

# Pellissippi hearing may be heated

By Joel Davis

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Opinions are expected to be sharply divided at a public hearing on the proposed Pellissippi Parkway Extension on Tuesday.

Tennessee Department of Transportation has scheduled a public hearing from 5 to 8 p.m. at Heritage High School to provide the public an opportunity to comment on the findings of the draft Environmental Impact Statement and the proposed project prior to completion of the final environmental document in 2012.

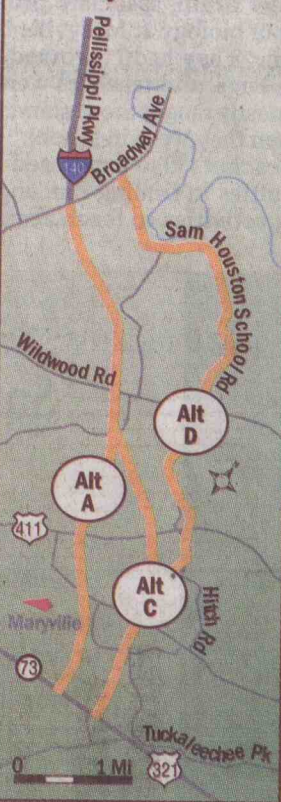
The long-planned project would tie Old Knoxville Highway to East Lamar Alexander Parkway. The state is looking at four alternatives, including a no-build option.

The two routes under consideration, called Alternatives A and C respectively, would terminate at either Kensington Place Mobile Home Park or across from Hubbard School Road. The state is also considering Alternative D, which would upgrade an existing network of two-lane roads in the area, as well as the no-build option.

Public input will be weighed when TDOT makes a decision. The DEIS looks at how the proposed alternatives stack up against each other.

The Blount Chamber Partnership supports extending the road, said Kathy Delozier, executive vice president of chamber programs. "We certainly do. In fact, we adopted a resolution (in support) on the 12th at our board of

### Proposed Pellissippi Parkway Extensions



Source: Tennessee Department of Transportation. Anja Smith/The Daily Times

### On the Net

■ **Environmental statement:** An electronic copy of the draft environmental impact statement is available at [www.tdot.state.tn.us/pellissippi](http://www.tdot.state.tn.us/pellissippi).

directors meeting."

The Citizens Against the Pellissippi Parkway (CAPPE) group, however, is still dubious about the merits of the proposal, according to spokeswoman Nina Gregg.

(See Hearing, Page 4A)

## Hearing

(From Page 1A)

"Has anyone at the BP actually read the DEIS and supporting materials?" she said. "If they had, they would notice repeated statements that these proposed highways will not improve congestion, mobility and safety on State Route 33 and U.S. 411 and U.S. 129."

In a statement released Thursday, CAPPE takes the position that "all three 'build' alternatives (A, C and D) will likely accelerate residential development with increased costs to the county for services like education, will displace families and take active farmland out of production, will substantially increase noise levels in residential neighborhoods and will threaten our waterways and wildlife habitat. (The) \$60 to \$100 million is a lot of taxpayer dollars to spend for no improvement to safety, traffic congestion, mobility, and levels of service.

"This is an irresponsible expenditure of public funds when other urgent road projects in Blount County are not even in the Long Range Plan for improvement. TDOT recently canceled another proposed new highway, I-475, because it didn't satisfy stated purpose and need. Neither does the PPE."

The traffic analysis is incomplete, Gregg said.

"The traffic analysis ... is based on construction of the (extension), of the Southern Loop and the Alcoa Parkway. There is no analysis of traffic impact for the PPE alone."

### Cost comparison

Current price estimates for the alternatives are:

Alternative A, \$91.5 million for engineering and construction, \$5.4 million for right-of-way acquisition.

Alternative C, \$96.2 million for engineering and construction, \$8.3 million for right-of-way acquisition.

Alternative D, \$54 million for construction and engineering, \$5.5 million for right-of-way acquisition.

### Displaced businesses

Only two existing non-agricultural businesses would be displaced, according to the DEIS. For Alternative A, the only business to be displaced would be a convenience store. Alternative C would displace a golf driving range and an antique shop or storage unit. Alternative D would not displace any businesses.

### Displaced homes

According to the DEIS, Alternative C would displace the most residences — 25 single-family units and one mobile home.

Alternative D would displace 21 single-family units and three mobile homes.

Alternative A would dis-

place the fewest residences — five single-family units.

### Farming affected

Alternative A would affect about 128 acres of farmland.

Alternative C would affect about 74 acres of farmland.

Alternative D would affect about 45 acres of farmland.

An electronic copy of the DEIS is available at [www.tdot.state.tn.us/pellissippi](http://www.tdot.state.tn.us/pellissippi). Copies of the document are available for public review at the Blount County Chamber of Commerce and the Blount County Public Library.

Questions regarding the project should be directed to Michael Russell, mike.russell@tn.gov, TDOT Project Management Office, 594-2334.