 roads bring tourists into this area, and if you are
4 not aware of the importance of tourism in this
5 county, you are not aware of our county economy. Our
6 current situation is that these existing roads are
7 terribly inadequate, and improvements in existing
8 roads are terribly badly needed. Unfortunately, our
9 county is in a financial situation where we don't
10 have the resources to make a lot of those
11 improvements, and we are not going to for many more
12 years. Tourists already have a four lane access if
13 they come on existing Pellissippi Parkway through
14 Alcoa and Maryville, they have a four lane road to
15 the mountains, if that's where they are going.
16 Another consideration is, there is a lot of
17 businesses along those four lanes that might enjoy
18 some transactions with some of those tourists as they
19 come through. Another thought to consider, when you
20 are looking at the idea of tourists and streaming
21 them through the countryside as opposed to bringing
22 them through Maryville and Alcoa, we have a new
23 facility recently open, called the Clayton Center.
24 That facility should be a magnet for a lot of people
25 coming here from various parts or the country, for

1 various entertainment. So my personal preferences
2 and my position on this Pellissippi Parkway
3 Extension, I personally feel that we must try to find
4 as much of this hundred million dollars as is
5 possibly available for improving the existing roads.
6 That's my position. I want to see the road
7 infrastructure improved in this community. If there
8 is a decision made, one of the primary considerations
9 we have to realize is the beauty of this county
10 brings an awful lot of tourists here. They are not
11 going to come here to sit around...

12 MR. BLOCK: You have 30 seconds.

13 MR. KERR: ...so my preference and my
14 position would be, let's use as much money as we can
15 to improve the existing roads, and I believe that
16 translates to option D. If you have to build
17 something, improve those existing roads and provide
18 that necessary convenience for the tourists coming
19 through. Thank you.

20 MR. BLOCK: Thank you.

21

22 (APPLAUSE)

23

24 MR. BLOCK: Mr. Gamble, Mr. Gamble, you are
25 the last speaker for this evening.

1 DOUG GAMBLE
2 4210 SEVIERVILLE ROAD
3 MARYVILLE, TEN 37804
4

5 MR. GAMBLE: I will make this quick. When
6 we were here a couple of years ago, a prominent local
7 official said that highways don't cause growth, they
8 follow growth. If you read the DEIS that we are here
9 to talk about tonight, you will discover that TDOT
10 disagrees with this assumption and states
11 categorically that this highway will induce
12 residential growth in the county. Then the DEIS says
13 that this can keep us from having a sprawl problem
14 if, if we use smart growth policies. And the DEIS
15 then says that we will use smart growth policies
16 because we have them, that is there is the Hunter
17 Growth Strategy, there is the Blount County Policies
18 Plan, there is the Green Infrastructure Plan, all of
19 which is true, but none of those is binding. None of
20 those has force of law, none of those is enforceable.
21 So to base the assumption that we won't have sprawl
22 because we have policies that we have adopted, that
23 are smart growth policies, it flies in the face of
24 reality. And those of us who live here and pay
25 attention know that the political situation in this

1 county in the last four or five years has not been
2 one that would give you great confidence that the
3 principles of smart growth will be adhered to by the
4 County Commission and the County Planning Commission.
5 So I think it's disingenuous to say that we won't
6 have sprawl with the growth that we will have because
7 we have policies that we have adopted which we won't
8 enforce.

9 Now I just think it's important that this
10 be clear to you all and to other people who think
11 about this. The road will induce growth, there will
12 be sprawl. Sprawl will cost the county money. The
13 cost of residential growth outside the Urban Growth
14 Boundaries, which is the plan, is the policy that we
15 have had in the last six or seven years, will dictate
16 that this is going to be an expensive proposition,
17 and I think that before we embrace it, we ought to
18 consider that sprawl is not our friend if we want to
19 maintain the quality of this county that we all love.
20 Thank you.

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22 (APPLAUSE)
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MR. BLOCK: Thank you. And I need to let you know that the formal comments/question session is now over. I apologize to those who did sign up and didn't have a chance to speak, but let me remind you that for the next half hour you can make a public statement to the court reporter in here or to the court reporter outside in the cafeteria, and you can do that. You can also drop off a formal comment as we've mentioned, or mail one in as we've talked about before. So you now have the next half hour to take a look at the boards and talk to any of the TDOT Project Members. Thank you very much for coming.

1 AFTER THE MEETING COMMENTS

2
3 MARY GREGORY

4 1271 OLD CADE'S COVE ROAD

5 TOWNSEND, TN

6
7 COURT REPORTER: May I have your name and
8 address, please?

9 MS. GREGORY: Yes, my name is Mary Gregory.
10 I live at 1271 Old Cade's Cove Road, and that is
11 Townsend, Tennessee, and I would like to say that I
12 am in favor of the Pellissippi Parkway because of the
13 simple fact, my daddy always said, "Any time a poor
14 man is getting a road built, he is getting his money
15 from the government." And I'd also like to point out
16 that my family has been moved several times, I've had
17 different members of my family that have been moved
18 from some of the existing roads in the county now,
19 and I would like to say that I would hate to think
20 that we would not have done this, would not have
21 built the interstate highway system if this was the
22 same thing. Now I am a historian in this county, and
23 I work to preserve the county, and my family has been
24 here since the county was formed, and I do believe I
25 have a right to say that I am looking out not for

Barringer Court Reporting
P.O. Box 8035, Gray, TN - 423-477-7844

1 myself, because I do drive back roads, so it's not
2 for me that I am doing this. I am saying this is for
3 my grandchildren and great-grandchildren, for their
4 benefit. And if anybody that has moved here in the
5 past few years thinks that they should shut the door
6 so nobody else can move here, well, honey, we should
7 have shut the door before you moved here. So again,
8 I would like to say that I appreciate everything
9 about this county. You can't find anybody that loves
10 this county any more than me, but we've got to think
11 of the future and what other people need besides what
12 my own personal needs are. Again, I drive back roads
13 all the time, but this is not for me. This is for my
14 grandchildren and my great-grandchildren, and I
15 appreciate the opportunity, and I don't appreciate
16 the cost of this road, but that's, that's reality,
17 and it's only going to get worse, but we do need, we
18 do need roads, and we do need them in Blount County
19 today. So thank you so very much for allowing me to
20 have my comments.

21 COURT REPORTER: Thank you.

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COURT REPORTER: May I have your name and address, please?

JACK SPRATT
3907 WILDWOOD ROAD
MARYVILLE, TN

MR. SPRATT: My name is Jack Spratt. I live at 3907 Wildwood Road in Maryville, and I have several points to make. The first is that new roads don't necessarily equal progress, and I say that as a member of the Chamber of Commerce for many years. The other thing is, you can always find a place to put a new road, but you can't easily find a place to put a new farm, and thirdly, I'd like to say that it is unconsciable, in my view, for TDOT to set up an agenda in which they have unlimited time and tax payers have very limited time with continued interruptions from the moderator who I, quite honestly, thought was a little rude. And I would be happy to speak to somebody at TDOT about all that, if a telephone number was available. And that is the end of my comments.

COURT REPORTER: Thank you.

MR. SPRATT: You are welcome.

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COURT REPORTER: May I have your name and address for the record, please?

WILLIAM B. MILLER
2153 JERICHO ROAD
MARYVILLE, TN 37803

MR. MILLER: My comments, I think, are a little bit changed from what I started to say earlier because everybody else spoke about some of the things I wanted to speak about as well. But a couple of things that I did want to talk about were listed in the purposes, and they are on page S2 of the DEIS, and I wanted to say, first of all, that I was really happy to find that the DEIS is on the internet. I thought that was a good lick. In discussing the purposes for the proposed action and transportation needs, like on page S2 of that summary, I was kind of pricked by a couple of things. One thing, the first one said that the purpose of this proposed action was to enhance regional transportation system linkages. And I worried about that in that somebody else is telling Blount County, "You have to do this in order to link up with us."

My other point had to do with the second

1 one, and the second one says, Improved
2 circumferential mobility by providing travel options
3 to the existing radial roadway networks in Blount
4 County, Maryville and Alcoa. I assume what that
5 means is by circumferential, going around. So I read
6 further into the DEIS and it did come out that it's
7 not just this leg of the Pellissippi Parkway
8 Extension we are talking about, but it's also about
9 the southern loop, and about a section that's called
10 the Alcoa Throughway. Now the DEIS speaks about the
11 Pellissippi Parkway Extension, and it discusses a lot
12 of the aspects that are in this study including, and
13 I'll read these, "Home displacements, noise levels at
14 schools and churches, crash rates, loss of farm
15 property that will be condemned and other adverse
16 effects in the community. However, none of the
17 adverse effects are presented for the southern loop
18 or the Alcoa Throughway." And my point is, is that
19 if it's all going to be tied together, we should be
20 talking about all of the adverse effects of all three
21 of those.

22 In pervious releases, the southern loop was
23 described and a map was exhibited at one time that
24 showed a 26 mile loop around Maryville and Alcoa and
25 Blount County. Now how many adverse effects are

1 included in that 26 mile loop, if you have all of
2 those that are listed in the four or five mile
3 extension here, and if the project is to be tied to
4 the others, to obtain that noted circumferential
5 mobility in the same information. It should be given
6 out at the same time for all components. This will
7 be better, would better inform the citizens of Blount
8 County. I wonder if Blount County can afford to have
9 this huge amount of Blount County placed in four lane
10 highway reserves. Thanks much. I hope I've covered
11 my points and at least I'll have a letter to you and
12 you can get them out of that.

13 COURT REPORTER: Thank you.

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GLENN MCMAHAN
3303 E. L.A. PARKWAY
MARYVILLE

MR. MCMAHAN: Yeah, this is Glenn McMahan,
3303 East L.A. Parkway, Maryville. My comment about
the deal on the road is it's just not feasible, it's
not going to help nothing improve, nobody is going to
pad their pockets, it's ignorant. Thank you.

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ASHLEY MARCUM
3303 E. LAMAR ALEXANDER PARKWAY
MARYVILLE, TN 37804

MS. ASHLEY MARCUM: This is Ashley Marcum,
3303 E. Lamar Alexander Parkway, Maryville, TN
37804. I think your road is stupid, and this is
where I grew up, and I want to know why you take it
away.

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GINGER MARCUM
3303 E. LAMAR ALEXANDER PARKWAY
LOT 15
MARYVILLE, TN 37804

MS. GINGER MARCUM: The highway is a waste
of time, a waste of money. It is stupid, and you
need to forget it.

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NANCY PETERSON
1941 COCHRAN ROAD
MARYVILLE, TN 37803

MS. PETERSON: Nancy Peterson, 1941 Cochran Road, Maryville, TN 376803. I feel this road is an integral part of our infrastructure in Maryville, and it has been stopped far too long by a local minority. Thank you.

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HAYDEN ANDERSON
2772 TUCKALEECHEE PIKE
MARYVILLE, TN 37803

MR. ANDERSON: I am for the Pellissippi Parkway completion. This is a situation where the Alcoa Highway is extended beyond its capacity, and the traffic situation is becoming intolerable through the City of Maryville and Alcoa. The number of stop lights that you have in both directions, this will be advantageous to people living in the south end of Blount County and those people coming from the Sevierville, Sevier County Area with access to the airport. I have a feeling it will be a help for economic opportunities within the area, and it will also limit the growth that would, that we would encounter if roads like 411 were widened and some of the other roads, I don't want to see it turned into mobile home parks and fireworks stands.

1 DON HEADRICK
2 307 E. CHESTNUT HILL ROAD
3 TOWNSEND, TN 37882
4

5 MR. HEADRICK: My name is Don Hedrick. I
6 live at 307 E. Chestnut Hill Road in Townsend,
7 Tennessee. I want to make a comment about the
8 extension of the Pellissippi Parkway. I am in favor
9 of the extension of the parkway. I am either in
10 favor of the route A or C. I'll leave that
11 discretion up to the higher powers than me. But the
12 reasons I would like to see the parkway built is
13 because of, I think that road building needs to keep
14 ahead of the curve as demand comes in the future. We
15 have a Foothills Parkway that is partially completed
16 near the Smokey Mountains in the southern end of the
17 county. I think it's important that we tie this
18 network together. As you know, also there has been a
19 big increase in construction to complete that parkway
20 around, in the foothills of the Smokeys. So I think
21 it's going to enhance the county on this end, and
22 provide the tourists good views, and I think all this
23 needs to be tied together. Also, as far as the local
24 traffic goes, it's beginning to be pretty crowded
25 down as you go through the cities of Alcoa and

1 Maryville, because you know a lot of people work in
2 Knoxville that live in these areas, and we don't need
3 to be wasting their fuel sitting at traffic lights
4 and wasting their time and cutting into our
5 productivity. We need to be moving along. So I
6 guess that's about it. Also, the safety aspect of
7 the roads needs to be taken into consideration. The
8 newer roads are much safer, much better designed.

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JEANNIE HILTON
PO BOX 386
WALLAND, TN 37886

MS. HILTON: My name is Jeannie Hilton, PO Box 386, Walland, Tennessee, 37886. And I am opposed to the Pellissippi Parkway Extension. I think that it will cause sprawl, destroy farmland resources, other resources, contribute to the destruction of habitat, destruction of scenic views, and contribute to the kind of unregulated destructive growth that we don't want here in East Tennessee.

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WILLIAM ROBINSON, SR.
3042 WILDWOOD ROAD
MARYVILLE, TN 37804

MR. ROBINSON: My name is William Robinson Senior. Address, 3042 Wildwood Road, Maryville, 37804. Is this a formality or does it amount to anything, does the rich people of the area take precedence of whose property is taken for the proposed road? I am for no build. Thank you.

1 WILLIAM B. MILLER
2 2153 JERICHO ROAD
3 MARYVILLE, TN 37803
4

5 MR. MILLER: Well, my name is William B.
6 Miller. My address is 2153 Jericho Road, Maryville,
7 TN 37803. And for a comment, I'd like to say that I
8 oppose building the Pellissippi Parkway Extension,
9 and one of my reasons is that in the purpose
10 statement in the DEIS, it says that, to improve
11 circumnavigation or circumferential travel around
12 Blount County. In order to do that, it has to be
13 tied to the southern loop, and the Alcoa Throughway,
14 I guess they call it. Well, the southern loop in
15 itself is not spoken to, and the DEIS, in the DEIS it
16 talks about all the adverse situations occurring with
17 the extension, but if it's going to be tied to the
18 southern loop, then they should have told us also
19 about disadvantages to the southern loop. I
20 understand from before when they had the southern
21 loop exposed, I guess, it was a 26 mile loop that
22 went all the way around Blount County, and I feel
23 like that was a major thing, so I protested the loop
24 at the time and I think if they are going to say that
25 we are going to go around Blount County and we are

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going to include the southern loop, they ought to be making that known to all of these people. That's about it.

1 ELAN LLOYD
2 5070 OLD WALLAND HIGHWAY
3 WALLAND, TN 37886
4

5 MS. LLOYD: My name is Elan Lloyd. My
6 address is 5070 Old Walland Highway, that's in
7 Walland, Tennessee 37886. And I would like to
8 register a comment against the extension of
9 Pellissippi for the reasons primarily of water, air
10 and noise. I am concerned about water quality and
11 the facts that the highway will cross 14 streams or
12 creeks, two of which are on the state's list as out
13 of compliance with minimum standards for water
14 quality. The proposed interstate highway is also
15 going to increase air pollution which in this area is
16 a very bad problem for people with asthma and can't
17 even go to the Great Smokey Mountains National Park
18 without having episodes.

19 I think that the farmland is a tangible
20 value to not just the people who own it, but to the
21 surrounding community. It's part of the culture and
22 part of the beauty of this area, and will be
23 devastating to see sprawl take place, and to displace
24 those farmers. People in this area, by and large,
25 will not be benefitted from that, and it would

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detract from the special beauty of this place.

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GARY WYNN
1822 MORGANTON ROAD
MARYVILLE, TEN

MR. WYNN: Gary Wynn, 1822 Morganton Road.
Unless the state's sales tax revenues have rebounded
overnight, wouldn't it be selfish to commit precious
resources to pouring asphalt while laying off
teachers and raising tuition across the state?

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ELAINE KANT
646 SAM HOUSTON SCHOOL ROAD
MARYVILLE, TN

MS. KANT: My name is Elaine Kant. I live on 646 Sam Houston School Road. I think the roads should not be built for a variety of reasons, and I will state just two right now. The DEIS report states that the traffic congestion and levels of service will not be improved if the extension is going to be built. A lot of people think that will solve the problems, but the DEIS suggests that it will not, and that's a lot of money to spend on something that will not improve the roads. The money would be better spent to the existing improvement of the roads that are needing repair now, the current roads.

And there is one other comment. Tourism is a large economy in our area, and I work in a tourist related business. Tourists like the way our county is now. They like the green spaces and the mountains. They do not want to see any more strip malls or suburbs. They have that at home. They come to our area for something different and beautiful, and we need to keep it that way.

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WILLIAM T. BRICKEY
PO BOX 177
TOWNSEND, TN

MR. BRICKEY: I am William T. Brickey, Post Office Box 177, Townsend, Tennessee. I am for the completion of the plan A of the Pellissippi Parkway because that is the most economical and this is, I live in a part of the county that the residents will benefit from the completion of this highway. And we have given up property right of ways for highways through our community, and I think we are due a shorter route into Knoxville, passing the red lights, getting into hospitals and the west end of Knox County.

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TOM CLINDQUIST
1716 WESTCLIFF DRIVE
MARYVILLE, TENNESSEE

MR. CLINDQUIST: Okay. My name is Tom
Clindquist. I live at 1716 Westcliff Drive,
Maryville, Tennessee. I would like to see the
Pellissippi Parkway completed from Old Knoxville
Highway to Lamar Alexander Parkway. I feel that
terminating a four lane interstate at a city street,
Old Knoxville Highway, is an inappropriate decision.
Also I feel that the completed facility will reduce
traffic congestion in the City of Alcoa and
Maryville, particularly along Alcoa Highway,
Washington Street and Paul Road and the motor way. I
think that's it.

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JUSTIN FLYNN
302 W. MILLER'S COVE ROAD
WALLAND, TN 37886

MR. FLYNN: My name is Justin Flynn.
Address is 302 West Miller's Cove Road, Walland,
Tennessee, 37886. I live approximately five minutes
from all three alternates, and my office is
approximately five minutes from all three alternates,
and I am all for all three alternates, as soon as
possible. That's it.

1 KENNETH KANT, M.D.
2 646 SAM HOUSTON SCHOOL ROAD
3 MARYVILLE, TN
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5 DR. KANT: My name is Dr. Kenneth Kant,
6 K-A-N-T. I live at 646 Sam Houston School Road in
7 Maryville, 37804. I have two points I'd like to
8 make. First, on plan D. I live on Sam Houston
9 School Road, as I just said, and I've lived there
10 since 1975. Our traffic now is getting worse, it has
11 been over the last several years, especially since
12 the new school was built. And so it's especially bad
13 in the morning and afternoon during school time.
14 It's so bad that it's difficult to get across the
15 road, to get our mail, newspaper or whatever. The
16 only quiet time is on Sunday mornings for some
17 reason. Any changes to the road that might occur, I
18 think will only make matters worse and I am concerned
19 about that. Dragsters tend to use the straight away
20 where we live, and they might just find it more fun
21 with a wider road.

22 The second point has to do with both A and
23 C alternates. To me, the only benefit to those two
24 are for the developers and the convenience store
25 owners. I think merchants in Maryville and Alcoa

1 along the main roads, Paul, Washington, Route 33 have
2 a chance of losing some business because of the
3 by-pass being built. Also an increase in homes,
4 families will increase the county's expenditures and
5 we are right now already in dire straits financially.
6 So that will greatly influence the future for Blount
7 County. Basically I don't see where any of the three
8 options will help our county. Okay.

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THOMAS FITZGERALD
1123 HAVENWOOD DRIVE
MARYVILLE, TN 37804

MR. FITZGERALD: Thomas Fitzgerald, 1123
Havenwood Drive, Maryville, Tennessee, 370804. Our
state finances are a mess. Our federal deficit is
over one trillion dollars. Don't spend money we
don't have for a road we don't need. Thank you.

1 SHERRIE SHOFFNER
2 211 SILVER BELL DRIVE
3 MARYVILLE, TN
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5 MS. SHOFFNER: My name is Sherrie Shoffner.
6 I live at 211 Silver Bell Drive. I would like to
7 make a comment about the road coming through. People
8 is talking about more people coming into this area
9 which is fine for the economy, but they've got to
10 also realize this is our homes that we have lived in
11 all our lives. I have children that I want to grow
12 up in the mountains, not in the city. If we all
13 wanted to live in Knoxville, we'd all move to
14 Knoxville. We don't want Knoxville moving to us. We
15 are just trying to keep what's ours, and our waters
16 clean and, you know, and people not coming in
17 hollering, "This is ours now." This, you know, this
18 is what I am trying, I am not trying to be mean to
19 nobody. I am just trying to say they, that pops up
20 and hollers, "Well, you've got to sell your house,
21 you've got to do this," that's not right to us
22 because we've lived here all our lives and, you know,
23 they need to stay in Knoxville, if they want to move,
24 that's the reason people is coming here is to see our
25 mountains, to enjoy our, you know, our inheritance

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and our lives here, not to drive on interstates and
come here and just pollute our air just, I don't know
how to make it more clear that, you know, I've got
grandkids, and they are going to have kids, and I
want them to enjoy Townsend and the waters, and I
want them to stay clean for them and not have all
this mineral stuff coming around. I appreciate your
time, and thank you.

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LISA MISOSKY
204 SPRUCE STREET
ALCOA, TN

MS. MISOSKY: My name is Lisa Misosky, M-I-S-O-S-K-Y. I live at 204 Spruce Street in Alcoa, Tennessee. My comment and my questions are the following: I own a small business in Maryville, and which currently the present four lane highway passes within a block of my business. My primary concern is if this route is built, it will definitely impact my business and my ability to attract customers, being as the tourists that we receive, they spend money and dollars which generate tax dollars for the, not just for the county but for the city and the state as well. If this highway is built, by my personal estimation it will definitely impact my business by at least 20 to 25 percent during the summer months, and the spring and fall months, which would be about six to seven months out of the year. Seeing how the economy has already taken a tremendous hit, a further loss of revenues, or the opportunity to generate those revenues would definitely potentially put my business, my small business out of business. That's it.

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ROBERT A. BENNETT
402 JACKSON HILL DRIVE
MARYVILLE, TN

MR. BENNETT: Robert A. Bennet, 402 Jackson Hill Drive, Maryville, 37804. My comment is, it is my reaction from this well meaning group of people in this auditorium, that it's a put-up job, that it's a, it is a what, a foregone conclusion that every speaker, or everyone that speaks on the microphone on the floor is against the completion of the Pellissippi for their own personal reasons, whatever those reasons are. I didn't hear one speaker say that the Pellissippi Boulevard has a good purpose. I didn't hear one speaker say that. It appears to me that the last four miles of the Pellissippi Corridor is being held up because people are now tired of the waste of money. That's about the sum of what I feel about what this meeting is. I don't think, I think it's going to be a political decision, so whether this Pellissippi is completed or leaves, stays right where it is now on the Old Knoxville Highway. That's all I have to say.

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DIGIT MOLLISH
611 OVERLAND DRIVE
MARYVILLE, TN

MS. MOLLISH: My name is Digit Mollish. I live at 611 Overland Drive, Maryville, Tennessee. I would like to say that I am not for this extension. I would like to take the money that we will have to spend and improve the infrastructure of what we already have. I don't think it will bring any good or any growth to Blount County other than a lot of problems, and I am not for it.

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JANE MCGUIRE
3700 RIVERTRACE LANE
KNOXVILLE, TN

MS. MCGUIRE: I am Jane McGuire, at 3700 Rivertrace Lane, Knoxville, but it is Blount County, and I am just saying that I am very positively for either Plan A or Plan B, because we have property that will be affected greatly by those two routes, and it would definitely improve the property, it would improve our access and being able to build on it, and we hope that every consideration will be given to getting either Plan A or Plan B.

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WENDELL POOLE
3312 SEVIERVILLE ROAD
MARYVILLE, TN

MR. POOLE: Okay. My name is Wendell Poole. I live at 3312 Sevierville Road. I'd just like to say that I am for the no build option. We have issues going on within the county, specifically around here, specifically in terms of the roads within the county that need to be repaired. Making this highway go across 411 over here is only going to cause more congestion on 411. I myself have witnessed several accidents on 411, right in front of my own home, several accidents. I believe that adding a new highway over here will cause more accidents. I've seen nothing in the bills that will do anything to repair 411. I think a hundred million dollars could be better spent adding some shoulders on these roads that are being used, primarily 411, Ellerjoy, Sam Houston.

I am also concerned about the income tax that they were talking about just recently, or a few years ago, that we may have to start paying a state income tax because the state itself is in turmoil. There is another, I guess the term is called

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boonedockle (phonetically) where we are going to create jobs for the sake of creating jobs or laying down concrete for suppliers. This is just, this is almost ridiculous in my mind that they are doing this. I'd just like to see a better use of the money, and once again, I'd like to say that I am for the no build option. Thank you.

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RICKY HARRILL
4335 US 321
MARYVILLE, TN

MR. HARRILL: My name is Ricky Harrill. I own property on Highway 321 in Maryville, Tennessee. Right at the end of A and C where it comes out on Highway 321. Now the route I have looked at, your exchange will take all my property on Highway 321. I'd agree to that, all that I'd ask is you pay me a fair price for it, and I am so tired of hearing about Pellissippi Parkway that I want it done or shut up about it. Just pay me a fair price for my property, and we will be done. That's my comment. Get it over with.

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FRANK AMBRISTER
722 BROWN SCHOOL ROAD
MARYVILLE, TN

MR. AMBRISTER: Okay. My name is Frank Ambrister. I live at 722 Brown School Road, Maryville, Tennessee. And my comment is, if the Pellissippi Parkway does not build out, I would recommend they use a by-pass from Alcoa Highway, spot to be determined, along the general lines of Kusik Road, and then it would intersect, it would bypass the motor mile which would eliminate some traffic there, and it would reconnect at a point near 129 intersection and Hall Road. This entire section as far as easements or whatever, most of the property is either owned by the University of Tennessee or, and it would just serve very few individuals. University of Tennessee, maybe Alcoa Aluminum Company and make a four way bypass there, and if Pellissippi becomes a no build, that that intersection be the end of Pellissippi Road and that it end at Alcoa Highway.

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CERTIFICATE

I, Betty B. Neal, Notary Public and Court Reporter, hereby certify that the foregoing is a true and complete transcript of the Public Hearing of the Tennessee Department of Transportation held on July 20th, 2010 at Heritage High School in Maryville, Tennessee.

WITNESS my hand and official seal at office at Gray, Tennessee, this the 28th of July, 2010.

BARRINGER COURT REPORTING

BY: _____

NOTARY PUBLIC

My commission expires: January 25, 2012