

Federal Highway Administration  
Environmental Assessment

for

State Route 115, (Alcoa Highway)  
From the Airport Road Interchange  
To Pellissippi Parkway  
Alcoa, Blount County, Tennessee

Prepared by  
U. S. Department of Transportation  
Federal Highway Administration

and

Tennessee Department of Transportation  
Environmental Planning Office

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## Chapter 1

### *The Purpose and Need for the Project*

The Tennessee Department of Transportation is proposing to improve State Route 115 from the Airport Road bridge, which provides access to McGhee Tyson Airport, to Pellissippi Parkway. The proposed project is 4.5<sup>+</sup> kilometers (2.8<sup>+</sup> miles) in length and will require 13.4<sup>+</sup> hectares (33.2<sup>+</sup> acres) of new right-of-way.

The existing highway is deficient in operational characteristics and sections of it have a Level of Service of D which will decline to a Level of Service of F in the future (see page 1-3 for a description of Level of Service). The project is included in the Knoxville Metropolitan Planning Organization's 2020 Long Range Transportation Plan which was approved in May, 1995, and reaffirmed in July, 1998 (see Appendix F).

The existing highway consists of two 3.6 meter (12-foot) traffic lanes in each direction, 3.0 meter (10-foot) outside shoulders, and a grassed 9 meter (30-foot) depressed median with no inside shoulders within a 45 meter (150-foot) right-of-way. In some areas the outside shoulders vary somewhat. There are twelve intersections between the termini and all are at-grade. The median contains numerous median cuts for left turns.

The Department proposes to construct additional traffic lanes along the main line(through traffic) which would provide three lanes in each direction separated by a median. Local traffic would be separated, on two lane one-way frontage roads, from the main line by medians. The project will be access controlled with new interchanges at some road intersections, crossovers at some road intersections, and right-in/right-out turns at others

Using the most current data available, an accident rate (accidents per one million vehicle miles) for the proposed route was calculated.

Actual Rate	Statewide Average
2.68 <sup>1</sup>	2.98

<sup>1</sup> (for years 1994 to 1996 inclusive)

An increase in traffic, as outlined below, may result in an increase in the accident rate if there is no corresponding increase in the capacity of the highway. The proposed improvements will provide for this increase in capacity.

Predicted traffic count data, in terms of average daily traffic (ADT), for the years of 1999 and 2019 is contained in the following tables:

Traffic	
Existing and Proposed	
1999	2019
44,200-52,000	65,500-77,700

The operational characteristics of a highway facility is described in terms of a "level of service" (LOS), which ranges from A to F, and takes into account three critical variables: travel speed, density, and flow rate. General descriptions of operating conditions for each of the levels of service are as follows:

LOS Traffic Flow Conditions

- A Free flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The general level of physical and psychological comfort provided to the driver is high.
- B Reasonably free flow operations. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to the driver is still high.
- C Flow with speeds at or near free flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more vigilance on the part of the driver. The driver notices an increase in tension because of the additional vigilance required for safe operation.
- D Speeds decline with increasing traffic. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences

reduced physical and psychological comfort levels.

E At lower boundary, the facility is at capacity. Operations are volatile because there are virtually no gaps in the traffic stream. There is little room to maneuver. The driver experiences poor levels of physical and psychological comfort.

E Breakdowns in traffic flow. The number of vehicles entering the highway section exceed the capacity or ability of the highway to accommodate that number of vehicles. There is little or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.

The capacities of the various sections of the routes under consideration, for both the existing and proposed routes, are contained in the following tables:

Existing SR-115		Proposed SR-115	
1999	2019	1999	2019
(1) D/C	F/D	C/B	D/C
(2) C/B	E/C	B/A	C/B

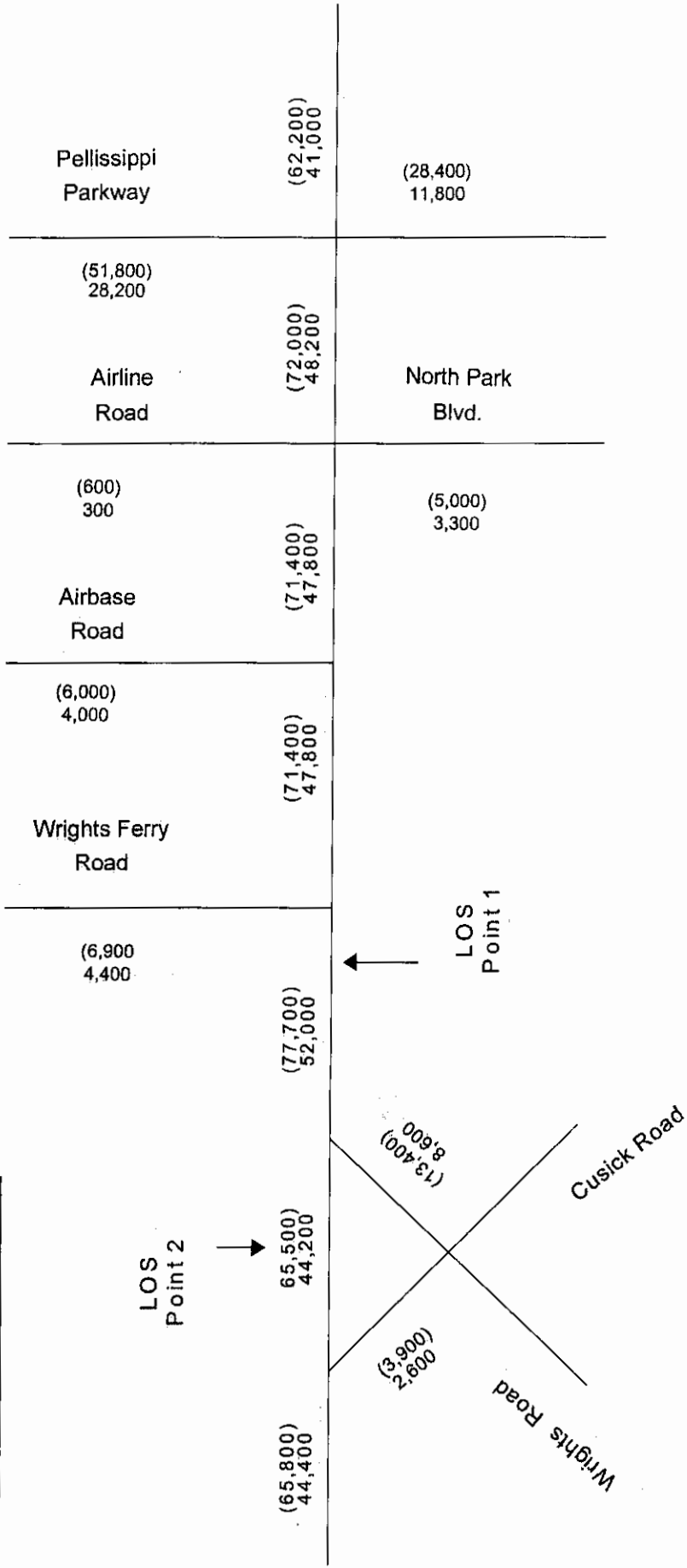
A split result (such as A/B) indicates a differing LOS based upon a 60/40 split in traffic load in the opposing lanes. This is not a function of traffic direction but of the unsymmetrical traffic loads and is used instead of a 50/50 split since this more closely reflects actual traffic patterns. The two location points reflect differing congestion conditions



along the corridor. LOS points 1 & 2 are indicated on the traffic map on page 1-6 and represent the high and low ADT's.

Based on the above information, the Tennessee Department of Transportation has determined there is a need for the proposed project and that it has logical termini, is of sufficient length to address environmental matters on a broad scope, has independent utility, and will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Blount County  
 SR-115  
 Legend:  
 1999 ADT 000  
 2019 ADT (000)



Traffic Map

## Chapter 2

### ***ALTERNATIVES INCLUDING THE PROPOSED ACTION***

#### **The Proposed Alternative**

The project begins approximately 60 meters (197-feet) north of the Airport Road Bridge with two 3.6 meter (12-foot) traffic lanes in each direction separated in the center by a 4.2 meter (14-foot) median with a center concrete median barrier. The proposed outside shoulders are 3.0 meter (10-foot) and the inside shoulders are 1.8 meter (6-foot) in width. This cross-section begins a transition near Cusick below Road (see cross-section on page 2-3).

From near Cusick Road the proposed cross section transitions into three 3.6 meter (12-foot) traffic lanes in each direction separated in the center by a 6.6 meter (22-foot) median with a center concrete median barrier, with inside and outside shoulders of 3 meters (10-foot). This cross-section continues through the end of the project at Pellissippi Parkway (see cross-section on page 2-4).

Proposed frontage roads will have two 3.6 meter (12-foot) traffic lanes and will be separated from the main line by a median. The northbound frontage road will begin at the Airport Road interchange loop ramp. It will merge with the northbound on-ramp from the interchange to form a two-lane one-way frontage road which will continue to Pellissippi Parkway.

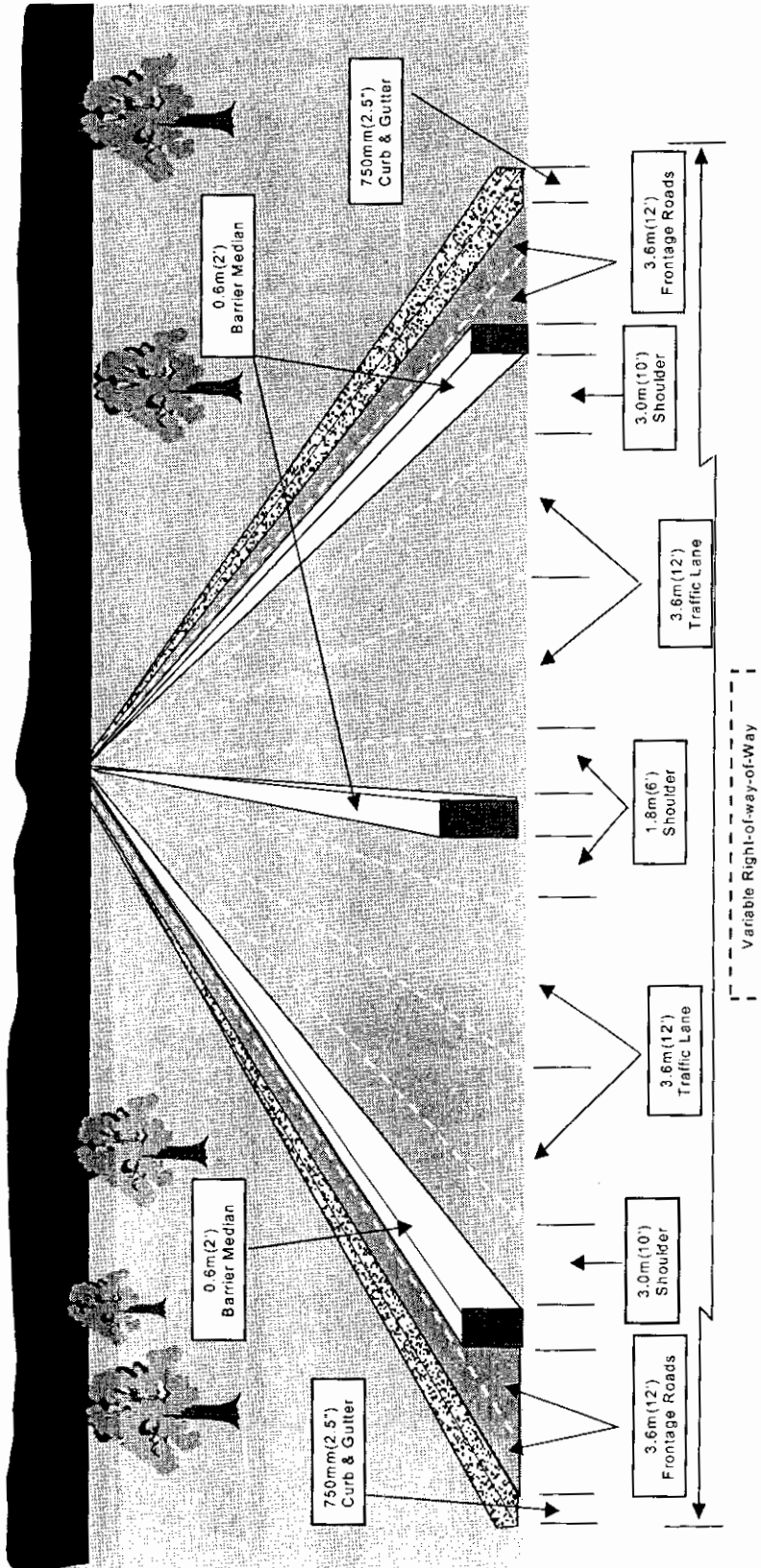
On the southbound side, off-ramps from Pellissippi Parkway and State Route 115 will merge at Airbase Road to form a two-lane one-way frontage road which will continue to the Airport Road interchange. Judson Road and Lisa Road, on the southbound frontage roads, will have right-in/right-out turns.

Airbase Road on the west and Northpark Boulevard on the east will be relocated to provide an interchange with the frontage roads. An interchange will also be constructed at Wrights Ferry Road which will require a road relocation on the east side. The existing intersection will be tied into the northbound frontage road to provide right-in/right-out turns. A bridge to provide access between frontage roads over the main line will be provided at Cusick Road.

The main line will be separated from the frontage roads by a 5.4 meter(18-foot) concrete median barrier. Slip ramps through these barriers will be provided so the main line will be able to access the frontage roads at the proposed interchanges and also to access Pellissippi Parkway. Frontage road ramps will intersect the interchanges at signalized intersections. This design will provide access control on the main line and allow the frontage roads to handle the local traffic(the Project Map on page 2-5 shows the project limits).

NOTE: Not to Scale

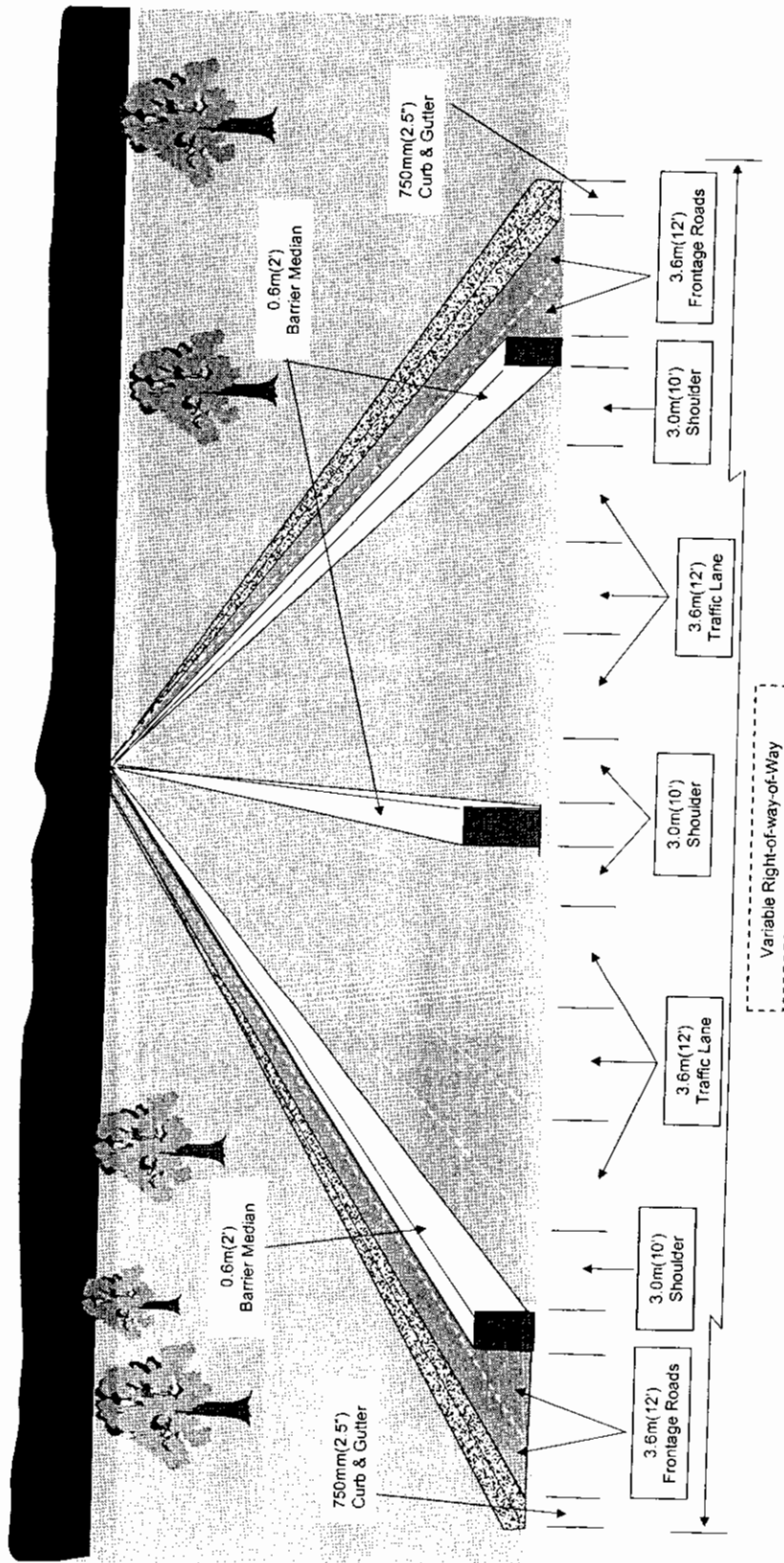
From Airport  
Road  
to Cusick Road



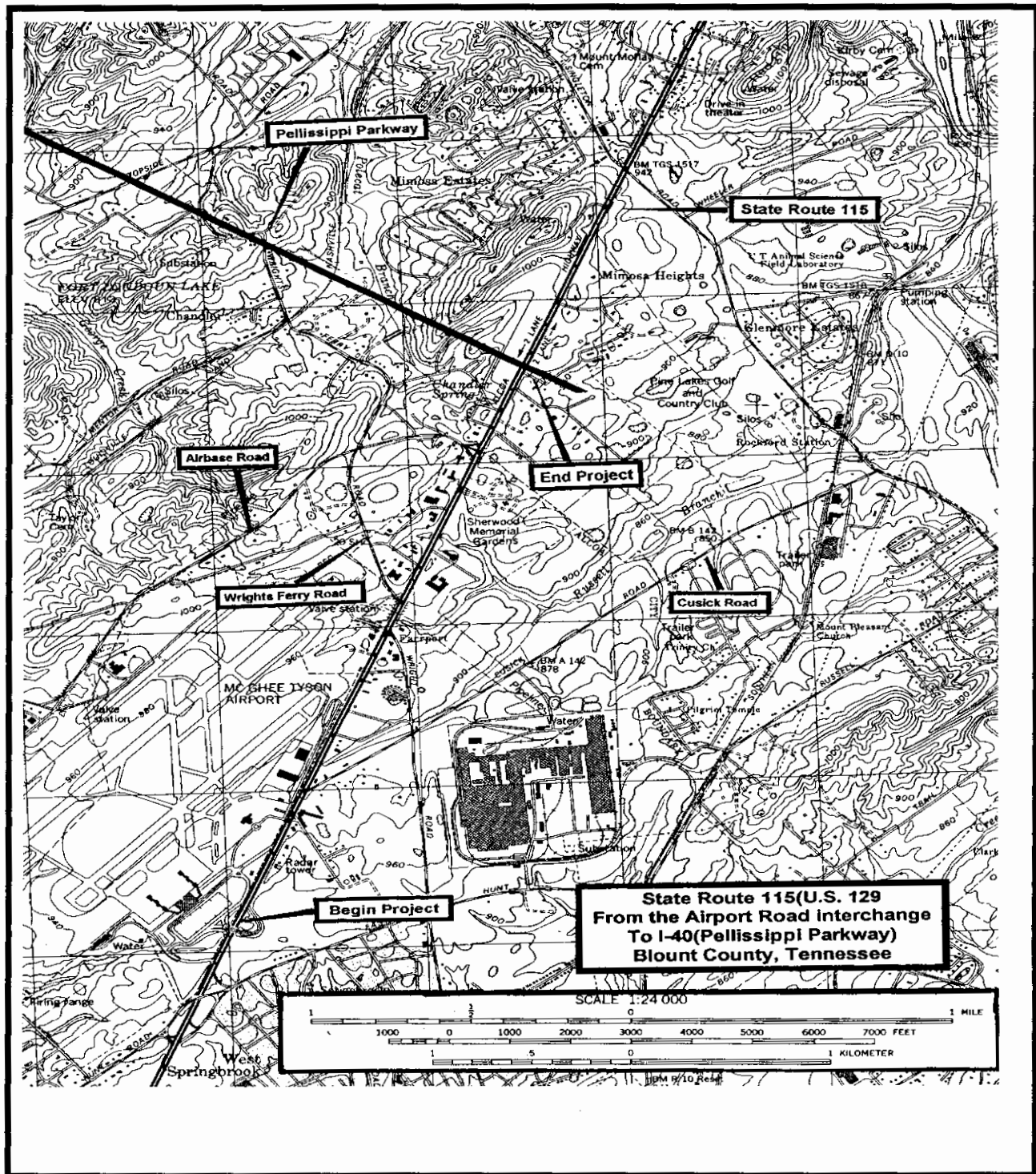
Proposed Cross-Section

From Cusick Road  
to Pellissippi Pky

NOTE: Not to Scale



*Proposed Cross-Section*



*Project Location Map*  
(NOTE: Map not to scale)

### **The No-Action Alternative**

The "No-Action", as the name implies, denotes that only minor improvements, such as safety improvements and normal maintenance, would be made to the existing road or intersection areas. This alternative would do nothing to help relieve the areas of existing and future traffic flow problems. The TDOT's traffic studies show that this portion of State Route 115 will continue to experience an increase in traffic demands. As the traffic volumes increase, the difficulty of local and regional travelers in passing through the area and of gaining local access to necessary social, economic, educational and governmental facilities will increase.

It will do nothing to provide for an improvement to the local transportation system of Alcoa and Blount County. The local traffic generators will continue to increase the traffic volumes on the system.

This alternative would preserve the existing land use pattern and wildlife habitat. There would be no construction disruption of the area or siltation of area water courses.

### **Project History**

In 1989 the Tennessee Department of Transportation prepared a feasibility study for improvements to State Route 115 in Knox and Blount Counties. The study presented three improvement alternatives.

Alternate 1 was a full access control plan with frontage roads and grade separations at the major intersections. Alternate 2 was a



partial access control facility with selected grade separations and new traffic signals. Alternate 3 was a no access control with new traffic signals at major intersections and at other selected locations.

Subsequently the city of Alcoa retained a consultant to review the Department's feasibility study and to make recommendations with regard to the Blount County portion. The Metropolitan Knoxville Airport Authority was involved in this process. The resulting report delivered to Alcoa incorporates the following significant features:

- ♦ No left turns and no median cuts on the main line
- ♦ No signals on main line
- ♦ One-way frontage roads where warranted
- ♦ Three lanes of through traffic in each direction on main line
- ♦ Liberal use of right-in and right-out turns
- ♦ Moderate use of interchanges

The plan was presented to the Department without any traffic analyses or cost estimates for the design.

The Department is currently studying the section of State Route 115 from near the Airport Road interchange to the Pellissippi Parkway. Two alternates were developed as outlined below:

Alternate 1(Full Access Control)

- ♦ No left turns and no median cuts on the main line
- ♦ No signals on the main line
- ♦ One-way frontage roads
- ♦ Three lanes of traffic in each direction on the main line
- ♦ Liberal use of right-in and right-out turns

- ♦ Moderate use of interchanges and crossovers
- ♦ Design speed of 100 kph(60mph)

Alternate 2(Partial Access Control)

- ♦ Restricted left turns and median cuts of the main line
- ♦ Restricted use of traffic signals on main line(2 for this section under study by the Environmental Planning Office)
- ♦ Three lanes through traffic in each direction on the main line
- ♦ One-way frontage roads
- ♦ liberal use of right-in and right-out turns
- ♦ Some use of new interchanges and crossovers

Due to the improved overall operation, higher projected service, and increased service life provided by Alternate 1 it has been recommended for this section of State Route 115.

## Project Data Summary Sheet

Item -----	Existing -----	Proposed -----
Length -----	3.75 km -----	3.75 km -----
	2.33 mi. -----	2.33 MI -----

Cross-Section ----- (1) ----- (2)

Displacements

Residences		
Single-Family -----	N/A -----	8 -----
Multi-Family -----	N/A -----	1 -----
Business -----	N/A -----	9 -----
Other -----	N/A -----	0 -----

New ROW

Hectares -----		13.8 hectares -----
Acres -----		34.0 acres -----

(1) Variation from 14.4 m/28.2 m/45 m(48'/94'/150') to 14.4 m/30.6 m/45 m(48'/102'/150')

(2) 14.4 m/27 m/varies(48'/90'/varies), plus frontage roads between Airport Road and Cusick Road; 21.6 m/34.2 m/varies(72'/114'/varies, plus frontage roads between Cusick Road and end of project.

### Traffic

#### EXISTING

1999		2019
44,200-52,000		65,500-77,700

#### PROPOSED

1999		2019
44,200-52,000		65,500-77,700

### Estimated Project Costs

Construction -----	\$22,335,000
Preliminary	
Engineering -----	\$ 2,030,000
Right-of-Way -----	\$17,450,600
Utility	
Local -----	\$ 3,208,500
State -----	\$ 357,800
Total -----	\$45,381,900

## **Chapter 3**

### ***THE AFFECTED ENVIRONMENT***

#### **The Physical Environment**

The proposed project lies in the Valley and Ridge physiographic region which is characterized by numerous elongate ridges and intervening valleys all trending in a northeast-southwest direction. The area along the corridor is relatively flat to gently rolling.

The project area is heavily developed. Past and present development of the area have degraded the existing terrestrial habitats.

Three unnamed streams originate along the corridor. The channels are somewhat ill defined and flows appear to be seasonal at best. More likely they flow only in response to direct precipitation.

#### **The Social Environment**

The proposed project is a major highway between the cities of Alcoa and Maryville in Blount County and Knoxville in Knox County. Tyson McGhee Airport, located on the project corridor, is a major attractor as well. The majority of the project corridor is commercial development with sparse residential

development scattered haphazardly along it. The main residential development is along adjoining streets.

## Chapter 4

### **ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED ACTION**

#### **Land Use Impacts**

Land use impacts should be relatively minor. There will be some residential and business displacements along the proposed route.

There will be land acquisition from Sherwood Memorial Gardens (see photo on page 4-2). This will necessitate moving several graves.

Secondary impacts associated with the proposed improvement may be increased pressure for development of any remaining vacant land along or adjacent to the corridor. There will be no Section 4(f) impacts involved in the construction of this project.

#### **Farmland Impacts**

The Farmland Protection Policy Act of 1981 (FPPA) has as its purpose "to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses, and to insure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with state and local



Figure 2. Upstream view of stream at Wright Road.



Figure 3. Downstream view of stream at Wright Road.



*Sherwood Memorial Gardens*



government, and private programs and policies to protect farmland." The build alternative was evaluated in accordance with this act.

The project is in an urban area which has already been converted to non-agricultural use. Under CFR 658.2(a)(2), the Department has determined that the project needs no further evaluation in regards to prime or unique farmland. The Natural Resources Conservation Service agreed with this assessment.

### **Social Impacts**

The proposed project will improve traffic service in the area and by separating local and through traffic should provide improved service between the Knoxville urban area and the Mayrville/Alcoa area. There will be no change in neighborhood or community continuity or "cohesion" nor will the project be disruptive in splitting established neighborhoods. Right of way acquisition will require some displacements.

### **Displacements and Relocations**

Displacements are a potential adverse environmental effect associated with any proposed project. A Conceptual Stage Relocation Plan (CSRP) was conducted by the Department's Right-of Way Office to assess the effects of displacements and to determine the probability of successfully relocation. This preliminary investigation has determined that right of way acquisition may require nine(9) residential displacements and

nine(9) business displacements. The residential displacements are eight(8) single family residences and one(1) multi-family residence. By recent observation it was obvious that not all of the dwellings were occupied and some were in a deteriorated condition. A survey of the occupied dwellings indicates potential displaced are in an income range of \$12,000 to \$35,000 per year. The residences are all located near the northern end of the project and there appears to be an even mix of both tenant and owner-occupant.

The majority of the business relocations are small and have few employees. The major business relocations will be a Ramada Inn Motel, a Waffle House, the Airport Kia Auto Dealership, the Airbase Market, the Airport Auto Sales, and Leader Auto Sales. Smaller businesses are Just One More, a bar, and a Uniform Shop. There is a variance in the size of the businesses but there should be no major economic impact because none of the businesses employ large numbers of workers and there is a good possibility most will relocate within the business area. One of the relocations is closed and the building has not been occupied for several years.

The Department has not identified any minorities. The CSRP is only an estimate and may change during later stages of project development as plans become available. More precise information will be available at that time.

The availability of replacement dwellings in the project area appears adequate. Therefore, while there will be some short term disruption and inconvenience to displaced persons,

the availability of comparable housing coupled with the benefits afforded all displaced persons under the "Uniform Act", will minimize any long term impacts.

In order to minimize the unavoidable effects of right-of-way acquisition, the Tennessee Department of Transportation will carry out a right-of-way and relocation program. This program will be in accordance with the Tennessee Uniform Relocation Assistance Act of 1972 and the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646).

Relocation resources are available to all the displaced without discrimination. Relocation impacts to the displaced would include possible loss of neighbors, adjustment to new surroundings, and moving inconveniences. Although the impacts associated with project displacements are adverse, they would be short-term in duration. The provisions of suitable and acceptable replacement housing, combined with adequate relocation payments, can be expected to minimize relocation impacts. If any situation should exist where decent, safe, and sanitary housing within the financial means of the displaced is not available, such housing will be made available under the replacement housing of last resort provisions. The Department foresees no difficulty in satisfactorily relocating all persons likely to be displaced.

The Department provides advance notification of impending right-of-way (ROW) acquisition, and before acquiring ROW, has all properties appraised on the basis of comparable sales and

land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property.

No person lawfully occupying real property will be required to move without at least ninety (90) days written notice of the intended vacation date, and no occupant of a residential property will be required to move until comparable decent, safe, and sanitary replacement housing is made available. Made available means that either the affected person has by himself obtained and has the right of possession of replacement housing or the Department has offered the relocated decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation agent is assigned to each highway project to carry out the relocation assistance and payments' program. A relocation agent will contact each person to be relocated to determine individual needs and desires and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

Brochures which describe in detail the right-of-way acquisition program and relocation assistance and payments program are distributed at all public hearings and are made available upon request to any interested person.

Implementation of the proposed project will not substantially change the basic social arrangement or character of the project area nor have an adverse impact on any

established minority community. The project will not split neighborhoods or separate residences from community facilities. The displaced families will be able to relocate into similar areas.

### ***Environmental Justice***

There will be no disproportionate effects on low-income or minority populations in accordance with Executive Order 12988. This document has been reviewed and found acceptable by the TDOT's civil rights staff in accordance with Title VI of the Civil Rights Act of 1964.

### **Economic Impacts**

There will be nine(9) residential displacements, described above, and nine (9) business displacements as a result of construction of the proposed project, which will remove some property from the tax rolls.

The proposed project may cause some disruption in businesses along the existing highway which cater to impulse or drive-by shopping, due to the access controlled nature of the new highway and the limited egress to the frontage roads. These types of businesses might include such services as gas stations/mini-marts, restaurants/fast food franchises, motels, grocers, and video rentals (the list is not intended to be inclusive).

The removal of new right-of-way from the tax roll should have little effect on the tax base. The business displacements

should be able to relocate within the area, causing no change in the services available.

### **Air Quality Impacts**

Based upon the analyses of highway projects with similar meteorological conditions and traffic volumes, the carbon monoxide levels of the subject project will be well below the National Ambient Air Quality Standard. This project will have no significant impact on the air quality of the area.

This project is in an air quality maintenance area effective October 27, 1993, for ozone. A maintenance area is defined as one which has been redesignated from nonattainment to one which has attained the national ambient air quality standard for a specific pollutant. A revised State Implementation Plan (SIP) must provide for the maintenance of this standard for at least ten years after redesignation. This project will not contribute to a violation of the emissions budget as set forth in the maintenance plan. The proposed project is included in the Knoxville Urban Area MPO Long Range Transportation Plan approved May 24, 1995. The air quality conformity determination for the Plan was approved February 6, 1996, using the EPA/USDOT November 24, 1993 Transportation Conformity Regulation. This project is included in the Knoxville Urbanized Area Transportation Improvement Program (TIP) for the years 1998-2000, which was adopted August 30, 1995, by the MPO. The TIP was approved as part of the State TIP on July 30, 1997, by the Regional Administrators of the

Federal Transit Administration and the Federal Highway Administration. There has been no substantial changes in the project's design concept and scope, as used in the TIP conformity analysis.

### Noise Impacts Evaluation

The effects of increased noise levels due to the project have been evaluated according to the guidance of the 23 CFR, Part 772. Predicted noise levels have been compared to existing levels and to the Federal Noise Abatement Criteria (see table at end of this section) to determine the impact of highway generated noise on the community. A noise impact can occur when predicted noise levels approach (1 dBA less than) or exceed the noise abatement criteria and also when there are "substantial" increases in the design year noise levels over the existing noise levels. The criteria used to define "substantial" are as follows:

<u>Increase (dBA)</u>	<u>Subjective Descriptor</u>
0 - 5	No Impact
6 - 15	Moderate Impact
> - 15	Substantial Impact

One of the provisions of the federal noise guidelines is that the designer must account for the statistical variation in traffic noise with respect to time. This is accomplished by stating the existing noise levels, the predicted design noise levels, and the FHWA Noise Abatement Criteria in terms of an "L<sub>10</sub>" value. This value specifies the sound level (measured on the "A" frequency weighting scale, dBA) which is exceeded no

more than 10 percent of the time for the period under consideration. This value indicates both the magnitude and the frequency of occurrence; that is, it gives the dosage of the loudest noise events.

With the utilization of the most recent functional layouts and traffic estimates available, the existing and design year (2019) peak-hour levels were predicted at one (1) representative sensitive receptor within the project area. No industrial or commercial receptors were analyzed. The Federal Highway Noise Prediction Model (STAMINA 2.0/OPTIMA) was used to predict these levels. The location of the predicted levels are shown on the Noise Location Map on page 4-11.

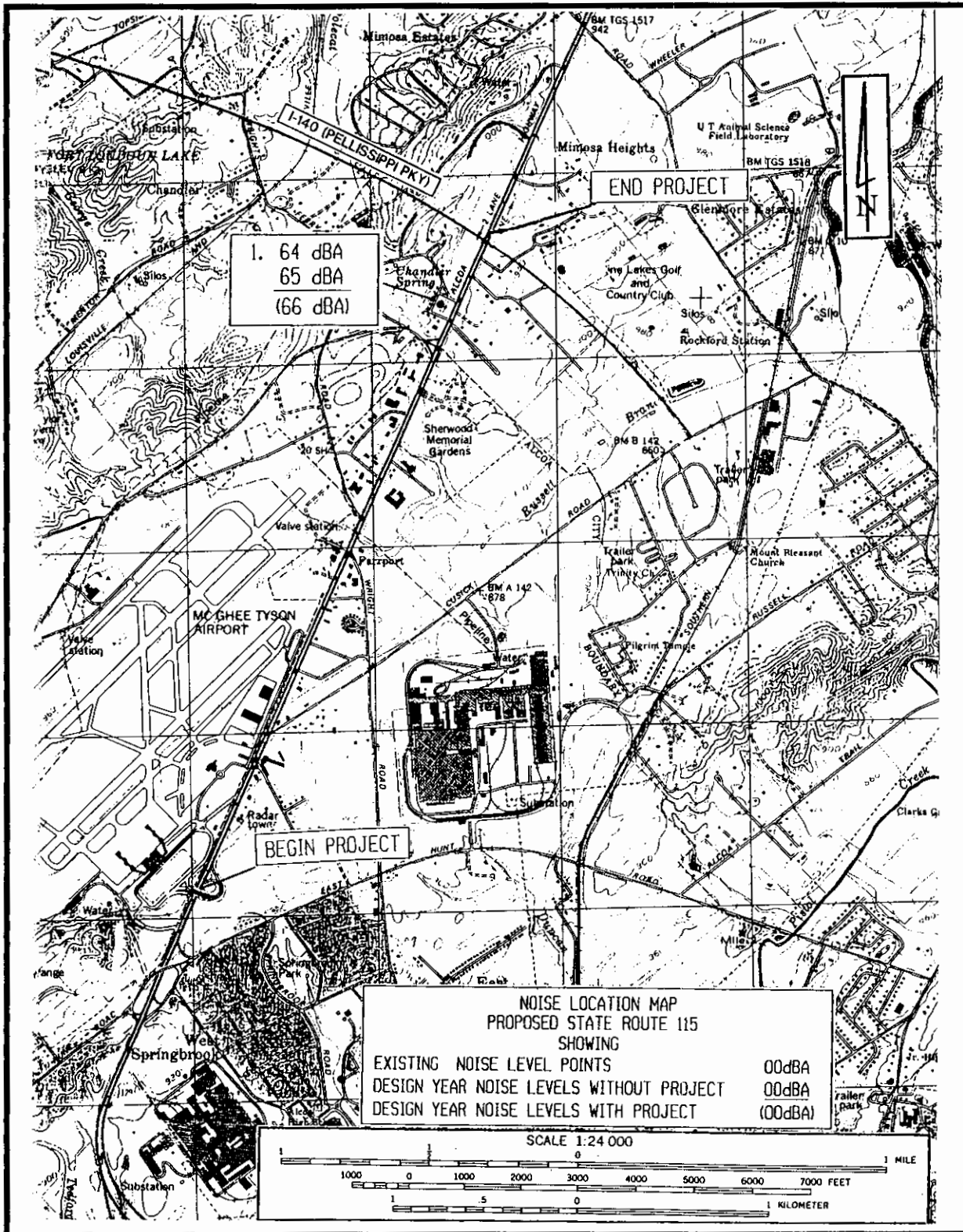
The predicted existing and design year noise levels for the project are shown in the Noise Table. From this table it can be seen that none of the sensitive receptors represented will experience levels at or above the noise abatement criteria.

Noise Table  
Summary and Comparison of the  
Existing and Design Year (2019)  
"L<sub>10</sub>" Noise Levels in dBA

Location Point	Existing Noise Levels	Design Year Noise Levels With Project	Design Year Noise Levels Without Project	Number and Type of Sensitive Receptors Represented
1	64	66	65	4 residences

Based upon this evaluation, the subject project will have no substantial effect on the audible environment of the area.





Noise Map  
(NOTE: Map not to scale)

### Mitigation of Construction Noise Impacts

Construction procedures shall be governed by the Standard Specifications for Road and Bridge Construction as issued by TDOT and as amended by the most recent applicable supplements. The contractor will be bound by Section 107.01 of the Standard Specifications to observe any noise ordinance in effect within the project limits. Detoured traffic shall be routed during construction so as to cause the least practicable noise impact upon residential and noise sensitive areas.

### Coordination with Local Officials

The following table indicates the future predicted noise levels and their critical distances for the proposed project. This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development may be compatible with these levels.

The distances in the table are measured perpendicular to the center of the proposed near lane at an at-grade situation. The predicted "L<sub>10</sub>" noise levels displayed are conservative and should be considered to be maximum (highest) noise levels expected at any location along the entire roadway at the same distance from the roadway. "L<sub>10</sub>" is the decibel level measured on the "A" frequency weighting scale (dBA) which is exceeded no more than 10 percent of the time during the peak traffic hour of the design year (2019).

Design Year Noise Levels  
Design Year (2020) Predicted "L<sub>10</sub>"  
Project-Contributed Noise Levels (dBA)

<u>Distance*</u>	<u>"L<sub>10</sub>" Noise Levels</u>
100 Ft. (30.4 m)	62
200 Ft. (60.9 m)	61
400 Ft. (121.9 m)	56
600 Ft. (182.9 m)	53
800 Ft. (243.8 m)	51

\*Perpendicular Distance to the center of the proposed near traffic lane for an at-grade situation.

The Noise Abatement Criteria Table indicates the relationship between various land use or activity categories and the upper limits of recommended traffic noise levels for each category as established by 23 CFR, Part 772.

Noise Abatement Criteria

Hourly A-Weighted Sound Level - decibels (dBA)

<u>Activity Category</u>	<u>L<sub>10</sub>(h)</u>	<u>Description of Activity</u>
A	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	70 Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.

**Table Continued:**

C	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	----	Undeveloped lands.
E	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

**Natural Systems**

Ecological surveys of the project corridor have been conducted. The purpose of the surveys was to get an indication of the aquatic and terrestrial habitat types within the study area, to determine the probable ecological impacts of construction on the aquatic and terrestrial ecosystems, and to determine the occurrence of significant elements of natural diversity that may occur in the impact area.

***Water Quality Impacts***

The project crosses three unnamed streams which appear to have seasonal flow at best, perhaps only during periods of precipitation. The project will also cross an unnamed tributary of Russell Branch. Each of the channels have been heavily disturbed by commercial development. Modification of the existing drainage systems will likely be required which will result in some short-term impacts to the respective channels. There should be no long term impacts to water quality or the aquatic systems. (the complete Ecological Assessment is contained in Appendix C)

### *Wetland Impacts*

No wetlands protected by Executive Order 11990 will be affected by the proposed project.

### *Water Body Modification & Wildlife Impacts*

The project corridor is heavily developed. There should be no impact on terrestrial habitat.

The existing channels have been heavily disturbed. Modification of the existing drainage structures will result in some short-term impacts. (See full report in Appendix C).

### *Permits*

Permits necessary for proceeding with the project include both federal and state agencies:

- Tennessee Valley Authority: Section 26a review may be necessary for some stream crossings.
- Tennessee Department of Environment and Conservation: Aquatic Resource Alteration Permits (for activities that involve alteration of waters of the state).

### *Floodplain Impacts*

Construction of the proposed project will not involve any floodplain impacts under Executive Order 11988 "Floodplain Management".

### ***Wild and Scenic Rivers***

The proposed project will have no effect on any watercourse listed on the National Wild and Scenic River System (NWSRS) or a river listed in the Nationwide Inventory of Rivers with potential for inclusion in the NWSRS.

### ***Endangered or Threatened Species***

No endangered or threatened plants or animals was observed in the proposed project corridor. The U. S. Fish and Wildlife Service by letter dated July 22, 1998, agreed that the requirements of Section 7 of the Endangered Species Act have been fulfilled. (See full report in Appendix C).

### **Cultural Resources Impacts**

#### ***Archaeological Impacts***

An archaeological assessment of the proposed project was conducted for the Tennessee Department of Transportation. The purpose of this study was to determine the effects of the proposed project on any recorded or previously unrecorded archaeological resources on or eligible for the National Register of Historic Places. The identification and assessment of archaeological resources involved a literature review, records search, and a Phase I field survey.

In cooperation with the State Historic Preservation Officer it was determined there are no archaeological resources potentially eligible for listing on the National Register of

Historic Places. The State Historic Preservation Officer concurred by letter of January 8, 1997. (See full report in Appendix E)

In the event earthfill is required from areas outside the proposed right-of-way, the special provisions pursuant to Section 107.06, Tennessee Department of Standard Specifications, Federal Aid provisions, shall be met.

### ***Historical Impacts***

Tennessee Department of Transportation historians conducted a survey of the project impact area to identify any resources either included in or potentially eligible for inclusion in the National Register of Historic Places. No such resources were identified. The proposed project will have no effect on any architectural or historic resource included in or eligible for inclusion in the National Register. The State Historic Preservation Officer concurred by letter of August 6, 1996. (See full report in Appendix D)

### **Hazardous Material Impacts**

A field review of the project corridor indicated the possible presence of underground storage tanks. The Department has developed the expertise and experience to effectively deal with this particular kind of hazardous substance/waste problem which is of limited extent and risk. Proper departments have

been contacted by the Tennessee Department of Transportation Right-of-Way Office and made aware of this situation.

The proposed corridor will undergo a further hazardous waste assessment when required for finalization of design plans. In the event that hazardous substances or wastes are encountered within the proposed right-of-way, their disposition shall be subject to the applicable sections of the Federal Resources Conservation and Recovery Act, as amended; and the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983.

#### **Construction Impacts**

Adverse impacts from construction are primarily short-term in duration or exist only during construction periods. Some construction inconveniences such as noise, dust, traffic conflicts, etc., are unavoidable.

In order to minimize possible detrimental effects due to siltation, soil erosion, or possible pollution of area watercourses, the construction contractors will be required to comply with the special provisions of Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction. These provisions implement the requirements of the Federal Highway Administration's Federal-Aid Policy Guide, Chapter 1, Subchapter G, Part 650, Subpart B.



Detoured traffic will be routed during construction so as to cause the least possible noise impact upon residential and other noise-sensitive areas. TDOT will coordinate with local government during the construction phase so that detoured traffic will be routed as to be the least disruptive to the community.

## Chapter 5

### *PUBLIC INVOLVEMENT*

#### **Initial Coordination**

The Tennessee Department of Transportation, on February 17, 1998, notified several federal, state, and local planning and resource management agencies by letter. They were asked to comment, within their special area of expertise, upon any possible environmental, economic, or social impacts in order that any areas of specific concern could be taken into account during the development of the environmental and location studies. A list of these agencies follows, as well as a summary of the comments received and their disposition:

#### *State*

Commissioner Milton Hamilton, Jr.  
Attn: Mr. Dodd Galbreath  
TDEC  
14th Floor, L&C Tower  
401 Church Street  
Nashville, Tennessee 37243-1553

Mr. Robert Freeman  
Executive Director  
East Tennessee Development District  
P. O. Box 19806  
Knoxville, Tennessee 37919

Mr. Tim Thompson  
Urban & Regional Director  
Tennessee Planning Office  
East Tennessee Region  
531 Henley Street, Room 708  
Knoxville, Tennessee 37902

Tellico Area Planning Council  
c/o Tennessee State Planning Office  
East Tennessee Section  
P. O. Box 1069  
Knoxville, Tennessee 37901

Mr. Walter Blackburn  
Principal Planner  
Blount County Office  
354 Glanckock Street  
Alcoa, Tennessee 37701

Mr. Wilton Burnett, Jr.  
Director of Special Projects  
Dept. of Eco. & Comm. Dev.  
6th Floor-Rachel Jackson Building  
320-6th Avenue North  
Nashville, Tennessee 37243

Mr. Reggie Reeves  
Environmental Review Coordinator  
TN Div. of Natural Heritage, TDEC  
8th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-0447  
Mr. Greg Denton  
Div. of Water Pollution Control, TDEC  
7th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-0447

Mr. David Draughon  
Division of Water Supply, TDEC  
6th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-0447

Mr. James Abernathy  
Department of Education  
5th Floor-Gateway Plaza  
710 James Robertson Parkway  
Nashville, Tennessee 37243-4703

Mr. Kent Taylor  
Div. of Ground Water Resources, TDEC  
10th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-0447

Mr. Dan Sherry  
NEPA Contact  
Tennessee Wildlife Resources Agency  
Ellington Agricultural Center  
P. O. Box 40747  
Nashville, Tennessee 37204

Mr. Herbert Harper, DSHPO  
Tennessee Historical Commission  
Clover Bottom Mansion  
2941 Lebanon Road  
Nashville, Tennessee 37243-0442

Mr. Louis Buck  
Commissioner, NEPA Contact  
Tennessee Department of Agriculture  
Ellington Agricultural Center  
Nashville, Tennessee 37204

Mr. John Walton  
Division of Air Pollution Control  
9th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-0447

Transportation Director  
Public Transportation & Aeronautics Division  
Suite 400, James K. Polk Building  
Nashville, Tennessee 37219

Mr. Tom Tiesler  
Division of Solid Waste Management  
5th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-0447

Mr. Rob Ikard  
Department of Economic and Community Dev.  
8th Floor Rachel Jackson Building  
320 6th Avenue, North  
Nashville, Tennessee 37243-0405

*Federal*

Mr. Ivar Iverson  
Environmental Officer  
HUD  
Richard B. Russell Federal Building  
75 Spring Street, Southwest  
Atlanta, Georgia 30303

Mr. Robert Duis  
Appalachian Regional Commission  
1666 Connecticut Avenue, Northwest  
Washington  
D. C., 20235

Mr. Edward Sergeant  
Chief, Mitigation Division, FEMA  
1371 Peachtree Street, NE  
Atlanta  
Georgia, 30309

Office of Environmental Affairs  
U. S. Geological Survey, DOI  
National Center, MS-423  
Reston, Virginia 22092

District Chief  
Water Resources Division  
U. S. Geological Survey, DOI  
810 Broadway, Suite 500  
Nashville, Tennessee 37203

Mr. George Miller  
Director  
Office of Surface Mining, DOI  
530 Gay Street, S. W., Suite 500  
Knoxville, Tennessee 37902

Regional Environmental Officer  
U. S. Department of the Interior  
Richard B. Russell Federal Building  
75 Spring Street, SW, Suite 1320  
Atlanta, Georgia 30303

ATTN: Ms. Donna Wieting  
Department of Commerce  
Eco. and Env. Conservation Office  
HCHB SP, Room 6117  
14th and Constitution Avenue, N. W.  
Washington, D. C. 20230

Mr. James Ford  
State Conservationist  
U. S. Dept. of Agriculture, NRCS  
U. S. Courthouse-Room 675  
Nashville, Tennessee 37203

U. S. Department of the Interior  
Fish and Wildlife Service  
446 Neal Street  
Cookeville, Tennessee 38501

Department of Health & Human Services  
CDC, Center for Env. Hlth. & Injury Ctrl..  
Special Program Group, Mail Stop F-29  
1600 Clifton Road  
Atlanta, Georgia 30333

Mrs. LaVerne F. Reid  
Department of Transportation, FAA  
DOT/FAA/ADO  
2851 Directors CV #3  
Memphis, Tennessee 38131-0301

Mr. Jon Loney, Manager  
Environmental Management  
Tennessee Valley Authority  
400 West Summit Hill Dr.  
Knoxville, Tennessee 37902-1499

Mr. David Pack  
Manager, Reservoir Land Management  
Tennessee Valley Authority  
17 Ridgeway Road  
Norris, Tennessee 37828

District Engineer  
ATTN.: Regulatory Functions Branch (ORNOP-F)  
U. S. Army Corps of Engineers  
P. O. Box 1070  
Nashville, Tennessee 37202-1070

Mr. Heinz Mueller  
Acting Chief  
EIS Review Section, EPA  
345 Cortland Street, NE  
Atlanta, Georgia 30365

Director, Office of Environmental Compliance  
Department of Energy, Room 3G-092, PE-25  
1000 Independence Avenue, SW  
Washington, D. C. 20585

*Other*

Tennessee Trails Association  
P. O. Box 41446  
Nashville, Tennessee 37204

Mr. Ray Payne  
Sierra Club  
836 Roderick Road  
Knoxville, Tennessee 37923

Mr. Anthony Campbell  
Tennessee Conservation League  
300 Orlando Avenue  
Nashville, Tennessee 37209-3200

Mr. Jack Frazier  
Tennessee Scenic Rivers Association  
c/o City Engineer's Office  
104 Public Square  
Clarksville, Tennessee 37040

Tennessee Environmental Council  
1700 Hayes Street-Suite 101  
Nashville, Tennessee 37203

Mr. Robert Moxley  
Tennessee Department of Transportation  
Suite 800-James K. Polk Building  
505 Deaderick Avenue  
Nashville, Tennessee 37243

Mr. Glen Wanner  
Tennessee Chapter of the Sierra Club  
6821 Pennywell Drive  
Nashville, Tennessee 37205

Mr. William A. Crisp  
County Executive  
Courthouse  
341 Court Street  
Maryville, Tennessee 37804-5906

Mr. Bill Dunlap  
Road Superintendent  
415 Louisville Road  
Alcoa, Tennessee 37701

Mr. Donald R. Mull  
Mayor  
441 North Hall Road  
Alcoa, Tennessee 37701

Mr. C. L. Overman  
City Manager  
441 North Hall Road  
Alcoa, Tennessee 37701

Mr. Chris Hamby  
Planning Director  
441 North Hall Road  
Alcoa, Tennessee 37701

Mr. Kenny Wiggins  
Public Works Director  
441 North Hall Road  
Alcoa, Tennessee 37701

Mr. Mark Ross  
Street Superintendent  
441 North Hall Road  
Alcoa, Tennessee 37701

Ms. Becky Mouse Yahala  
TN Commission of Indian Affairs  
c/o Ms. Lurenia Butler  
401 Church Street  
Nashville, Tennessee 37243

Ms. Kim Murphy  
East Tennessee Development District  
P. O. Box 19806  
Knoxville, Tennessee 37939-2806

Smoky Mountain Historical Society  
P. O. Box 5078  
Sevierville, TN 37862

Blount County Historian  
Mrs. Inez Burns  
308 Brannon Drive  
Maryville, Tennessee 37801

Blount County Historical Trust, Inc.  
P. O. Box 4093  
Maryville, Tennessee 37812-4093

Airport Authority-Metropolitan Knoxville  
McGhee Tyson Airport  
2055 Alcoa Highway  
Alcoa, TN 37701



Mr. Jeffrey A. Welch, AICP  
MPO Coordinator  
Metropolitan Planning Organization  
Suite 403  
400 Main Street  
Knoxville, TN 37902

### **Summary of Initial Coordination Replies & Comments**

East Tennessee Development District: Supports the design of full access control and frontage roads.

Tennessee Department of Environment and Conservation, Planning and Standards Section: Avoid impacts where possible, mitigate when necessary, reduce median width in areas of streams and wetlands.

Disposition: Chapter 4 contains sections dealing with the impacts to stream. There are no wetland impacts for the project.

Tennessee Department of Environment and Conservation, Division of Ground Water Protection: Contact the Blount County Environmental Office.

Disposition: They were contacted.

Tennessee Department of Environment and Conservation, Division of Air Pollution Control: 1) Fugitive dust emissions can be controlled by wet suppression techniques; 2) Exhaust emissions from heavy equipment can be minimized by keeping

equipment in good working order; 3) If regulated asbestos is found during demolition they must be notified

Disposition: The project will be constructed according to all applicable standards and regulations required by and state law and regulation and the Department's Standard Specifications of Road and Bridge Construction.

U. S. Department of the Interior, Office of Surface Mining: No effect on agency programs.

U. S. Department of the Interior, Fish and Wildlife Service: Section 7 requirements have been met.

Corps of Engineers: A determination of Corps involvement can be made when plans are available.

Disposition: There are no wetland impacts. Permits may be necessary for modifications of some small streams in the area (see Chapter 4, Water Quality Impacts)

City of Alcoa: Many past design issues have been resolved. The city has developed an in-house team to coordinate activities relative to the design, acquisition, and construction of the project.

City of Maryville: Support the City of Alcoa on this project. It will have no impact on any proposed programs or plans.

Metropolitan Knoxville Airport Authority: Concerned about 1) the alignment and configuration of entrance and exit ramps for the airport; 2) land acquisition required for the project; 3) signing directing traffic to the airport; 4) requirements of Part 77 of the Federal Air Regulations (clearance with approach surfaces); 5) the filing of appropriate notices with the Federal Aviation Administration; 6) traffic control during construction; 7) utility relocations.

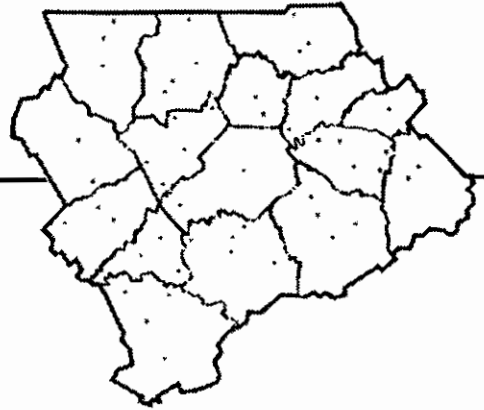
Disposition: 1) Configuration of the Airport Road Interchange will not significantly change; (2) land acquisition will be minor near the airport; (3) signing will be implemented during construction to direct traffic; (4) and (5) all regulations and notices will be appropriately covered; (6) traffic control measures will be implemented during construction; (7) utility relocations will be coordinated with the appropriate agencies.

Blount County Department of Environmental Health: No impacts on any of their systems.

Smoky Mountain Historical Society: No adverse comments.

Appendix A  
Replies to Initial  
Coordination

# East Tennessee Development District



5616 Kingston Pike P.O. Box 19806 Knoxville, TN 37939-2806  
PHONE: (423) 584-8553 FAX: (423) 584-5159

March 3, 1998

Mr. Charles E. Bush  
Transportation Manager 2  
Environmental Planning Office  
Tennessee Department of Transportation  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334



Dear Mr. Bush:

SUBJECT: Result of Regional Review  
Tennessee Department of Transportation - SR 115 (US 129, Alcoa Highway);  
Airport Road Interchange to I-140 (Pellissippi Parkway), in Blount County

The East Tennessee Development District has completed its review of the above mentioned proposal, in its role as a regional clearinghouse to review federally-assisted projects.

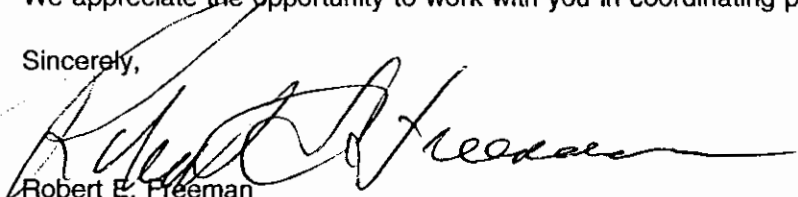
The East Tennessee Development District strongly supports proceeding with this project, maintaining the plan of full access control and no signal lights on the main highway and with frontage roads and interchanges.

ETDD appreciates the work of TDOT in moving towards this type of design for SR 115.

ETDD or other reviewing agencies may wish to comment further at a later time.

We appreciate the opportunity to work with you in coordinating projects in the region.

Sincerely,

  
Robert E. Freeman  
Executive Director

REF/tg

Nathan



STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION



February 22, 1998

Mr. Charles E. Bush  
Environmental Planning Office  
Tennessee Department of Transportation  
Suite 900, James K. Polk Building  
505 Deadrick Street  
Nashville, TN 37243-0334

Dear Mr. Bush:

Thank you for your recent request for scoping information concerning a proposed construction improvement project of State Route 115 (U.S. 29, Alcoa Highway), from the Airport Road interchange to I-140 (Pellissippi Parkway), Blount County, Tennessee.

Our general concerns about similar projects include some or all of the following issues (not listed in priority order):

- That appropriate erosion and stormwater controls are installed and maintained
- That appropriate permits are obtained prior to beginning work
- That impacts to water resources, included wetlands, are avoided if possible
- That appropriate mitigation be undertaken should impacts to water resources be unavoidable

We appreciate your offer to address these concerns during the EA process. If you have questions concerning my comments, please contact me at 615-532-0699.

Sincerely,

*Gregory M. Denton*  
Gregory M. Denton, Manager  
Planning and Standards Section



STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
10th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-1540



March 2, 1998

Mr. Charles E. Bush  
Environmental Planning Office  
Department of Transportation  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0334

Re: State Route 115, Highway Improvement Project  
Blount County, Tennessee

Dear Mr. Bush:

On February 18, 1998 the Division of Ground Water Protection received your letter regarding the highway improvement project for State Route 115 in Blount County, Tennessee.

Blount County is one of several counties across the state which have opted to operate their own subsurface sewage disposal program. I suggest you contact Mr. Gary Ferguson with the Blount County Environmental Office to obtain their input on the stated project. His mailing address is:

Mr. Gary Ferguson  
Blount County Environmental Office  
P. O. Box 4609  
Maryville, Tennessee 37802-4609  
(423) 681-9301

If you have any questions, feel free to contact Mr. Stephen Morse with the Division of Ground Water Protection Central Office at (615) 532-0774.

Sincerely,

Kent D. Taylor  
Director  
Division of Ground Water Protection

KDT/SWM



STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
10th Floor, L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-1540

March 8, 1998

Mr. Charles E. Bush  
Environmental Planning Office  
Department of Transportation  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0334

Re: State Route 115, Highway Improvement Project  
Blount County, Tennessee

Dear Mr. Bush:

On February 18, 1998 the Division of Ground Water Protection received your letter regarding the highway improvement project for State Route 115 in Blount County, Tennessee.

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Mr. Gary Ferguson  
Blount County Environmental Office  
P. O. Box 4609  
Maryville, Tennessee 37802-4609  
(423) 681-9301

If you have any questions, feel free to contact Mr. Stephen Morse with the Division of Ground Water Protection Central Office at (615) 532-0774.

Sincerely,

Kent D. Taylor  
Director  
Division of Ground Water Protection

KDT/SWM

cc: Gary Ferguson





STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
Division of Air Pollution Control  
401 Church Street  
9th Floor L & C Annex  
Nashville, TN 37243-1531



March 2, 1998

Mr. Charles E. Bush  
Environmental Planning Office  
Tennessee Department of Transportation  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334

Dear Mr. Bush:

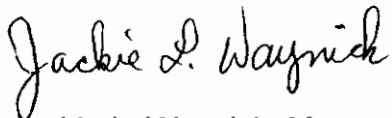
This is in response to your letter dated February 17, 1998, to Mr. John Walton, Director, Tennessee Air Pollution Control, regarding possible environmental impacts created by construction improvements to State Route 115 in Blount County. Generally, the major impact on air quality from this type of project is increased particulate concentrations caused by fugitive dust emissions from earth-moving activities. These emissions can be controlled by using wet suppression techniques on dust-generating surfaces.

Another potential impact on air quality from highway construction activities is exhaust emissions from heavy equipment. This impact can be minimized by properly maintaining equipment and keeping it in good working order.

Highway construction oftentimes requires the demolition of building structures and other manmade items which may contain asbestos. This substance is a hazardous air pollutant regulated by law. Regulations require the inspection of facilities slated for demolition. If regulated asbestos is found in the facility during the inspection, removal is required prior to demolition of the facility and the Tennessee Division of Air Pollution Control, must be notified prior to the removal. The Division must also be notified prior to the demolition of any facility in the state. Details on these requirements may be found in Chapter 1200-3-11-.02 of the Tennessee Air Pollution Control Regulations.

These are the items which should be addressed with regard to air quality in an environmental impact assessment for this project. If you have any questions regarding this matter, please call me at 615-532-0570.

Sincerely,

A handwritten signature in cursive script that reads "Jackie L. Waynick".

Jackie L. Waynick, Manager  
Technical Services Program  
Tennessee Air Pollution Control

JLWJGBSH



## United States Department of the Interior

### OFFICE OF SURFACE MINING

Reclamation and Enforcement  
530 Gay St., S.W., Suite 500  
Knoxville, TN 37902

APR 07 1998



Mr. Charles E. Bush  
Transportation Manager II  
Environmental Planning Office  
Tennessee Department of Transportation  
James K. Polk Building, Suite 900  
505 Deaderick Street  
Nashville, Tennessee 37243-0334

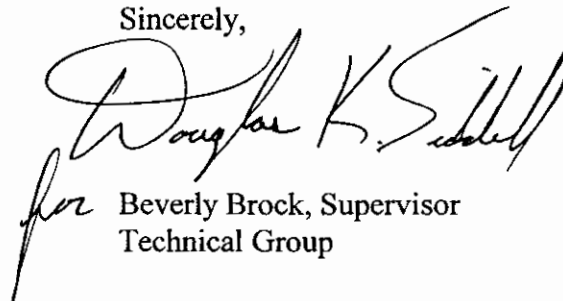
Subject: State Route 115 (U.S. 129, Alcoa Highway); From the Airport Road interchange to I-140 (Pellissippi Parkway), Blount County, Tennessee

Dear Mr. Bush:

In response to your request dated February 17, 1998, the Knoxville Field Office reviewed the map and summary of basic data for the subject proposed highway improvement. The proposed highway improvement is not within the Tennessee coalfields; therefore, it will not have any effect on programs being planned or executed by the Office of Surface Mining.

We appreciate having an opportunity to comment on this proposal.

Sincerely,

  
for Beverly Brock, Supervisor  
Technical Group



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

446 Neal Street  
Cookeville, Tennessee 38501

March 20, 1998

Mr. Charles E. Bush  
Tennessee Department of Transportation  
James K. Polk Building, Suite 900  
505 Deaderick Street  
Nashville, Tennessee 37243-0334

Dear Mr. Bush:

Thank you for your letter and enclosures of February 17, 1998, concerning the State Route 115 highway project in Blount County, Tennessee. The Fish and Wildlife Service (Service) has reviewed the information submitted and the following comments are provided in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

The Service is concerned that highway projects frequently accelerate erosion and sedimentation in streams, resulting in adverse effects to the aquatic environment. The use of heavy equipment to move earth and existing vegetation disrupts natural drainage patterns and exposes large areas of disturbed soil to erosion. Excessive sedimentation can clog stream channels and contribute to increased flooding. It can also increase water temperatures and cause oxygen demands which can damage or destroy fish and invertebrate populations. Deposition of sediment on the channel bottom also degrades aquatic habitat by filling in substrate cavities, burying demersal eggs, and smothering bottom organisms. In addition, turbidity, as induced by accelerated erosion and sedimentation, results in further damage to aquatic systems. Increased particulate matter suspended in the water column may drive fish from the polluted area by irritating the gills, concealing forage, and/or destroying vegetation that may be essential for spawning and cover habitat for particular species. Turbidity also degrades water quality by reducing light penetration, pH and oxygen levels, and the buffering capacity of the water. Degraded water quality may continue far downstream from the point where the erosion occurs.

Prevention of excessive sedimentation can occur only through application of Best Management Practices during daily construction activities. Rigid application of your agency's construction erosion control standards can preclude most sedimentation problems; however, in some cases additional measures will need to be taken by on-site inspectors and construction representatives.

Upon review of the proposed projects, we find that the information provided is insufficient to determine if the proposed actions will require U.S. Army Corps of Engineers' permits. Since permit applications could more thoroughly reveal the extent of construction activities affecting aquatic resources, we will provide additional comments during the 404 review process should the project necessitate Corps' permits. However, we would likely have no objection to the issuance of permits if any necessary stream channel work is held to a minimum and Best Management Practices are utilized and enforced, effectively controlling erosion, sedimentation, and other potential hazards. The following conditions are specifically recommended:

1. Erosion and sediment control measures, including but not limited to the following, should be implemented on all vegetatively denuded areas:
  - a. Preventive planning: A well-developed erosion control plan which entails a preliminary investigation, detailed contract plans and specifications, and final erosion and sediment control contingency measures should be formulated and made a part of the contract.
  - b. Diversion channels: Channels should be constructed around the construction site to keep the work site free of flow-through water.
  - c. Silt barriers: Appropriate use should be made of silt fences, hay bale and brush barriers, and silt basins in areas susceptible to erosion.
  - d. Temporary seeding and mulching: All cuts and fill slopes, including those in waste sites and borrow pits, should be seeded as soon as possible.
  - e. Limitation of instream activities: Instream activities, including temporary fills and equipment crossings, should be limited to those absolutely necessary.
2. Concrete box culverts should be placed in a manner that prevents any impediment to low flows or to movement of indigenous aquatic species.
3. Channel excavations required for pier placement should be restricted to the minimum necessary for that purpose. Overflow channel excavations should be confined to one side of the channel, leaving the opposite bank and its riparian vegetation intact.
4. All fill should be stabilized immediately upon placement.
5. Streambanks should be stabilized with riprap or other accepted bioengineering technique(s).

6. Existing transportation corridors should be used in lieu of temporary crossings where possible.
7. Good water quality should be maintained during construction.

Efficient management practices can minimize adverse impacts associated with construction. It is important that these and other measures be monitored and stringently enforced. This will aid in preserving the quality of the natural environment.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you for giving us the opportunity to comment on these actions. If you have any questions, please contact Timothy Merritt of my staff at 931/528-6481.

Sincerely,



Lee A. Barclay, Ph.D.  
Field Supervisor



DEPARTMENT OF THE ARMY  
NASHVILLE DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1070  
NASHVILLE, TENNESSEE 37202-1070

March 11, 1998

IN REPLY REFER TO

Regulatory Branch

SUBJECT: File No. 980003180; Proposed Improvement of State Route 115 from Airport Road to I-140 in Blount County, Tennessee

Tennessee Department of Transportation  
ATTN: Charles E. Bush  
Suite 900  
James K. Polk Building  
Nashville, Tennessee 37243-0334

Gentlemen:

This is in response to your letter dated February 17, 1998, requesting comments for the scoping process for the proposed project.

The proposed project may impact several small streams which are waters of the United States and the possibility of jurisdictional wetlands which may require Department of the Army (DA) Permits. Some or all of the activities may have been previously permitted by DA Nationwide Permits. A determination as to the extent of our involvement can be made when plans are developed.

Thank you for the opportunity to comment on this matter. If you have any questions, you can contact me at the above address or call (615) 736-5181.

Sincerely,

E. Ronald Green  
Project Manager  
Construction-Operations Division

Copy Furnished:  
TDEC (WPC-7TH Floor)  
401 Church Street, L&C Annex  
Nashville, Tennessee 37243-1534  
(615) 532-0625



## OFFICE OF THE ASSISTANT CITY MANAGER

441 N. Hall Road, Alcoa, Tennessee 37701

(423) 981-4169 FAX (423) 981-4103

March 27, 1998

Charles E. Bush  
Transportation Manager 2  
Environmental Planning Office  
TDOT  
Suite 900, James K. Polk Building  
505 Deadrick Street  
Nashville, TN 37243-0334

Subject: State Rt. 115 (U.S. 129, Alcoa Highway)  
From the Airport Road Bridge to Pellissippi Parkway (I-140);  
Blount County, Tennessee

Dear Mr. Bush:

This letter is in response to the recent mailing from your office requesting input on the above referenced project. The City of Alcoa is very interested in working with your office to facilitate the design and construction of this section of Alcoa Highway. As you are aware, there have been several years of correspondence, design suggestions, and local involvement. Both the City of Alcoa and local property owners along the subject corridor have had an active role in the design and approval process. The City has continued to work very closely with the Tennessee Department of Transportation on this particular segment of roadway. There are many maps, exhibits and other documents that are too numerous to attach to this document but do reflect the status of the proposed design. We will be happy to make all those items available to you at some appropriate time you choose. Based on the work by the City of Alcoa, the TDOT and affected local property owners, many of the design issues have been resolved. We respectfully request this dialogue continue and look forward to an opportunity to work with your office and the TDOT roadway engineering consultant in finalizing the design for this project.

We have developed an in-house team to coordinate activities relative to the design, acquisition and construction of this project. It is cross-departmental and includes Public Works, Engineering, Planning, Public Safety, Finance, Administration and other affiliated agencies. I will be the primary contact for information relative to City of Alcoa actions in support of this effort. If we may provide any additional information or clarification, please advise.

Sincerely,

G. William Hammon, Jr.  
Assistant City Manager



100-41/Nothan

**CITY OF MARYVILLE**  
**DIVISION OF ENGINEERING & DEVELOPMENT**  
Engineering, Planning & Code Enforcement



416 West Broadway  
Maryville, Tennessee 37801  
(423) 981-1350  
Fax (423) 681-5565

March 11, 1998

Mr. Charles E. Bush, TDOT  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334

Re: SR 115 (Alcoa Hwy.)  
From: Airport Road Bridge To: Pellissippi Pkwy.  
Blount County

Dear Mr. Bush:

In regards to your letter to Mayor Shields regarding the planning of the above referenced project, I have been asked to respond. The City of Maryville does not have any plans or proposed programs with which this project would have adverse effects or conflicts. The City of Maryville supports the City of Alcoa on this project. We know of no local, social, or civic groups who may be concerned with the location of this improvement.

Sincerely,

Philip E. Large, P.E.  
Director of Engineering & Development



METROPOLITAN  
KNOXVILLE  
AIRPORT  
AUTHORITY

March 18, 1998



Mr. Charles E. Bush  
State of Tennessee Department of Transportation  
Environmental Planning Office  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334

**RE: ALCOA HIGHWAY, STATE ROUTE 115 (U.S. 129)  
IMPROVEMENT FROM THE AIRPORT ROAD BRIDGE  
TO PELLISSIPPI PARKWAY (I-140)  
BLOUNT COUNTY TENNESSEE**

Dear Mr. Bush:

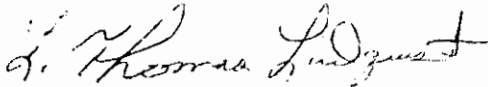
Thank you for your letter of February 17, 1998, regarding the improvement of Alcoa Highway in Blount County. The Airport Authority supports this project and the full access control recommended by the Department. We would like to call your attention to the following items and encourage the Department's design and construction team to work with the Airport Authority on them:

- Alignment and configuration of the entrance and exit ramps serving McGhee Tyson Airport.
- Land acquisition required for the highway improvements.
- Layout and placement of highway signs providing direction to the airport.
- Maintain clearance with the approach surfaces required by Part 77 of the Federal Air Regulations.
- File a notice of Proposed Construction or Alteration, Form 7460, with the Federal Aviation Administration.
- Coordinate traffic control during construction.
- Coordinate utility relocations and service interruptions during construction.

The Airport Authority is definitely pleased with the planned improvements to Alcoa Highway and supports the project. We would like the Department to develop a follow-on project to continue the improvement of Alcoa Highway from the southern terminus of the present project through the Hunt Road interchange.

If you need any additional information, please call.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. Thomas Lindquist".

L. Thomas Lindquist, P.E.  
Vice President of Engineering

jr

c: Terry Igoe, President  
William F. Marrison, Senior Vice President of Airport Operations  
Sam Parnell, Knoxville City Engineer



## Smoky Mountain Historical Society

PO Box 5078, Sevierville, Tennessee 37864

March 16, 1998



Mr. Charles E. Bush  
Transportation Manager 2  
Environmental Planning Office  
Suite 900, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334

Dear Mr. Bush:

Your two letters dated February 17, 1998, and January 30, 1998, concerning road construction in Sevier and Blount Counties, were shared with members at the meeting of Smoky Mountain Historical Society yesterday. No comments were received from those attending for feed back to you. I suppose silence is golden. I did leave them laying on the table during our fellowship hour and many did come up and look them over.

Thank you for sharing this advance information with our Society.

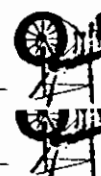
Sincerely yours,

*Glenn Cardwell*

Glenn Cardwell

President

Smoky Mountain Historical Society



April 6, 1998

Mr. Charles E. Bush  
Environmental Planning Office  
Department of Transportation  
Suite 900 James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0334



**BLOUNT COUNTY  
DEPARTMENT  
OF  
ENVIRONMENTAL HEALTH**

**GARY FERGUSON**

Director of  
Environmental Health

1006 E. Lamar Alexander Pkwy.  
P.O. Box 4609  
Maryville, Tennessee 37802-4609  
Office: (423) 681-9301  
FAX: (423) 681-9502

**RE: State Route 115, Highway Improvement Project  
Blount County, Tennessee**

Dear Mr. Bush:

Our research shows that this project will not adversely impact any subsurface sewage disposal systems in the area.

I have forwarded your letter to other organizations who may have concerns and/or wish to offer comments in reference to any environmental impact which would be affected by the implementation of this project.

Sincerely,

Gary M. Ferguson  
Director

GMF/pb

ENVIRONMENTAL HEALTH

ENVIRONMENTAL HEALTH

Appendix B  
Air & Noise Report

**STATE ROUTE 115 (ALCOA HIGHWAY)  
FROM AIRPORT ROAD INTERCHANGE  
TO PELLISSIPPI PARKWAY  
BLOUNT COUNTY**

**AIR AND NOISE EVALUATION**

**PREPARED BY  
MICHAEL RASMUSSEN  
ENVIRONMENTAL PLANNING OFFICE  
SEPTEMBER, 1998**

### **Air Quality Evaluation**

Based upon the analyses of highway projects with similar meteorological conditions and traffic volumes, the carbon monoxide levels of the subject project will be well below the National Ambient Air Quality Standard. This project will have no significant impact on the air quality of the area.

This project is in an air quality maintenance area effective October 27, 1993, for ozone. A maintenance area is defined as one which has been redesignated from nonattainment to one which has attained the national ambient air quality standard for a specific pollutant. A revised State Implementation Plan (SIP) must provide for the maintenance of this standard for at least ten years after redesignation. This project will not contribute to a violation of the emissions budget as set forth in the maintenance plan. The proposed project is included in the Knoxville Urban Area MPO Long Range Transportation Plan approved May 24, 1995. The air quality conformity determination for the Plan was approved February 6, 1996, using the EPA/USDOT November 24, 1993 Transportation Conformity Regulation. This project is included in the Knoxville Urbanized Area Transportation Improvement Program (TIP) for the years 1998-2000, which was adopted August 30, 1995, by the MPO. The TIP was approved as part of the State TIP on July 30, 1997, by the Regional Administrators of the Federal Transit Administration and the Federal Highway Administration. There has been no substantial changes in the project's design concept and scope, as used in the TIP conformity analysis.

### **Noise Impacts Evaluation**

The effects of increased noise levels due to the project have been evaluated according to the guidance of the 23 CFR, Part 772. Predicted noise levels have been compared to existing levels and to the Federal Noise Abatement Criteria (See Table 1) to determine the impact of highway generated noise on the community. A noise impact can occur when predicted noise



**TABLE 1 - Noise Abatement Criteria**

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	L10(h)	Description of Activity Criteria
A	60 (Exterior)	Lands on which serenity and quite are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	----	Undeveloped lands.
E	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

levels approach (1 dBA less than) or exceed the noise abatement criteria and also when there are "substantial" increases in the design year noise levels over the existing noise levels. The criteria used to define "substantial" are as follows:

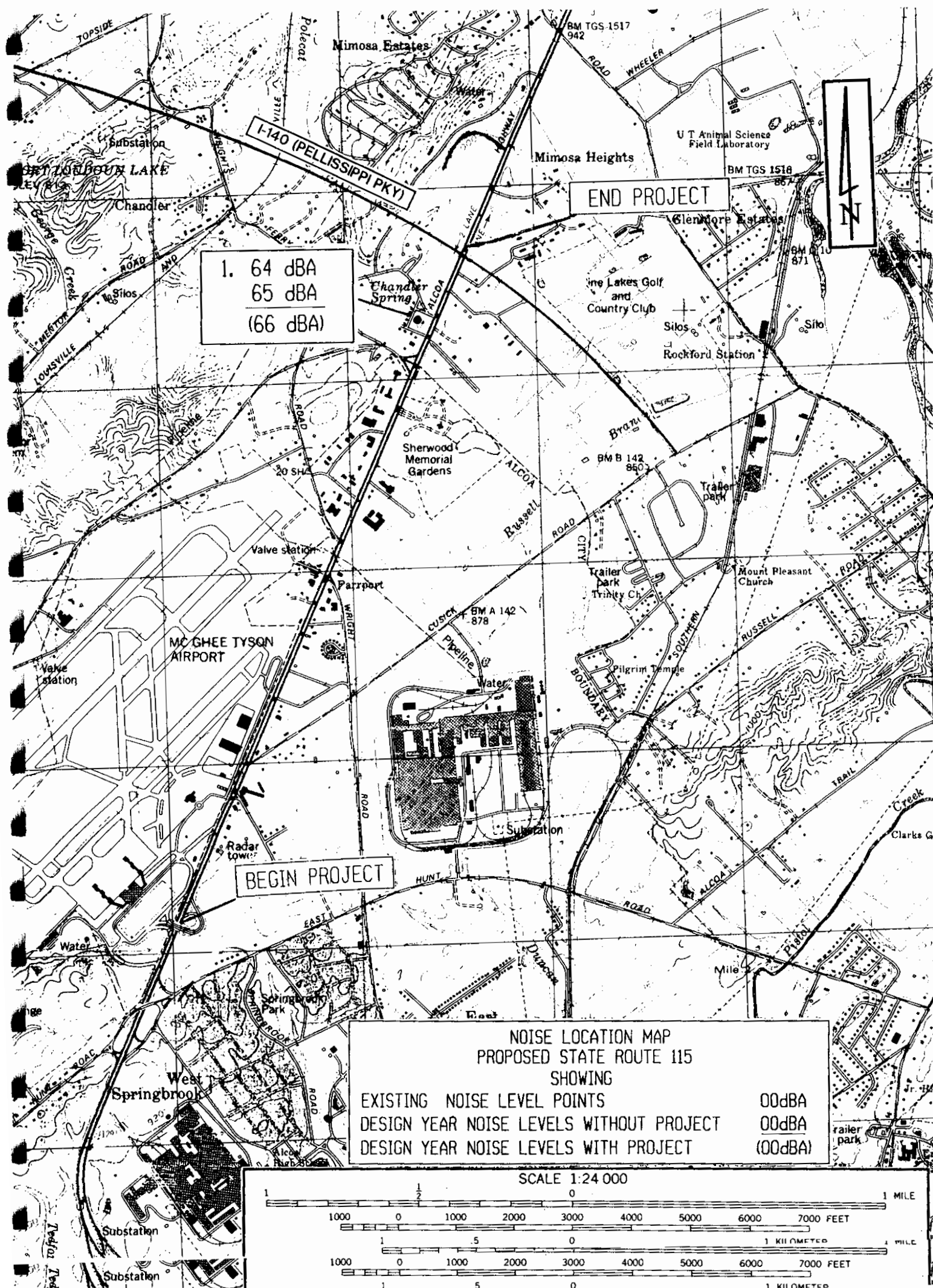
<u>Increase (dBA)</u>	<u>Subjective Descriptor</u>
0 - 5	No Impact
6 - 15	Moderate Impact
> - 15	Substantial Impact

One of the provisions of the federal noise guidelines is that the designer must account for the statistical variation in traffic noise with respect to time. This is accomplished by stating the existing noise levels, the predicted design noise levels, and the FHWA Noise Abatement Criteria in terms of an "L<sub>10</sub>" value. This value specifies the sound level (measured on the "A" frequency weighting scale, dBA) which is exceeded no more than 10 percent of the time for the period under consideration. This value indicates both the magnitude and the frequency of occurrence; that is, it gives the dosage of the loudest noise events.

With the utilization of the most recent functional layouts and traffic estimates available, the existing and design year (2019) peak-hour levels were predicted at one (1) representative sensitive receptor within the project area. No industrial or commercial receptors were analyzed. The FEDERAL HIGHWAY NOISE PREDICTION MODEL (STAMINA 2.0/OPTIMA) was used to predict these levels. The location of the predicted levels are shown on the Noise Location Map.

The predicted existing and design year noise levels for the project are shown in Table 2. From this table it can be seen that none of the sensitive receptors represented will experience levels at or above the noise abatement criteria.

Based upon this evaluation, the subject project will have no substantial effect on the audible environment of the area.

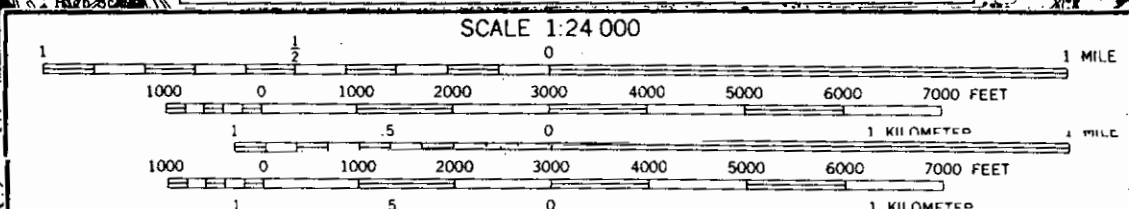


1. 64 dBA  
65 dBA  
(66 dBA)

END PROJECT

BEGIN PROJECT

NOISE LOCATION MAP  
PROPOSED STATE ROUTE 115  
SHOWING  
EXISTING NOISE LEVEL POINTS 00dBA  
DESIGN YEAR NOISE LEVELS WITHOUT PROJECT 00dBA  
DESIGN YEAR NOISE LEVELS WITH PROJECT (00dBA)



**TABLE 2**  
**Summary and Comparison of the**  
**Existing and Design Year (2019)**  
**"L10" Noise Levels in dBA**

<b>Location Point</b>	<b>Existing Noise Levels</b>	<b>Design Year Noise Levels <u>With</u> Project</b>	<b>Design Year Noise Levels <u>Without</u> Project</b>	<b>Number and Type of Sensitive Receptors Represented</b>
1	64	66	65	4 residences

### **Mitigation of Construction Noise Impacts**

Construction procedures shall be governed by the Standard Specifications for Road and Bridge Construction as issued by TDOT and as amended by the most recent applicable supplements. The contractor will be bound by Section 107.01 of the Standard Specifications to observe any noise ordinance in effect within the project limits. Detoured traffic shall be routed during construction so as to cause the least practicable noise impact upon residential and noise sensitive areas.

### **Coordination with Local Officials**

The following table, Table 3, indicates the future predicted noise levels and their critical distances for the proposed project. This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development may be compatible with these levels.

The distances in the table are measured perpendicular to the center of the proposed near lane at an at-grade situation. The predicted “L<sub>10</sub>” noise levels displayed are conservative and should be considered to be maximum (highest) noise levels expected at any location along the entire roadway at the same distance from the roadway. “L<sub>10</sub>” is the decibel level measured on the “A” frequency weighting scale (dBA) which is exceeded no more than 10 percent of the time during the peak traffic hour of the design year (2019).

Table 1 indicates the relationship between various land use or activity categories and the upper limits of recommended traffic noise levels for each category as established by 23 CFR, Part 772.

**TABLE 3**

Design Year (2019) Predicted "L<sub>10</sub>"  
Project-Contributed Noise Levels (dBA)

<u>Distance*</u>	<u>"L<sub>10</sub>" Noise Levels</u>
100 Feet (30.5 m)	75
200 Feet (60.9 m)	71
300 Feet (91.4 m)	68
400 Feet (121.8 m)	66
500 Feet (152.3 m)	64

\*Perpendicular Distance to the center of the proposed near traffic lane for an at-grade situation.

Appendix C  
Ecology Report



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street  
Cookeville, Tennessee 38501

July 22, 1998

*Jerry Fale*

*copy to J. HEWITT*

Mr. Keven Brown  
Tennessee Department of Transportation  
Environmental Planning Office  
505 Deaderick Street, Suite 900  
Nashville, Tennessee 37243-0334

Dear Mr. Brown:

Thank you for your letter and enclosure of July 14, 1998, regarding the proposed highway upgrade of SR-115 (Alcoa Highway) from four to six lanes between SR-335 (East Hunt Road) and I-140 (Pellissippi Parkway) in Blount County, Tennessee. The Fish and Wildlife Service (Service) has reviewed the information submitted and offers the following comments on the proposed project.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the vicinity of the proposed project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action..

Thank you for the opportunity to comment on this action. If you have any questions, please contact Tyler Sykes of my staff at 931/528-6481, ext. 214.

Sincerely,

Lee A. Barclay, Ph.D.  
Field Supervisor



STATE ROUTE 115 (U.S. 129, ALCOA HIGHWAY)  
FROM 790 M (2592') SOUTH OF  
STATE ROUTE 335 (E. HUNT ROAD)  
TO I-140 (PELLISSIPPI PARKWAY)  
BLOUNT COUNTY, TENNESSEE

Ecology Report

July, 1998

Prepared By:  
Keven Brown, Biologist  
Environmental Planning Office  
Tennessee Department of Transportation

## INTRODUCTION:

An ecological assessment of the proposed roadway improvement project was conducted by a biologist from the Tennessee Department of Transportation (TDOT) on June 9, 1998. The purpose of this assessment was to describe the aquatic and terrestrial habitat types within the project area, document the occurrence of significant elements of natural diversity, and determine (to some extent) the probable ecological impacts of construction on the local ecosystems.

## METHODS:

This assessment consisted of both a literature and a field review. Prior to any fieldwork, available literature was reviewed to determine whether protected species, streams, caves, wetlands, or other unique areas might be present which could be impacted by the proposed project. These were then plotted on a 7.5 minute topographic quadrangle of the project area.

The field review involved an on-sight assessment of the existing aquatic and terrestrial habitats. The alignment was surveyed on foot, where possible, to provide a description of both common and unique fauna and flora in the area. Streams were sampled for fish and invertebrates and water quality parameters (pH, dissolved oxygen, temperature, and conductivity) were measured at all proposed stream crossings. Specimens that could not be identified on-site were collected for later identification and study.

### PROJECT DESCRIPTION:

The proposed project (Figure 1) is located in Blount County and will involve the upgrade of existing SR-115 from four traffic lanes to six traffic lanes. Total project length will be approximately 4.51 km (2.8 mi.) Some additional right-of-way will be required.

### TERRESTRIAL ASSESSMENT:

The proposed project lies in the Valley and Ridge physiographic region which is characterized by numerous elongate ridges and intervening valleys all trending in a northeast-southwest direction (Miller 1974). Two soil types are common to the area. The Decatur-Dewey-Waynesboro soil is undulating and rolling, deep, well-drained, red and dark red, and clayey soils from alluvium and limestone. The Litz-Sequoia-Talbott soils are undulating and rolling, shallow to moderately deep, well-drained, shaley and clayey soils from shale and limestone (Springer and Elder 1980). Underlying strata in the project area consists of Ordovician-Cambrian limestone, dolomite, shale, chert, siltstone, and sandstone (Miller 1974).

From the beginning of the project to just north of Hunt Road, land use consists mainly of open agricultural fields and wooded subdivisions. Minimal disturbance is expected along this project section, with most of this occurring within the existing right-of-way. A new interchange is proposed for Hunt Road and SR-115 in this section as well. Most of the required interchange work will be accomplished in a large agricultural field and existing grassed medians along

SR-115. Some wooded area between the field and SR-115 will be affected as well. However, no long-term impacts are anticipated.

The remainder of the project area from north of Hunt Road to the end of the project is heavily developed. Numerous restaurants, small businesses, and car dealerships are located along this project section. In addition, McGhee-Tyson Airport lies in this section west of the existing roadway. Past and present development of this area have degraded the existing terrestrial habitats such that no significant project impacts will be realized.

#### AQUATIC ASSESSMENT:

Three unnamed blue-line streams originate along the existing SR-115 roadway. These are indicated on the attached topographic map of the project area. The channels of these are somewhat ill defined and flows appear to be seasonal at best. More likely, they flow only in response to direct precipitation within the project limits.

An unnamed tributary to Russell Branch (Fig. 2 & 3) will be crossed by the proposed project just north of Wright Road. This stream is depicted as a blue-line on area topo maps. The channel is 0.6 m to 1.5 m (2'-5') wide and 0.3 m to 0.6 m (1'-2') deep with a substrate consisting mostly of hard-packed clay with scattered patches of gravel. Flows are clear and 0.3 m to 0.6 m (1'-2') wide and 2.5 cm to 5.1 cm (1"-2") deep. Canopy was very good along the channel and consisted of privet, bush honeysuckle, dogwood, hackberry, black walnut, elm,

sumac, boxelder and green ash. Water striders were the only aquatic species observed.

Each channel has been heavily disturbed by commercial development. Modification of the existing drainage structures will likely be required which will result in some short-term impacts to the respective channels.

#### FLOODPLAIN ASSESSMENT:

No 100-year floodplain will be adversely impacted by the proposed project. This satisfies the requirements of Executive Order 11988.

#### WETLAND ASSESSMENT:

No wetlands will be affected by the proposed project. This satisfies the requirements of Executive Order 11990.

#### THREATENED and ENDANGERED SPECIES:

Available literature was reviewed to determine whether any species listed as state or federally threatened or endangered could be present within the project impact area. Information was also requested from the Tennessee Department of Environment and Conservation (2/17/98) and U.S. Fish and Wildlife Service (7/14/98).

Response from TDEC (3/11/98) indicated records for one state threatened darter, one federally endangered darter, and one federally endangered mussel within four miles of the proposed project. However, these records are from Little

River and Pistol Creek, neither of which will be affected by construction of the proposed project. Therefore, no impacts to these species are anticipated.

Response from the FWS (7/22/98) indicated that no species listed as state or federally threatened or endangered would likely be affected by subject project. Therefore, no impacts to any state or federally listed threatened or endangered species are expected. This satisfies the requirements of Section 7c of the Endangered Species Act of 1973, as amended.

#### CONCLUSIONS:

The project area has been significantly disturbed by commercial and residential development. The wildlife habitat present has been degraded such that it supports a low diversity of species. No aquatic resources will be adversely affected by the proposed project. Overall project impacts to the immediate area will be minimal.

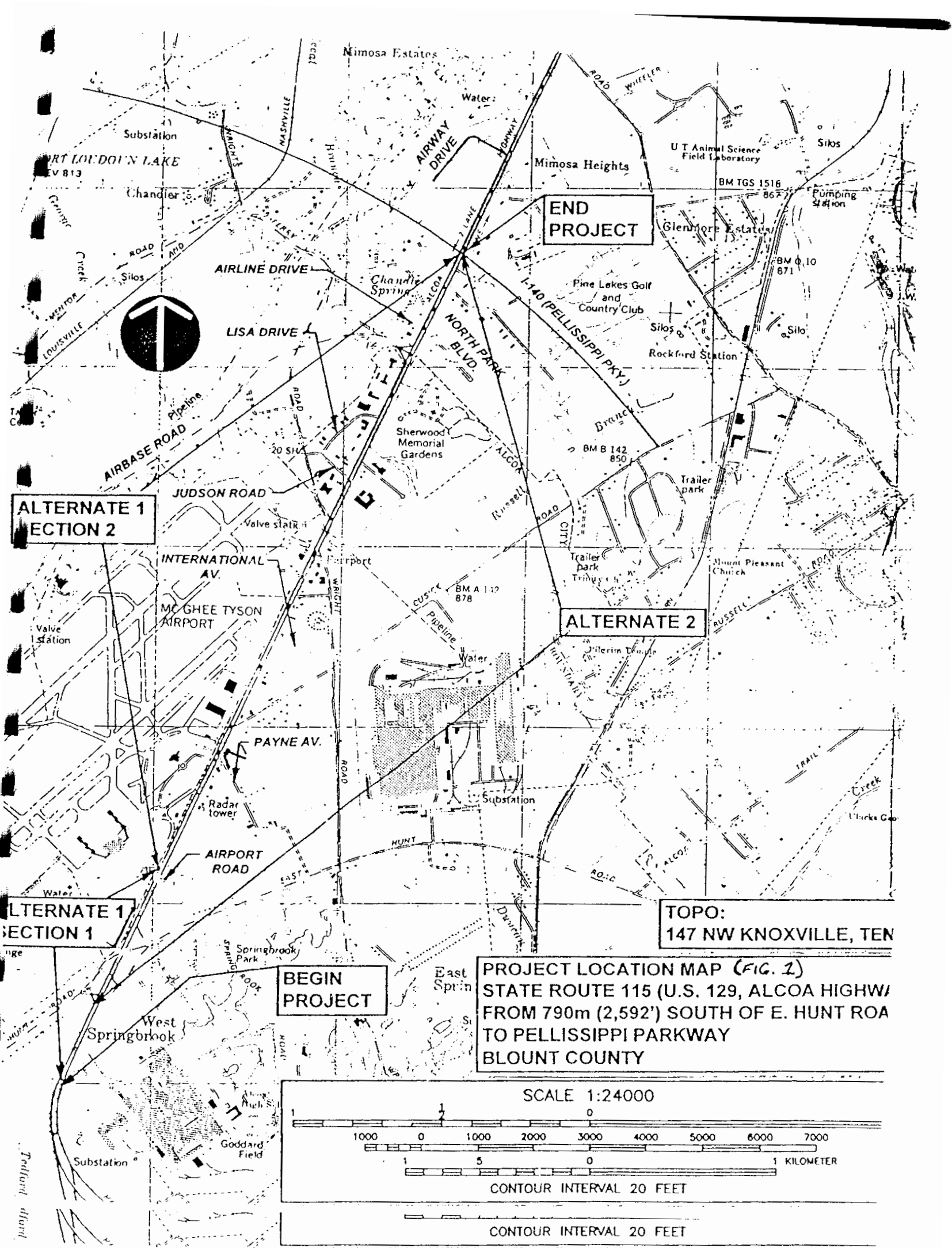




Figure 2. Upstream view of stream at Wright Road.



Figure 3. Downstream view of stream at Wright Road.



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Appendix D  
Architectural/Historical  
Report



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

August 6, 1996

Ms. Martha Carver  
Environmental Planning  
TDOT, 9th. Floor Polk Bldg  
Nashville, Tennessee 37219

RE: FHWA, ARCHITECTURAL/HISTORICAL ASSESSMENT, SR-115-119/APRPORT RD.  
INTERCH., UNINCORPORATED, BLOUNT COUNTY

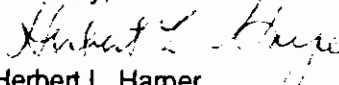
Dear Ms. Carver:

At your request, our office has reviewed the above-referenced document in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Considering the information provided, we find that the area of potential effect contains no architectural resources eligible for listing in the National Register of Historic Places. You should notify interested persons and make the documentation associated with this finding available to the public.

All borrow areas outside proposed rights-of-way will require separate certification as specified under Section 107.06-Federal Aid Provisions. If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

This office appreciates your cooperation.

Sincerely,

  
Herbert L. Harper  
Executive Director and  
Deputy State Historic  
Preservation Officer

HLH/jyg



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PLANNING OFFICE**

SUITE 900, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-0334  
(615) 741-3653

July 25, 1996

Mr. Herbert Harper  
Deputy State Historic Preservation Officer  
Tennessee Historical Commission  
Clover Bottom Mansion  
2941 Lebanon Road  
Nashville, TN 37243-0442

SUBJECT: Architectural Assessment for the widening of the existing State Route  
115/119 from 0.23 m north of Airport Road Interchange to Airway Drive,  
Blount County.

Dear Mr. Harper:

Enclosed is an architectural report concerning the above referenced project. It is the opinion of TN-DOT that the proposed project would have no effect to any property either listed in or eligible for listing in the National Register of Historic Places. We request your review of this report pursuant to regulations contained Public Law 699.

We look forward to your comments. Thank you for your help in this matter.

Sincerely,

Martha Carver  
Historic Preservation Supervisor

Enclosure

cc: Mr. Tom Love  
Mr. Ray Brisson  
Mr. Gerald Kline



Tennessee Department of Transportation (TN-DOT) CULTURAL RESOURCE ASSESSMENT  
Architectural/Historical

## PROPOSED UNDERTAKING

LIT/RECORDS SEARCH: 7 May 1996  
FIELD STUDY: 8 May 1996  
SURVEY PARTY: Martha Carver and Missy McLeod Brown  
U.S.G.S. QUAD: 147 SW Maryville  
COUNTY: Blount (Location Map, Attachment One)  
ROUTE AND TERMINI: State Route 115/119 from 0.23 m north of Airport Road  
Interchange to Airway Drive.

PROJECT DESCRIPTION: The proposed project would widen the existing State Route 115/119 from near Airport Road Interchange to near Airway Drive, a distance of approximately 4.3 kilometers (2.7 miles). TN-DOT is presently proposing to widen the existing four lane facility into a divided six lane facility with median and frontage roads within a minimum 70 meter (250-foot) right-of-way. The issues of access control, interchanges as opposed to at-grade signalization, frontage roads, and the exact design are still under consideration and are subject to change.

## SURVEY RESULTS

Pursuant to regulations set forth in Public Law 699, staff historians surveyed the area of potential environmental impact for this project. The purpose of this survey was to identify any resources either included in or potentially eligible for inclusion in the National Register of Historic Places (eligibility criteria are set forth in 36 CFR 60.4). The area surveyed included land needed for additional right-of-way as well as areas which might possibly be affected by changes in air quality, noise levels, setting, and land use.

No properties in the project impact area are currently included in the National Register nor have any been determined to be eligible for inclusion. The field survey mentioned above did not identify any previously unrecorded properties which TN-DOT historians feel meet the eligibility criteria for inclusion to the National Register.

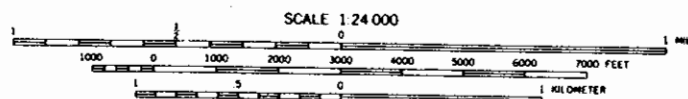
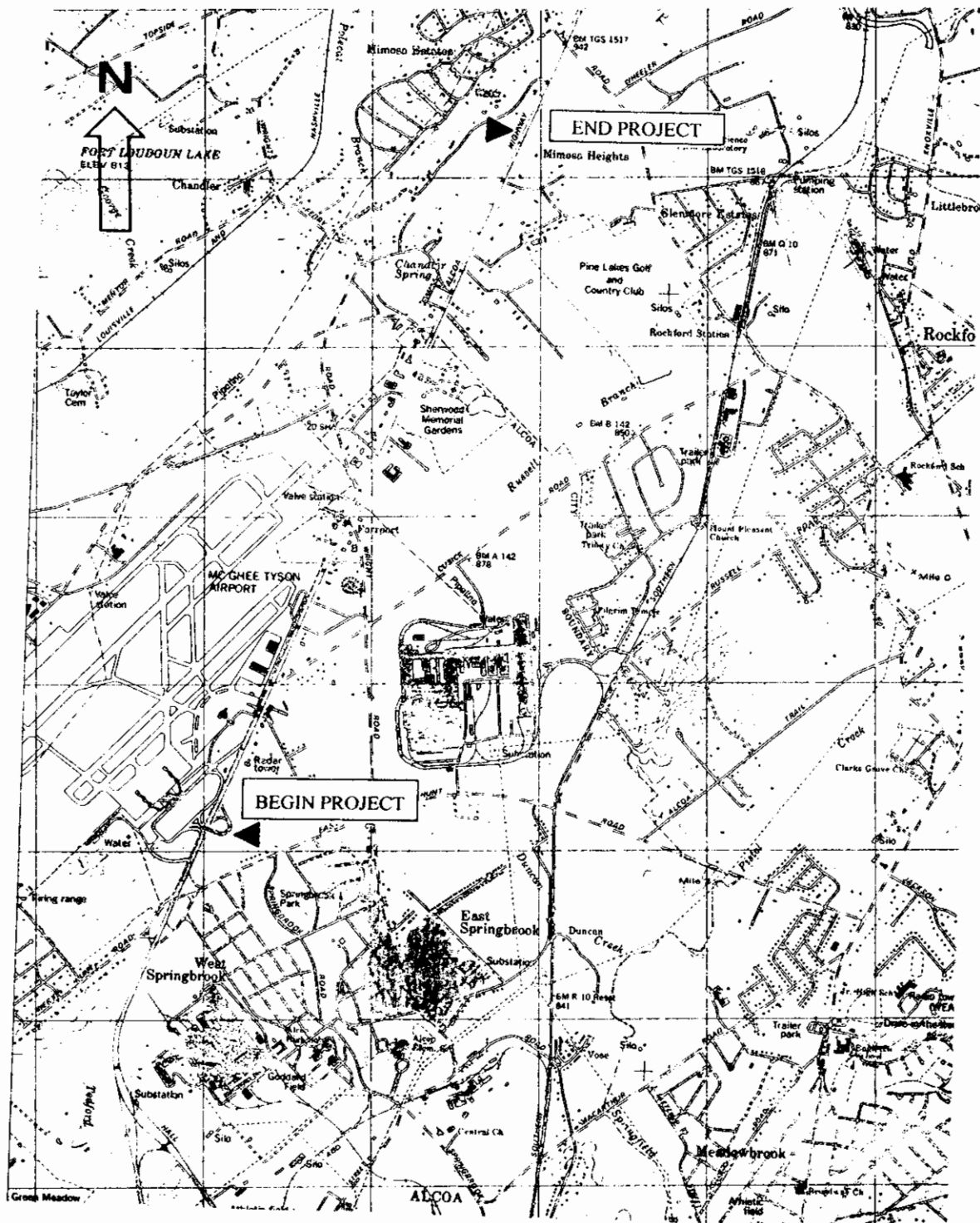
It is the opinion of TN-DOT that the project, as presently designed, will have no effect on any architectural or historical resources included in or eligible for inclusion in the National Register of Historic Places.

Principal Investigator: MARTHA CARVER, TN-DOT

File: \region 1\05sr119r.doc

TN-DOT Photos Roll # N/A Exposures N/A

ATTACHMENT ONE:  
PROJECT LOCATION MAP  
MARYVILLE QUAD, 147-SW



CONTOUR INTERVAL 20 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTOUR INTERVAL 20 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Appendix E  
Archaeological Report





**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

January 8, 1997

Mr. Gerald Kline  
Environmental Planning  
TDOT, 9th. Floor Polk Bldg  
Nashville, Tennessee 37219

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-115/AIRPORT RD. INTERCHANGE,  
UNINCORPORATED, BLOUNT COUNTY

Dear: Mr. Kline

At your request, our office has reviewed the above-referenced document in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Considering the information provided, we find that the project area contains no archaeological resources eligible for listing in the National Register of Historic Places. You should notify interested persons and make the documentation associated with this finding available to the public.

If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

This office appreciates your cooperation.

Sincerely,

Herbert L. Harper  
Executive Director and  
Deputy State Historic  
Preservation Officer

HLH/jyg



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PLANNING OFFICE  
SUITE 900, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-0334  
(615) 741-3653, Fax (615) 532-8451

December 20, 1996

Mr. Herbert Harper  
Executive Director and Deputy  
State Historic Preservation Officer  
Department of Environment and Conservation  
Tennessee Historical Commission  
2941 Lebanon Road  
Nashville, Tennessee 37243-0442

RE: Proposed State Route 115 (Alcoa Highway, US-129); From 0.37 km North of the Airport Road Interchange to Airway Drive, in Alcoa, Blount County

Dear Mr. Harper:

Enclosed is an Archaeological Resources Assessment Report prepared by TDOT archaeologists concerning the TDOT project proposed to improve a portion of State Route 115, (Alcoa Highway) from 0.37 km north of the Airport Road interchange to Airway Drive, in the City of Alcoa, Blount County. No archaeological resources potentially eligible, determined eligible, or listed on the National Register were identified within the project area of potential effect zone.

Pursuant to compliance with Section 106 of the National Historic Preservation Act and implementing regulations 36CFR800, we request your review of the enclosed documentation and, if appropriate, your concurrence with the conclusions presented. If any additional information is needed please contact Jim Moore of my staff, or me, at 741-3653.

Sincerely,

A handwritten signature in cursive script that reads "Gerald W. Kline".

Gerald W. Kline  
Archaeologist Supervisor  
Environmental Planning Office

GK:jmm

Enclosure

xc: Mr. Charles Bush  
Mr. Raymond Brisson

**TENNESSEE DEPARTMENT OF TRANSPORTATION  
CULTURAL RESOURCES ASSESSMENT  
ARCHAEOLOGY PROGRAM**

TDOT Archaeology File# 96087  
USGS Quad: 147-SW  
Photos: None

**PHASE I SURVEY SHORT REPORT**  
Architectural/Historical  
**XX Archaeological Resources**

Lit/Records Search: 9/16/96  
Field Study: 12/10/96  
Survey Party: J MOORE  
G KLINE

**PROPOSED TDOT UNDERTAKING**

County: **BLOUNT**

Route: **PROPOSED STATE ROUTE 115 (ALCOA HIGHWAY, US-129); FROM 0.37 KM  
NORTH OF THE AIRPORT ROAD INTERCHANGE TO AIRWAY DRIVE, IN ALCOA**

**Project Description:** The Tennessee Department of Transportation is proposing to widen a section of existing State Route 115 (US-129), from 0.37 km north of Airport Road to the interchange with Airway Drive, in the City of Alcoa, Blount County. This section of the existing divided four-lane alignment will be widened to a divided six-lane facility. The total project length is approximately 4.35 km. The proposed cross section consists of 2 @ 10.8 m traffic lanes, a center median/turn lane, 2 @ 0.6 m curbs and gutters, 2 @ 2.4 m shoulders, and replacement frontage roads (where required), within an 70 m minimum right-of-way. Slope and construction easements will be as required, generally within the right-of-way bounds.

**SURVEY RESULTS**

**Project Area Description (FIGURE 1)**

The area of potential effect begins slightly north of the Airport Road Interchange and extends northward along this highly developed section of Alcoa Highway to slightly north of the recently constructed intersection with Pellissippi Parkway. Almost half of the west side of the alignment is bordered by the McGhee Tyson Airport property. The non-airport area of potential effect is an area where all buildable ground surfaces have been developed as commercial properties. The project area is within the Valley and Ridge physiographic division.

**Cultural Resources Survey**

The Tennessee Division of Archaeology site records indicated no previously recorded archaeological sites within the area of potential effect, although several sites are recorded within 3 km of the proposed project corridor. Most of these sites are located along the floodplain of Little River, along the east side of the broad valley containing the project area of potential effect. A windshield survey was conducted along the area of potential effect corridor and was sufficient to verify that there are no remaining ground surfaces capable of containing undisturbed archaeological resources. A few cut banks were noted in spaces between commercial properties, which were not conducive to building, and the cuts showed exposed red clay subsoil. Ground surfaces were obviously deflated by former agricultural practices and surface erosion prior to commercial development.

## Conclusions

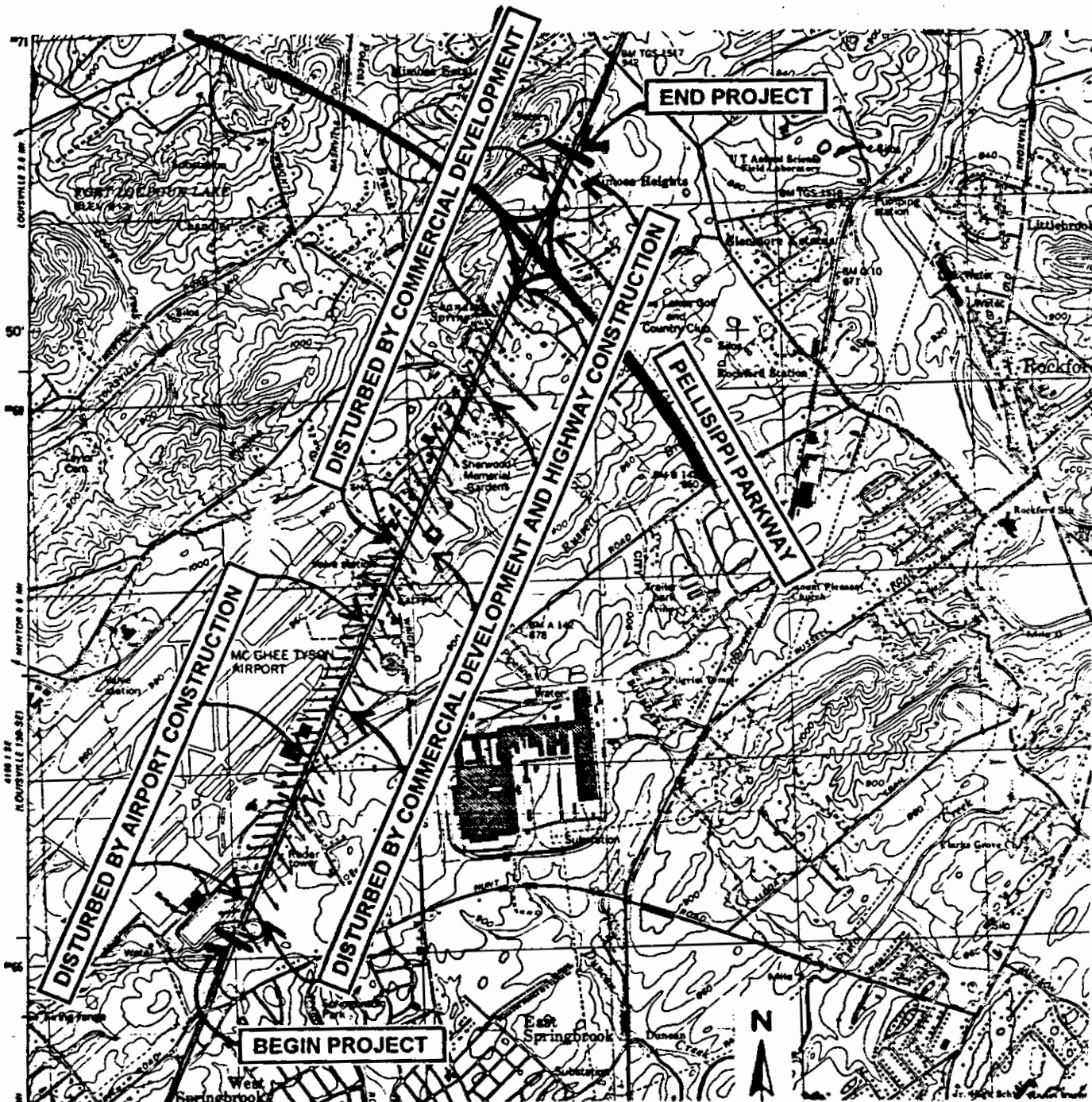
The survey encountered no archaeological resources listed on or considered potentially eligible for the National Register. From visual inspection, the land within the project impact zone appears to be disturbed from recent commercial, roadway, and airport development, previous agricultural activities, and general erosion. There is little likelihood of undetected *in situ* archaeological deposits within the project corridor. As a result, no further work is recommended.

Principal Investigator: JAMES M. MOORE, Tennessee Department of Transportation  
900 James K. Polk Building  
Nashville, Tennessee 37242-0334  
(615) 741-3653, FAX (615) 532-8451

FIGURE 1: PROJECT LOCATION MAP

PROPOSED STATE ROUTE 115; FROM 0.37 KM NORTH  
OF THE AIRPORT ROAD INTERCHANGE TO AIRWAY DRIVE  
IN THE CITY OF ALCOA, BLOUNT COUNTY, TENNESSEE

QUAD: 147-SW, MARYVILLE, TENN. 1979



Scale: 1 : 32,000

# Appendix F

Other Materials



File  
Knoxville Long Range Plan

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLANNING DIVISION  
SUITE 900, JAMES K. POLK BLDG.  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-0334

August 10, 1998

Mr. James E. Scapellato  
Division Administrator  
Federal Highway Administration  
249 Cumberland Bend Drive  
Nashville, Tennessee 37228

Ms. Susan E. Schruth  
Regional Administrator  
Federal Transit Administration  
1720 Peachtree Street, NW  
Atlanta, Georgia 30309

Subject: Reaffirmation of Knoxville MPO 2020 Long-Range  
Transportation Plan

Dear Mr. Scapellato and Ms. Schruth:

At its July 29, 1998 meeting, the Knoxville Metropolitan Planning Organization (MPO) Executive Board endorsed a resolution reaffirming the 2020 Long-Range Transportation Plan for the Knoxville Urban Area. I am enclosing one copy of the resolution for each of you as well as an additional copy for the FHWA for forwarding to the Environmental Protection Agency.

The need to reaffirm the validity of the long-range plan was cited as a corrective action during the certification review of the Knoxville MPO transportation planning process conducted in May 1998. The action by the MPO certifies the consistency of the original plan, adopted on May 25, 1995, with current and forecasted transportation and land use conditions and trends.

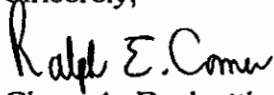
Mr. James E. Scapellato, FHWA  
Ms. Susan E. Schruth, FTA  
Re: Knoxville Transportation Plan

August 20, 1998  
Page Two

The MPO Staff has also prepared a two-page status report of efforts underway to complete a comprehensive update to the long-range transportation plan, and a copy is attached. The current schedule calls for public meetings in late Fall 1998 and completion and adoption of the updated plan in February 1999.

Please let me know if we may answer any questions concerning this submittal. Thank you in advance for your forwarding a copy to the EPA.

Sincerely,

(/s/)   
Glenn A. Beckwith  
Transportation Director  
Planning Division

Enclosures

GAB:RC:rc

Copy: Mr. Jeffrey Welch, Knoxville MPO



Blind Copy: William C. Wallace, Bureau of Planning & Development  
Malcolm Baird, Bureau of Operations  
Ben Smith, Public Transportation & Rail Division  
Jerry Moorhead, Transportation Planning Office  
Nancy Sartor, Local Program Development Office  
William Bernhardt, Public Transportation Office  
Ralph Comer, Transportation Planning Office

**A RESOLUTION BY THE EXECUTIVE BOARD  
OF THE KNOXVILLE URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION  
REAFFIRMING THE 2020 LONG RANGE TRANSPORTATION PLAN  
FOR THE KNOXVILLE URBAN AREA**

WHEREAS, Section 1024, Metropolitan Planning, of the Intermodal Surface Transportation Efficiency Act specifies that each MPO have a current long range transportation plan; and

WHEREAS, the guidance for the development of the long range transportation plan, as found in the Final rule for Metropolitan Planning in the Federal Register, October 28, 1993 under Section 450.322, was followed; and

WHEREAS, the current 2020 Transportation Plan was approved by the MPO on May 25, 1995; and

WHEREAS, the plan continues to meet the requirements for fiscal constraint and air quality conformity; and

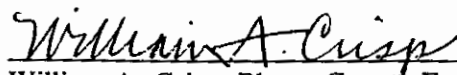
WHEREAS, the plan has been reviewed for validity and consistency with current and forecasted transportation and land use conditions and trends;


WHEREAS, the MPO Technical Committee has recommended the reaffirmation of the current 2020 Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION EXECUTIVE BOARD:

that the Long Range Transportation Plan adopted May 25, 1998 is reaffirmed and continues to serve as the basis for transportation planning decisions in the Knoxville Urban Area.

July 29, 1998  
Date

  
\_\_\_\_\_  
William A. Crisp, Blount County Executive  
MPO Executive Board Chairman

  
\_\_\_\_\_  
Jeffrey A. Welch  
MPO Coordinator

# **Knoxville Urban Area Long Range Transportation Plan Status**

According to Federal Transportation Planning regulation for non-attainment and maintenance areas, the transportation plan shall be reviewed and updated at least every 3 years. The MPO's Long Range Transportation Plan (LRTP) was officially adopted in May of 1995. It was the understanding of both the MPO staff and FHWA Division staff that the three-year update cycle coincided with the air quality conformity schedule. This would have put our update due in February of 1999.

However, in May, the MPO staff was advised by FHWA that the three year cycle coincided with when the MPO officially adopted the LRTP. This would make the update due in May of 1998.

As a result of this problem, the MPO must reaffirm the validity and consistency of the adopted transportation plan with current and forecasted transportation and land use conditions and trends. The following is a brief summary of the MPO staff's review of socio-economic data and transportation project scheduling.

## **Socio-Economic Data**

Since publication of the 1995 Long Range Transportation Plan, three factors have affected the socio-economic data collected for the model input. These factors include:

- ☐ Receipt of the 1990 Census Transportation Planning Package for Urban Areas,
- ☐ More detailed dwelling unit and employment data in Blount County, and
- ☐ New estimates for Population, Dwelling Units, and Employment in both counties from both internal and external sources.

Overall, the adjustments to each category of estimated Socio-Economic data for the Urban Area were less than 7%, with the exception of labor force, which was adjusted by 11.7%. For the most part, these adjustments were either mathematical or in existing employment or population centers and should not significantly impact the model output. These changes are not of such magnitude to warrant a revision of the 1995 LRTP until the next scheduled update, due in 1999.

## **Project Scheduling**

The list of proposed roadway projects within the LRTP was reviewed for completeness and accuracy. The review examined project description, project termini, projected date of completion, and network assignment. For the purpose of analysis within the LRTP proposed roadway projects are categorized by completion date in the 1996, 2005, 2010, or 2020 networks. The review found that a substantial number of the proposed projects remained valid and are still correctly assigned to an appropriate network. In a few cases

## **Knoxville Urban Area Long Range Transportation Plan Status**

proposed projects have either fallen behind their original schedule, have been accelerated from programmed out years, or divided into phases with staggered completion dates. For example, some projects originally identified "to be completed" for the 1996 network have not been completed. Minor adjustments to rectify these projects with an appropriate network will occur in the LRTP update, which is currently underway. Conformity analysis will be conducted on the various networks in the LRTP update.

### **Update**

The MPO staff is in the middle of updating the LRTP. We are working with TDOT to combine the Knox and Blount County networks. It is staff's intention to conduct public meetings in late Fall of 1998. Adoption of the new plan will occur by February of 1999.

KNOXVILLE URBAN AREA  
**MPO** METROPOLITAN  
PLANNING  
ORGANIZATION

August 5, 1998

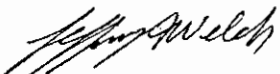
Mr. Ralph Comer  
Tennessee Department of Transportation  
Suite 900, 505 Deaderick Street  
James K. Polk Building  
Nashville, TN 37243-0334

Dear Ralph:

On July 29, 1998 the Knoxville Urban Area Metropolitan Planning Organization (MPO) Executive Board adopted the enclosed resolution which reaffirmed the MPO Long Range Transportation Plan. This action by the MPO Executive Board validates the Long Range Transportation Plan that was adopted by the MPO on May 25, 1995.

If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,



Jeffrey A. Welch, AICP  
MPO Coordinator

JAW:cw  
Enclosure

SUITE 403 • CITY COUNTY BUILDING • 400 MAIN STREET • KNOXVILLE, TENNESSEE 37902 • 423 215-2500 • FAX 215-2068

The MPO coordinates a comprehensive, multi-modal transportation planning process for the Knoxville Urban Area.  
Participants: Alcoa, Farragut, Knoxville, Maryville, Blount County, Knox County, East Tennessee Development District, and the State of Tennessee

**A RESOLUTION BY THE EXECUTIVE BOARD  
OF THE KNOXVILLE URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION  
REAFFIRMING THE 2020 LONG RANGE TRANSPORTATION PLAN  
FOR THE KNOXVILLE URBAN AREA**

WHEREAS, Section 1024, Metropolitan Planning, of the Intermodal Surface Transportation Efficiency Act specifies that each MPO have a current long range transportation plan; and

WHEREAS, the guidance for the development of the long range transportation plan, as found in the Final rule for Metropolitan Planning in the Federal Register, October 28, 1993 under Section 450.322, was followed; and

WHEREAS, the current 2020 Transportation Plan was approved by the MPO on May 25, 1995; and

WHEREAS, the plan continues to meet the requirements for fiscal constraint and air quality conformity; and

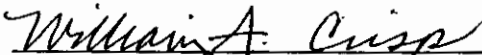
WHEREAS, the plan has been reviewed for validity and consistency with current and forecasted transportation and land use conditions and trends;

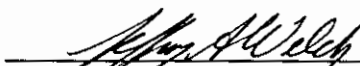
WHEREAS, the MPO Technical Committee has recommended the reaffirmation of the current 2020 Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION EXECUTIVE BOARD:

that the Long Range Transportation Plan adopted May 25, 1998 is reaffirmed and continues to serve as the basis for transportation planning decisions in the Knoxville Urban Area.

July 29, 1998  
Date

  
\_\_\_\_\_  
William A. Crisp, Blount County Executive  
MPO Executive Board Chairman

  
\_\_\_\_\_  
Jeffrey A. Welch  
MPO Coordinator

# RELOCATED ALCOA HIGHWAY STATE ROUTE #115 FROM SOUTH OF AIRPORT ROAD INTERCHANGE TO I-140 2/11/2002

## (PELLISSIPPI PARKWAY)

Activity ID	Activity % Complete	Activity Name	BIN #	Original Duration	Actual Duration	Start	Finish	Scheduled Start	Scheduled Finish	Actual Start	Actual Finish
100240.00	ALCOA HIGHWAY, FROM NORTH OF AIRPORT ROAD INTERCHANGE TO I-140			1214.0d	217.0d	Jan-02-01	Oct-07-05	Jan-02-01	Oct-07-05	Jan-02-01	
250	45.02%	Obtain FHWA Approval of Draft Env Documen	12BU05B30	271.0d	217.0d	Jan-02-01	Aug-15-02	Jan-02-01	May-28-02	Jan-02-01	
255	0%	Prepare for Corridor Hearing	12BU05B30	40.0d	0.0d	Aug-16-02	Oct-10-02	May-29-02	Jul-23-02		
260	0%	Hold Corridor Hearing	12BU05B30	1.0d	0.0d	Oct-11-02	Oct-11-02	Jul-24-02	Jul-24-02		
265	0%	Select Alignment	12BU05B30	30.0d	0.0d	Oct-14-02	Nov-22-02	Jul-25-02	Sep-04-02		
280	0%	Finalize Technical Studies	12BU05B30	20.0d	0.0d	Nov-25-02	Dec-20-02	Sep-05-02	Oct-02-02		
285	0%	Prepare Final Env Doc	12BU05B30	35.0d	0.0d	Nov-11-02	Dec-27-02	Aug-22-02	Oct-09-02		
290	0%	FHWA Review Final Env Doc	12BU05B30	20.0d	0.0d	Dec-30-02	Jan-24-03	Oct-10-02	Nov-06-02		
300	0%	Obtain FHWA Approval of Final Env Doc	12BU05B30	1.0d	0.0d	Jan-27-03	Jan-27-03	Nov-07-02	Nov-07-02		
305	0%	Distribute Approved Final Env Doc	12BU05B30	11.0d	0.0d	Jan-28-03	Feb-11-03	Nov-08-02	Nov-22-02		
315	0%	Process Contract Work Order	12BU05B30	130.0d	0.0d	Nov-25-02	May-23-03				
320	0%	Set Controls For Aerial Survey	12BU05B30	60.0d	0.0d	May-26-03	Aug-15-03	Nov-01-01	Jan-23-02		
325	0%	Conduct Aerial Survey	12BU05B30	60.0d	0.0d	Aug-18-03	Nov-07-03	Jan-24-02	Apr-17-02		
330	0%	Set Controls For Ground Survey	12BU05B30	60.0d	0.0d	Nov-10-03	Jan-30-04	Apr-18-02	Jul-10-02		
335	0%	Conduct Ground Survey	12BU05B30	75.0d	0.0d	Oct-07-02	Jan-17-03	Oct-07-02	Jan-17-03		
340	0%	Prepare Plans For Grade App & Env Boundarie	12BU05B30	20.0d	0.0d	Dec-16-02	Jan-10-03	Dec-16-02	Jan-10-03		
345	0%	Approve Grade & Alignment	12BU05B30	25.0d	0.0d	Jan-13-03	Feb-14-03	Jan-13-03	Feb-14-03		
350	0%	Finalize Traffic Data	12BU05B30	45.0d	0.0d	Jan-13-03	Mar-14-03	Jan-13-03	Mar-14-03		
355	0%	Prepare Prel Plans	12BU05B30	70.0d	0.0d	Jan-13-03	Apr-18-03	Jan-13-03	Apr-18-03		
360	0%	Analyze Signal and/or Lighting Warrants	12BU05B30	25.0d	0.0d	Mar-17-03	Apr-18-03	Mar-17-03	Apr-18-03		
365	0%	Distribute Plans for Technical Studies	12BU05B30	5.0d	0.0d	Apr-14-03	Apr-18-03	Apr-14-03	Apr-18-03		
370	0%	Provide Env Boundaries for Avoidance	12BU05B30	15.0d	0.0d	Apr-28-03	May-16-03	Apr-28-03	May-16-03		
375	0%	Conduct Prel. Field Review	12BU05B30	10.0d	0.0d	May-05-03	May-16-03	May-05-03	May-16-03		
380	0%	Conduct Constructability Review for Prel Plan	12BU05B30	15.0d	0.0d	May-19-03	Jun-06-03	May-19-03	Jun-06-03		
390	0%	Finalize Prel Plans	12BU05B30	20.0d	0.0d	Jun-09-03	Jul-04-03	Jun-09-03	Jul-04-03		
395	0%	Prepare for Design Hearing	12BU05B30	30.0d	0.0d	Jul-07-03	Aug-15-03	Jul-07-03	Aug-15-03		
400	0%	Hold Design Hearing	12BU05B30	1.0d	0.0d	Aug-18-03	Aug-18-03	Aug-18-03	Aug-18-03		
410	0%	Process Hearing Transcript	12BU05B30	30.0d	0.0d	Aug-19-03	Sep-29-03	Aug-19-03	Sep-29-03		
415	0%	Update Survey	12BU05B30	40.0d	0.0d	Sep-30-03	Nov-24-03	Sep-30-03	Nov-24-03		
420	0%	Authorize Incidental Funding	12BU05B30	5.0d	0.0d	Jul-07-03	Jul-11-03	Jul-07-03	Jul-11-03		
425	0%	Distribute Plans for Incidentals	12BU05B30	5.0d	0.0d	Jul-14-03	Jul-18-03	Jul-14-03	Jul-18-03		
430	0%	Prepare/Submit ROW Proposal	12BU05B30	5.0d	0.0d	Jul-21-03	Jul-25-03	Jul-21-03	Jul-25-03		
435	0%	Receive & Execute ROW Proposal	12BU05B30	65.0d	0.0d	Jul-28-03	Oct-24-03	Jul-28-03	Oct-24-03		
440	0%	Perform Title Searches	12BU05B30	95.0d	0.0d	Jul-21-03	Nov-28-03	Jul-21-03	Nov-28-03		
445	0%	Request Geotechnical/Pavement Evaluation	12BU05B30	5.0d	0.0d	Jul-07-03	Jul-11-03	Jul-07-03	Jul-11-03		
450	0%	Prepare for Field Investigation	12BU05B30	45.0d	0.0d	Jul-14-03	Sep-12-03	Jul-14-03	Sep-12-03		
455	0%	Perform Subsurface Field Investigations	12BU05B30	45.0d	0.0d	Sep-15-03	Nov-14-03	Sep-15-03	Nov-14-03		
460	0%	Perform Lab Test for Roadway	12BU05B30	45.0d	0.0d	Nov-17-03	Jan-16-04	Nov-17-03	Jan-16-04		
465	0%	Complete and Submit Soils Report for Roadwa	12BU05B30	45.0d	0.0d	Jan-19-04	Mar-19-04	Jan-19-04	Mar-19-04		
470	0%	Prepare Prel. Signal and/or Lighting Design	12BU05B30	20.0d	0.0d	Jul-07-03	Aug-01-03	Jul-07-03	Aug-01-03		
475	0%	Complete Hydraulic Design	12BU05B30	20.0d	0.0d	Jul-07-03	Aug-01-03	Jul-07-03	Aug-01-03		
480	0%	Provide Noise Wall Locations	12BU05B30	60.0d	0.0d	Jul-07-03	Sep-26-03	Jul-07-03	Sep-26-03		
485	0%	Prepare Retaining Wall Layouts	12BU05B30	20.0d	0.0d	Jul-07-03	Aug-01-03	Jul-07-03	Aug-01-03		
490	0%	Prepare Bridge Prel Layouts	12BU05B30	20.0d	0.0d	Sep-29-03	Oct-24-03	Sep-29-03	Oct-24-03		
495	0%	Prepare Boring Layout for Bridges	12BU05B30	5.0d	0.0d	Oct-27-03	Oct-31-03	Oct-27-03	Oct-31-03		
500	0%	Stake Sounding Holes	12BU05B30	20.0d	0.0d	Nov-03-03	Nov-28-03	Nov-03-03	Nov-28-03		
505	0%	Prepare for Foundation Investigation	12BU05B30	20.0d	0.0d	Nov-03-03	Nov-28-03	Nov-03-03	Nov-28-03		
510	0%	Perform Structure Foundation Field Investiga	12BU05B30	20.0d	0.0d	Dec-01-03	Dec-26-03	Dec-01-03	Dec-26-03		

# RELOCATED ALCOA HIGHWAY STATE ROUTE #115 FROM SOUTH OF AIRPORT ROAD INTERCHANGE TO I-140 2/1/2002

## (PELLISSIPPI PARKWAY)

515	0%	Perform Foundation Lab Tests for Structures	12BU05B30	20.0d	0.0d	Dec-29-03	Jan-23-04	Dec-29-03	Jan-23-04
520	0%	Complete Foundation Report for Structures	12BU05B30	20.0d	0.0d	Jan-26-04	Feb-20-04	Jan-26-04	Feb-20-04
525	0%	Design Final Structures	12BU05B30	110.0d	0.0d	Feb-23-04	Jul-23-04	Feb-23-04	Jul-23-04
530	0%	Detail Final Structure Plans	12BU05B30	100.0d	0.0d	Jul-26-04	Dec-10-04	Jul-26-04	Dec-10-04
535	0%	Prepare ROW Plans	12BU05B30	50.0d	0.0d	Feb-02-04	Apr-09-04	Feb-02-04	Apr-09-04
540	0%	Conduct ROW Field Review	12BU05B30	5.0d	0.0d	Apr-26-04	Apr-30-04	Apr-26-04	Apr-30-04
545	0%	Perform Materials Pavement Evaluation	12BU05B30	20.0d	0.0d	Apr-12-04	May-07-04	Apr-12-04	May-07-04
550	0%	Prepare Pavement Design	12BU05B30	10.0d	0.0d	May-10-04	May-21-04	May-10-04	May-21-04
555	0%	Conduct VE Study	12BU05B30	30.0d	0.0d	May-24-04	Jul-02-04	May-24-04	Jul-02-04
560	0%	Quantify Env Impacts	12BU05B30	20.0d	0.0d	Sep-30-03	Oct-27-03	Sep-30-03	Oct-27-03
565	0%	Develop Mitigation Plan	12BU05B30	25.0d	0.0d	Oct-28-03	Dec-01-03	Oct-28-03	Dec-01-03
570	0%	Prepare Mitigation Design	12BU05B30	40.0d	0.0d	Dec-02-03	Jan-26-04	Dec-02-03	Jan-26-04
575	0%	Prepare Permit Sketches	12BU05B30	20.0d	0.0d	Jan-27-04	Feb-23-04	Jan-27-04	Feb-23-04
580	0%	Prepare Erosion Control Plan	12BU05B30	60.0d	0.0d	Feb-02-04	Apr-23-04	Feb-02-04	Apr-23-04
585	0%	Finalize ROW Plans	12BU05B30	25.0d	0.0d	Jul-05-04	Aug-06-04	Jul-05-04	Aug-06-04
590	0%	Prepare ROW/Util/RR Est	12BU05B30	15.0d	0.0d	May-03-04	May-21-04	May-03-04	May-21-04
592	0%	Obtain Local ROW Deposits	12BU05B30	30.0d	0.0d	May-24-04	Jul-02-04	May-24-04	Jul-02-04
595	0%	Confirm Env Technical Issues for ROW	12BU05B30	10.0d	0.0d	May-03-04	May-14-04	May-03-04	May-14-04
598	0%	Auth ROW/Util/RR Funding	12BU05B30	10.0d	0.0d	Jul-05-04	Jul-16-04	Jul-05-04	Jul-16-04
600	0%	Distribute Final ROW and/or Utility Plans	12BU05B30	5.0d	0.0d	Aug-09-04	Aug-13-04	Aug-09-04	Aug-13-04
605	0%	Employ Fee Appraiser	12BU05B30	30.0d	0.0d	Aug-16-04	Sep-24-04	Aug-16-04	Sep-24-04
610	0%	Stake ROW	12BU05B30	30.0d	0.0d	Aug-16-04	Sep-24-04	Aug-16-04	Sep-24-04
615	0%	Appraise Property	12BU05B30	150.0d	0.0d	Sep-27-04	Apr-22-05	Sep-27-04	Apr-22-05
620	0%	Review Appraisals	12BU05B30	170.0d	0.0d	Oct-25-04	Jun-17-05	Oct-25-04	Jun-17-05
625	0%	Acquire Property	12BU05B30	150.0d	0.0d	Dec-20-04	Jul-15-05	Dec-20-04	Jul-15-05
630	0%	Perform ROW Relocations	12BU05B30	140.0d	0.0d	Jan-17-05	Jul-29-05	Jan-17-05	Jul-29-05
635	0%	Prepare ROW Certification for Letting	12BU05B30	45.0d	0.0d	May-30-05	Jul-29-05	May-30-05	Jul-29-05
640	0%	Perform Haz Mat Remediation	12BU05B30	80.0d	0.0d	Feb-14-05	Apr-15-05	Feb-14-05	Apr-15-05
645	0%	Perform Archaeological Mitigation	12BU05B30	15.0d	0.0d	Aug-16-04	Sep-03-04	Aug-16-04	Sep-03-04
650	0%	Contact Util/RR	12BU05B30	90.0d	0.0d	Sep-06-04	Jan-07-05	Sep-06-04	Jan-07-05
655	0%	Receive Util/RR Plans & Est	12BU05B30	30.0d	0.0d	Jan-10-05	Jan-10-05	Jan-10-05	Jan-10-05
660	0%	Approve/Finalize Util/RR Plans	12BU05B30	15.0d	0.0d	Jan-10-05	Feb-18-05	Jan-10-05	Feb-18-05
665	0%	Finalize Util Contracts/RR Agreements	12BU05B30	25.0d	0.0d	Aug-09-04	Sep-10-04	Aug-09-04	Sep-10-04
670	0%	Conduct Permit Assessment	12BU05B30	10.0d	0.0d	Sep-13-04	Sep-24-04	Sep-13-04	Sep-24-04
675	0%	Apply for Permits	12BU05B30	120.0d	0.0d	Sep-27-04	Mar-11-05	Sep-27-04	Mar-11-05
680	0%	Obtain Permits	12BU05B30	40.0d	0.0d	Apr-12-04	Jun-04-04	Apr-12-04	Jun-04-04
685	0%	Complete Signal and/or Lighting Design	12BU05B30	15.0d	0.0d	Aug-16-04	Sep-03-04	Aug-16-04	Sep-03-04
690	0%	Conduct Constructability Review (Design)	12BU05B30	20.0d	0.0d	Aug-16-04	Sep-10-04	Aug-16-04	Sep-10-04
700	0%	Prepare Signing & Marking Plans	12BU05B30	50.0d	0.0d	Sep-06-04	Nov-12-04	Sep-06-04	Nov-12-04
705	0%	Prepare Construction Plans	12BU05B30	25.0d	0.0d	Nov-29-04	Dec-03-04	Nov-29-04	Dec-03-04
710	0%	Conduct Construction Field Review	12BU05B30	5.0d	0.0d	Mar-14-05	Apr-15-05	Mar-14-05	Apr-15-05
715	0%	Finalize Roadway Construction Plans	12BU05B30	5.0d	0.0d	Aug-08-05	Aug-12-05	Aug-08-05	Aug-12-05
720	0%	Submit Util Certification	12BU05B30	5.0d	0.0d	Jun-27-05	Jul-08-05	Jun-27-05	Jul-08-05
725	0%	Submit ROW Certification	12BU05B30	10.0d	0.0d	Aug-08-05	Aug-12-05	Aug-08-05	Aug-12-05
730	0%	Confirm Env Tech Issues for Construction	12BU05B30	10.0d	0.0d	Aug-08-05	Aug-12-05	Aug-08-05	Aug-12-05
735	0%	Authorize Construction Funding	12BU05B30	5.0d	0.0d	Apr-18-05	Apr-22-05	Apr-18-05	Apr-22-05
740	0%	Assemble Plans & Prepare Final Est	12BU05B30	30.0d	0.0d	Apr-25-05	Jun-03-05	Apr-25-05	Jun-03-05
745	0%	Obtain Local Construction Deposit	12BU05B30	5.0d	0.0d	Sep-05-05	Sep-09-05	Sep-05-05	Sep-09-05
750	0%	Advertise Contract	12BU05B30	5.0d	0.0d	Aug-15-05	Aug-19-05	Aug-15-05	Aug-19-05
755	0%	Issue Util Work Order	12BU05B30	5.0d	0.0d	Oct-03-05	Oct-07-05	Oct-03-05	Oct-07-05
800	0%	Contract Letting	12BU05B30	5.0d	0.0d				



# ALCOA HIGHWAY (STATE ROUTE 115), FROM I-140 (PELLISSIPPI PARKWAY) TO SOUTH OF LITTLE RIVER

Activity ID	Activity % Complete	Activity Name	BIN#	Original Duration	Actual Duration	Start	Finish	Scheduled Start	Scheduled Finish	Actual Start	Actual Finish
100241.00		ALCOA HIGHWAY, FROM I-140 TO SOUTH OF LITTLE RIVER		1301.04	217.04	Jan-02-01	Dec-27-05	Jan-02-01	Dec-22-05	Jan-02-01	
250	89.70%	Obtain FHWA Approval of Draft Environmental Document	12BU05B35	301.04	217.04	Jan-02-01	Dec-27-05	Jan-02-01	Dec-22-05	Jan-02-01	
255	0%	Prepare for Corridor Hearing	12BU05B35	40.04	0.04	Jan-02-01	Feb-28-02	Jan-02-01	Feb-26-02	Jan-02-01	
260	0%	Hold Corridor Hearing	12BU05B35	30.04	0.04	Mar-01-02	Apr-25-02	Feb-27-02	Apr-23-02	Jan-02-01	
265	0%	Select Alignment (ENV)	12BU05B35	30.04	0.04	Apr-26-02	Apr-30-02	Apr-27-02	Apr-23-02	Jan-02-01	
280	0%	Finalize Tech Studies	12BU05B35	45.04	0.04	May-01-02	Jun-11-02	Apr-27-02	Apr-23-02	Jan-02-01	
285	0%	Prepare Final Env Doc	12BU05B35	85.04	0.04	Jun-12-02	Aug-13-02	Jun-07-02	Aug-08-02	Jan-02-01	
290	0%	FHWA Review Final Env Doc	12BU05B35	20.04	0.04	Aug-14-02	Dec-10-02	Aug-09-02	Dec-05-02	Jan-02-01	
300	0%	Obtain FHWA Approval of Final Env Doc	12BU05B35	5.04	0.04	Jan-08-03	Jan-07-03	Dec-06-02	Jan-02-03	Jan-02-01	
305	0%	Distribute Approved Final Env Doc	12BU05B35	10.04	0.04	Jan-15-03	Jan-28-03	Jan-10-03	Jan-23-03	Jan-02-01	
315	0%	Process Contract Work Order	12BU05B35	115.04	0.04	Jun-12-02	Nov-19-02	Jun-07-02	Nov-14-02	Jan-02-01	
320	0%	Set Control Aerial Survey	12BU05B35	50.04	0.04	Nov-20-02	Jan-28-03	Nov-15-02	Jan-23-03	Jan-02-01	
325	0%	Conduct Aerial Survey	12BU05B35	50.04	0.04	Dec-04-02	Feb-11-03	Nov-29-02	Feb-06-03	Jan-02-01	
330	0%	Set Control Ground Survey	12BU05B35	90.04	0.04	Feb-12-03	Apr-22-03	Feb-07-03	Apr-17-03	Jan-02-01	
335	0%	Conduct Ground Survey	12BU05B35	30.04	0.04	Apr-23-03	Aug-26-03	Apr-18-03	Aug-21-03	Jan-02-01	
340	0%	Prepare Plans For Grade App & Env Boundaries	12BU05B35	30.04	0.04	Jul-02-03	Aug-12-03	Jun-27-03	Aug-07-03	Jan-02-01	
345	0%	Approve Grade & Alignment	12BU05B35	25.04	0.04	Aug-13-03	Sep-16-03	Aug-08-03	Sep-11-03	Jan-02-01	
350	0%	Finalize Traffic Data	12BU05B35	30.04	0.04	Aug-13-03	Sep-23-03	Aug-08-03	Sep-18-03	Jan-02-01	
355	0%	Prepare Prel Plans	12BU05B35	35.04	0.04	Aug-13-03	Sep-30-03	Aug-08-03	Sep-25-03	Jan-02-01	
360	0%	Analyze Signal and/or Lighting Warrants	12BU05B35	20.04	0.04	Sep-24-03	Oct-21-03	Sep-19-03	Oct-16-03	Jan-02-01	
365	0%	Distribute Plans for Technical Studies	12BU05B35	15.04	0.04	Sep-10-03	Sep-30-03	Sep-05-03	Sep-25-03	Jan-02-01	
370	0%	Provide Env Boundaries for Avoidance	12BU05B35	30.04	0.04	Sep-17-03	Oct-28-03	Sep-12-03	Oct-23-03	Jan-02-01	
375	0%	Conduct Prel. Field Review	12BU05B35	5.04	0.04	Oct-22-03	Oct-28-03	Oct-17-03	Oct-23-03	Jan-02-01	
385	0%	Conduct Constructability Review for Prel Plans (PM)	12BU05B35	15.04	0.04	Oct-29-03	Nov-18-03	Oct-24-03	Nov-13-03	Jan-02-01	
390	0%	Finalize Prel Plans	12BU05B35	25.04	0.04	Nov-19-03	Dec-23-03	Nov-14-03	Dec-18-03	Jan-02-01	
395	0%	Prepare for Design Hearing	12BU05B35	40.04	0.04	Dec-24-03	Feb-17-04	Dec-19-03	Feb-12-04	Jan-02-01	
400	0%	Hold Design Hearing	12BU05B35	1.04	0.04	Feb-18-04	Feb-18-04	Feb-13-04	Feb-13-04	Jan-02-01	
410	0%	Process Hearing Transcript	12BU05B35	30.04	0.04	Feb-19-04	Mar-31-04	Feb-16-04	Mar-26-04	Jan-02-01	
415	0%	Update Survey	12BU05B35	40.04	0.04	Apr-01-04	May-26-04	Mar-29-04	May-21-04	Jan-02-01	
420	0%	Authorize Incidental Funding	12BU05B35	5.04	0.04	Dec-24-03	Dec-30-03	Dec-19-03	Dec-25-03	Jan-02-01	
425	0%	Distribute Plans for Incidentals	12BU05B35	5.04	0.04	Dec-31-03	Jan-06-04	Dec-26-03	Jan-01-04	Jan-02-01	
430	0%	Prepare/Submitt ROW Proposal	12BU05B35	5.04	0.04	Jan-07-04	Jan-13-04	Jan-02-04	Jan-08-04	Jan-02-01	
435	0%	Receive & Execute ROW Proposal	12BU05B35	65.04	0.04	Jan-14-04	Apr-13-04	Jan-09-04	Apr-08-04	Jan-02-01	
440	0%	Perform Title Searches	12BU05B35	75.04	0.04	Jan-20-04	Apr-20-04	Jan-02-04	Apr-15-04	Jan-02-01	
445	0%	Request Geotechnical/Pavement Evaluation	12BU05B35	5.04	0.04	Dec-24-03	Dec-30-03	Dec-19-03	Dec-25-03	Jan-02-01	
450	0%	Prepare for Field Investigation	12BU05B35	30.04	0.04	Dec-31-03	Feb-10-04	Dec-26-03	Feb-05-04	Jan-02-01	
455	0%	Perform Subsurface Field Investigations	12BU05B35	30.04	0.04	Feb-11-04	Mar-23-04	Feb-06-04	Mar-18-04	Jan-02-01	
460	0%	Perform Lab Test for Roadway	12BU05B35	30.04	0.04	Mar-24-04	May-04-04	Mar-19-04	Apr-29-04	Jan-02-01	
465	0%	Complete and Submit Soils Report for Roadway	12BU05B35	15.04	0.04	May-05-04	Jun-15-04	Apr-30-04	Jun-10-04	Jan-02-01	
470	0%	Prepare Prel. Signal and/or Lighting Design	12BU05B35	30.04	0.04	Dec-24-03	Jan-13-04	Dec-19-03	Jan-08-04	Jan-02-01	
475	0%	Complete Hydraulic Design	12BU05B35	30.04	0.04	Dec-24-03	Feb-03-04	Dec-19-03	Jan-29-04	Jan-02-01	
480	0%	Provide Noise Wall Locations	12BU05B35	85.04	0.04	Dec-24-03	Apr-20-04	Dec-19-03	Apr-15-04	Jan-02-01	
485	0%	Prepare Retaining Wall Layouts	12BU05B35	15.04	0.04	Dec-24-03	Jan-13-04	Dec-19-03	Jan-08-04	Jan-02-01	
490	0%	Prepare Bridge Prel Layouts	12BU05B35	10.04	0.04	Apr-21-04	May-04-04	Apr-16-04	Apr-29-04	Jan-02-01	
495	0%	Prepare Bridge Prel Layouts	12BU05B35	5.04	0.04	May-05-04	May-11-04	Apr-30-04	May-06-04	Jan-02-01	
500	0%	Stake Soundings Holes	12BU05B35	20.04	0.04	May-12-04	Jun-08-04	May-07-04	Jun-03-04	Jan-02-01	
505	0%	Prepare for Foundation Investigation	12BU05B35	20.04	0.04	Jun-09-04	Jul-06-04	Jun-04-04	Jul-01-04	Jan-02-01	
510	0%	Perform Structure Foundation Field Investigation	12BU05B35	20.04	0.04	Jul-07-04	Aug-03-04	Jul-02-04	Jul-29-04	Jan-02-01	
515	0%	Perform Foundation Lab Tests for Structures	12BU05B35	20.04	0.04	Aug-04-04	Aug-31-04	Jul-30-04	Aug-26-04	Jan-02-01	
520	0%	Complete Foundation Report for Structures	12BU05B35	55.04	0.04	Sep-01-04	Nov-16-04	Aug-27-04	Nov-11-04	Jan-02-01	
525	0%	Design Final Structures	12BU05B35	50.04	0.04	Nov-17-04	Jan-25-05	Nov-12-04	Jan-20-05	Jan-02-01	
530	0%	Detail Final Structure Plans	12BU05B35	50.04	0.04	Apr-28-04	Jul-06-04	Apr-23-04	Jul-22-04	Jan-02-01	
535	0%	Prepare ROW Plans	12BU05B35	5.04	0.04	Jul-21-04	Jul-27-04	Jul-16-04	Jul-22-04	Jan-02-01	
540	0%	Conduct ROW Field Review	12BU05B35	15.04	0.04	Jul-28-04	Aug-10-04	Jul-23-04	Aug-05-04	Jan-02-01	
545	0%	Perform Materials Pavement Evaluation	12BU05B35	25.04	0.04	Aug-11-04	Sep-14-04	Aug-06-04	Sep-09-04	Jan-02-01	
550	0%	Prepare Pavement Design	12BU05B35	10.04	0.04					Jan-02-01	
555	0%	Conduct VE Study	12BU05B35	25.04	0.04					Jan-02-01	

# ALCOA HIGHWAY (STATE ROUTE 115), FROM I-140 (PELLISSIPPI PARKWAY) TO SOUTH

## OF LITTLE RIVER

560	0%	Quantify Env Impacts	12BU05B35	20.0d	0.0d	Apr-01-04	Apr-28-04	Mar-29-04	Apr-23-04	
565	0%	Develop Mitigation Plan	12BU05B35	25.0d	0.0d	Apr-29-04	Jun-02-04	Apr-26-04	May-28-04	
570	0%	Prepare Mitigation Design	12BU05B35	40.0d	0.0d	Jun-03-04	Jul-28-04	May-31-04	Jul-23-04	
575	0%	Prepare Permit Sketches	12BU05B35	20.0d	0.0d	Jul-29-04	Aug-25-04	Jul-26-04	Aug-20-04	
580	0%	Prepare Erosion Control Plan	12BU05B35	50.0d	0.0d	Apr-28-04	Jul-06-04	Apr-23-04	Jul-01-04	
585	0%	Finalize ROW Plans	12BU05B35	20.0d	0.0d	Sep-15-04	Oct-12-04	Sep-10-04	Oct-07-04	
590	0%	Prepare ROW/Util/RR Est	12BU05B35	15.0d	0.0d	Jul-28-04	Aug-17-04	Jul-23-04	Aug-12-04	
592	0%	Obtain Local ROW Deposit	12BU05B35	30.0d	0.0d	Aug-18-04	Sep-28-04	Aug-13-04	Sep-03-04	
595	0%	Confirm Env Technical Issues for ROW	12BU05B35	10.0d	0.0d	Jul-28-04	Aug-10-04	Jul-23-04	Aug-05-04	
598	0%	Auth ROW/Util/RR Funding	12BU05B35	10.0d	0.0d	Sep-29-04	Oct-12-04	Sep-24-04	Oct-07-04	
600	0%	Distribute Final ROW and/or Utility Plans	12BU05B35	5.0d	0.0d	Oct-13-04	Nov-30-04	Oct-08-04	Oct-14-04	
605	0%	Employ Fee Appraiser	12BU05B35	30.0d	0.0d	Oct-20-04	Nov-30-04	Oct-15-04	Nov-25-04	
610	0%	Stake ROW	12BU05B35	30.0d	0.0d	Oct-20-04	Nov-30-04	Oct-15-04	Nov-25-04	
615	0%	Appraise Property	12BU05B35	120.0d	0.0d	Dec-01-04	May-17-05	Nov-26-04	May-12-05	
620	0%	Review Appraisals	12BU05B35	140.0d	0.0d	Dec-29-04	Jul-12-05	Dec-24-04	Jul-07-05	
625	0%	Acquire Property	12BU05B35	150.0d	0.0d	Jan-26-05	Aug-23-05	Jan-21-05	Aug-18-05	
630	0%	Perform ROW Relocations	12BU05B35	150.0d	0.0d	Feb-23-05	Sep-20-05	Feb-18-05	Sep-15-05	
635	0%	Prepare ROW Certification for Letting	12BU05B35	45.0d	0.0d	Jul-20-05	Sep-20-05	Jul-15-05	Sep-15-05	
640	0%	Perform Haz Mat Remediation	12BU05B35	45.0d	0.0d	Mar-23-05	May-24-05	Mar-18-05	May-19-05	
645	0%	Perform Archaeological Mitigation	12BU05B35	200.0d	0.0d	Mar-23-05	Dec-27-05	Mar-18-05	Dec-22-05	
650	0%	Contact Util/RR	12BU05B35	15.0d	0.0d	Oct-20-04	Nov-09-04	Oct-15-04	Nov-04-04	
655	0%	Receive Util/RR Plans & Est	12BU05B35	90.0d	0.0d	Nov-10-04	Mar-15-05	Nov-05-04	Mar-10-05	
660	0%	Approve/Finalize Util/RR Plans	12BU05B35	15.0d	0.0d	Mar-16-05	Apr-05-05	Mar-11-05	Mar-31-05	
665	0%	Finalize Util Contracts/RR Agreements	12BU05B35	30.0d	0.0d	Mar-16-05	Apr-26-05	Mar-11-05	Apr-21-05	
670	0%	Conduct Permit Assessment	12BU05B35	20.0d	0.0d	Oct-13-04	Nov-09-04	Oct-08-04	Nov-04-04	
675	0%	Apply for Permits	12BU05B35	10.0d	0.0d	Nov-10-04	Nov-23-04	Nov-05-04	Nov-18-04	
680	0%	Obtain Permits	12BU05B35	130.0d	0.0d	Nov-24-04	May-24-05	Nov-19-04	May-19-05	
685	0%	Complete Signal and/or Lighting Design	12BU05B35	30.0d	0.0d	Jul-07-04	Aug-17-04	Jul-02-04	Aug-12-04	
690	0%	Conduct ROW Constructability Review	12BU05B35	15.0d	0.0d	Oct-20-04	Nov-09-04	Oct-15-04	Nov-04-04	
700	0%	Prepare Signing & Marking Plans	12BU05B35	20.0d	0.0d	Oct-20-04	Nov-16-04	Oct-15-04	Nov-11-04	
705	0%	Prepare Construction Plans	12BU05B35	50.0d	0.0d	Nov-10-04	Jan-18-05	Nov-05-04	Jan-13-05	
710	0%	Conduct Construction Field Review	12BU05B35	6.0d	0.0d	Feb-02-05	Feb-09-05	Jan-28-05	Feb-04-05	
715	0%	Finalize Roadway Construction Plans	12BU05B35	25.0d	0.0d	May-25-05	Jun-28-05	May-20-05	Jun-23-05	
720	0%	Submit Util Certification	12BU05B35	5.0d	0.0d	Sep-28-05	Oct-04-05	Sep-23-05	Sep-29-05	
725	0%	Submit ROW Certification	12BU05B35	5.0d	0.0d	Sep-28-05	Oct-04-05	Sep-23-05	Sep-29-05	
730	0%	Confirm Env Tech Issues for Construction	12BU05B35	10.0d	0.0d	Aug-17-05	Aug-30-05	Aug-12-05	Aug-25-05	
735	0%	Authorize Construction Funding	12BU05B35	10.0d	0.0d	Sep-28-05	Oct-11-05	Sep-23-05	Oct-06-05	
740	0%	Assemble Plans & Prepare Final Est	12BU05B35	5.0d	0.0d	Jan-29-05	Jul-05-05	Jun-24-05	Jun-30-05	
745	0%	Obtain Local Construction Deposit	12BU05B35	30.0d	0.0d	Jul-06-05	Aug-16-05	Jul-01-05	Aug-11-05	
750	0%	Advertise Contract	12BU05B35	5.0d	0.0d	Oct-26-05	Nov-01-05	Oct-21-05	Oct-27-05	
755	0%	Issue Util Work Order	12BU05B35	5.0d	0.0d	Oct-05-05	Oct-11-05	Sep-30-05	Oct-06-05	
800	0%	Contract Letting	12BU05B35	5.0d	0.0d	Nov-23-05	Nov-29-05	Nov-18-05	Nov-24-05	

1 CORRIDOR AND DESIGN

2 PUBLIC HEARING

3 MAY 16, 2000

4  
5  
6 STATE ROUTE 115

7 (U.S. 129, ALCOA HIGHWAY)

8 FROM NORTH OF AIRPORT ROAD INTERCHANGE

9 TO I-140 (PELLISSIPPI PARKWAY)

10  
11 BLOUNT COUNTY, TENNESSEE

12 STATE PROJECT NUMBER

13 05005-1229-04



## APPEARANCES:

Clifford F. Stewart	Nashville	Design
Jerry Leslie	H.W. Lochner	
Chuck Craycraft	H.W. Lochner	
Ryan Montgomery	H.W. Lochner	
Jerry Yuknavage	Nashville	Environmental TDOT
Tom Love	Nashville	
Fred Head	Knoxville	ROW
Arthur Hyde	Knoxville	DOT-Utilities
Richard H. Kloepping	Knoxville	TDOT-ROW
Oliver Farris	Knoxville	TDOT-ROW

Steve Hillis, 823 Killion Street, Louisville, Tennessee 37777

Phone 865-970-4455: I live at the corner, well, the subdivision that I live in dumps into Mimosa which is the first road north of the Pellissippi Parkway on the right-hand side. My problem with this whole presentation--and I'm very much in favor of progress--but my whole problem with this presentation is that it does not include the northern section of the Pellissippi Parkway extension to at least Singleton Station Road. The subdivision that I currently live in and have lived in for several years has I'd say about 80 people living in either multi family housing or single family housing. And everybody has to come out the one road which is the cross street intersection of Mimosa there at the Neil Sandler and Courtyard Restaurant. The road, I don't know the name of the road, dumps out on the back side there across the street. But what we've got is a left turn problem that is worst than anything else ever will begin to be on Alcoa Highway bar none. It's my understanding that presently there are only 3 intersections on Alcoa Highway between Maryville and Knoxville that are not T intersected. In other words, if you're off the highway and you want to cross the highway you'd go straight across to an oncoming road. There's Ginn Road, Malony Road and Mimosa. Everything else is offset. Singleton Station Road is offset. Everything else is offset to where you can't drive straight across. People turn around, do U-turns at the cross way on Alcoa Highway. You're facing oncoming traffic from 3 other directions. And what you're talking about here is taking

1  
2 a 6 lane interstate or 2 three lane interstate going both ways at  
3 interstate speed and immediately dumping them back down into  
4 a 2 lane restricted environment at a cross street. And somebody  
5 absolutely is going to pay with their life because of this decision.  
6 And I just hope it's not me or my family. I certainly hope it's not  
7 them and I hope it's not our friends and neighbors either. But we're  
8 scared of it. There's no other good option that we have. The state  
9 won't build us a frontage road. We can't get out of the subdivision  
10 any other way. But you're increasing the speed. You're increasing the  
11 mentality of, you know, get there quick, and, you know, somebody's  
12 going to be killed at our subdivision entrance. And it's a high entrance  
13 facility in terms of the number of people crossing it. And, you know,  
14 I wish that there would be somebody that would extend this plan  
15 to include up to Singleton Station Road area and give us a frontage  
16 road so we could get out of there without having to cross Alcoa Highway.  
17 That's my statement. Alike to the problem to Knoxville back before the  
18 World's Fair when we had folks call at that time Malfunction Junction.  
19 Malfunction Junction was actually Uclat Avenue where the interstate  
20 tied into both ends of it and turned the downtown 2 lane road into an  
21 interstate and then we had multiple interstates at that location. The  
22 problem that we've got is you're going to have an interstate underneath  
23 southbound I-140 and you're going to have an interstate from the  
24 airport going northbound and if both positions are going to be reduced  
25 down to a 2 lane high access road facility and it's just simply going to

move the Malfunction Junction concept 150 yards north of the Pellissippi Parkway into exactly our only means of getting on and out of our subdivision.

Lehman Franklin, Post Office Box 964, Statesboro, Georgia 30455

Phone 912-764-9616: I own the property in 10 and 9, I think, tract 9 and 10, and it's my understanding that they have told me that I would have access to Cusick Road from my property, that I would have access to Paine, the new Paine Road from my property, from both tracts, 9 and 10. That they would maintain my cut there where Paine Road exists now. And I would maintain the access that I have now from the frontage road that I have right now in place. I'm concerned that they're going to take part of my building and then block my entrance to that building. In other words, we have pedestrian traffic coming in and out of that building. And they can't walk from the building and be in the road and the road is right there. I don't know, something needs to be addressed on how to solve that problem. It would be nice to know from what they show on the plan as far as taking the building verses what somebody made the comment that the building would not be taken. Also, I'm a little concern that they have relocated Paine Avenue from where they had it before, from previous plans. And I felt like I had better access, particularly on tract 10 of Paine Avenue then what it looks like they're giving me now. I don't know why that move was made. It doesn't make much sense to me. Of course, I'm just a layman.

David King, 2777 Alcoa Highway, Alcoa, Tennessee 37701

Phone 982-8420: My comment is this looking at the Alcoa Highway plan.

I've always felt in the last couple of years that it's the wrong thing to do. I think we're really throwing away millions of dollars that will be obsolete soon. The traffic problem is going to be seventy some thousand, maybe eighty some thousand in the near future daily, cars. I guess my question is why they don't take like Old Knoxville Highway and building them an interstate out of that. If they would do that then they would put some red lights on Alcoa, take some of the traffic off of it and it would be a safe highway. I think every major metropolitan has got to have more than one major road leading into another major metropolitan. I just don't think spending all these millions of dollars on Alcoa Highway, I just don't think that's the answer and I wonder why we're doing it, you know, in the first place. Because in 10 years, like I say, we'll have to go to a different interstate system. That's all I have. I think it will be a total waste of money.

Joe Hultquist, 2240 Fisher Place, Knoxville, Tennessee 37920

Phone 579-5172: In the final design I think that TDOT should work with the airport authority, the MPO and the currently developing light rail cohilation to identify potential light rail connections into the airport that would have to cross the highway. And they need to specifically look at those highway crossings and how those might be engineered in.

Gene Garner, 1735 Airline Drive, Louisville, Tennessee 37777

Phone 983-3769: I'd like to have the section of the map that reflects the entry from Pellissippi Parkway into the Alcoa Highway in the



adjacent residential sections right there where the turn is made into the Alcoa Highway. Sheet 15, Ramp F.

Sarah DeYoung, 1448 Woodthrush Drive, Maryville, Tennessee 37803

Phone 984-7412: My comment is this is 20 years over due and it needs to happen immediately. Frontage roads and over passes are the only solution when you have uncontrolled growth and uncontrolled access. Otherwise people are going to continue to die on Alcoa Highway. There's no other solution.

George A. Jones, 1712 Maplecrest Drive, Louisville, Tennessee 37777

Phone: 982-2009: I generally favor the road. I think it's going to be a big improvement over what we have now and I'm excited about it and my comment is let's get started on the road. I live over on Wrights Ferry Road and getting cross the highway going to Knoxville or getting across the highway coming back home are my biggest concerns. Look like they've taken care of all of that.

Steve West, 3450 Airport Highway, Alcoa, Tennessee

Phone 970-9378: My comment is concerning the construction and completion and I hope they'll be concerned with who gets the contract that they're expedient. We as business people are going to take some really heavy hits on the volume of business because the Knoxville car dealers are going to be making hay about our construction. And it's going to be a difficult project at best because of the extent of it. And hopefully they're going to put some heavy incentives for early completion. More so than penalties for delay because I don't think

penalties gets charged for delays. Most people have a lot of outs on that. So, incentives would be better. And also just to be aware for 2 years or whatever the time is that, you know, it's major investments and a lot of employees are dependent upon how they work this project. The project, I'm sure they've had enough engineers that looked at it that this is probably the best they could come up with. I like it and wish there were other things that they could do, yes. But I think the safety and end results could be better as a project. But there are some construction companies that take 5 years. Some of them from around the Sevierville area here. But I hope that they will look at that as a part of their decision process and really encourage whether that take night work, what ever that takes to be able to expedite the completion.

  
NORMA JEAN BROWN

CERTIFIED COURT REPORTER AND  
NOTARY AT LARGE

My Commission Ends: 2-20-2003

(Please Print)

Name Jeany B. Willis

Date 5/16/00

Address 4112 Barb Hollow Rd  
Walland, TN 37886

Project 05005-1229-04  
Alcoa Hwy

Phone 865-379-6169

Do you support this project? Yes

Comments: \_\_\_\_\_

DT-1408

(Please Print)

Name Susan McNuff

Date 5/16/00

Address 1412 Montvale Station Rd  
Murville, TN

Project Alcoa Hwy

Phone 865/483-4280 x12

Do you support this project? No

Comments ① Need more law enforcement traffic patrols. Where  
else do we allow drivers to go 15 miles over the posted speed?

② Alcoa Hwy is not a "highway". It has become a city thoroughfare  
with many unregulated curbside businesses. One-way frontage  
roads will not handle the volume of business patrons, and are  
additionally unfair to those businesses. ③ Don't need 3 lanes: we

④ need traffic lights with double turn lanes at selected intersections.

The state has seen fit to put traffic lights in the rural  
of Hwy 321 and Old Glory Rd, in addition to the US 129 Bypass  
and Tech St. No one likes traffic lights, but they are a necessary  
and Tech St. No one likes traffic lights, but they are a necessary

DT-1408

(Please Print)

Name BERGER, David

Date May 16, 2000

Address 2701 HUCKLEBERRY DR  
LOUISVILLE, TN 37777

Project 05005-1229-07

Phone \_\_\_\_\_ Do you support this project? Y

Comments: \_\_\_\_\_

Great!

DT-1408

(Please Print)

Name Sarah Bellomy

Date 5/16/00

Address 1448 Woodthorpe Dr.  
Maryville, TN 37803

Project Alcoa Hwy

Phone 984-7412 Do you support this project? yes!!!

Comments: I have driven Alcoa Hwy at least twice a day for the last  
21 years. This is the only solution - frontage roads and  
overpasses! We have a combination of uncontrolled  
growth and uncontrolled access, which can never be  
a successful combo. Virtually every accident report  
on Alcoa Hwy. contains the words, "... pulled  
into the path of ..." This proposed plan will fix  
that problem. My only criticism is that we need to  
quit talking about it and "Just Do It!"  
and "Just Do It!"

(Please Print)

Name BILL LITTLE

Date 5-16-00

Address 2380 CALAHAN RD  
LOUISVILLE TN 37777

Project ALCOA HWY.

Phone 982 3249 Do you support this project?       

Comments: PROJECT LOOKS GOOD WITH EXCEPTION  
THAT IT NEEDS TO CONTINUE SOUTH TO  
IMPROVE THE HALL RD / 129 SPLIT BELOW  
HUNT RD OVERPASS.

DT-1408

(Please Print)

Name DAVID BUCK

Date 5/16/00

Address 867 DAWSON ST  
ALCOA TN 37714

Project SIF-M-115

Phone 865-982-6157 Do you support this project? YES

Comments: Good Job! Thank it much!

DT-1408

(Please Print)

Name Lonnie Strunk

Date 5-16-2000

Address 2285 Airport Htn.

Project Alcoa Hwy.

Alcoa, TN 37701

Phone 865-970-9000

Do you support this project?

NO

Comments: \_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

DT-1408

CERTIFICATION TO SECRETARY, DEPARTMENT OF TRANSPORTATION  
IN ACCORDANCE WITH SECTION 128, TITLE 23,  
UNITED STATES CODE ANNOTATED

\*\*\*\*\*

SUBJECT PROJECT

This will certify that the Tennessee Department of Transportation held the public hearing on the subject project identified in the attached transcript and has considered the economic, and social effects of the location, its impact on the environment, and its consistency with the goals and objectives of any urban planning as has been promulgated by the community.

SUBJECT PROJECT DESCRIPTION

Project No: 05005-1229-04; Construction @ S.R. 115 (U.S. 129, Alcoa Highway) From North of Airport Road Interchange to I-140 (Pellissippi Parkway) in Blount County.

May 16, 2000

TENNESSEE DEPARTMENT OF TRANSPORTATION

Clifford F. Stewart

Transportation Mgr. I  
Title

16 May 2000  
Date

# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET (DEPARTMENT)

	NAME	LOCATION	SECTION
1	Clifford F. Stewart	Nashville	Design
2	JERRY LESUE	H.W. LOCHNER	
3	Chuck Craycraft	"	
4	RYAN MONTGOMERY	H.W. LOCHNER	
5	Jerry Yuknavage	NASHVILLE	ENVIRONMENTAL TPO
6	Tom Love	"	
7	Fred Head	Knoxville	ROW
8	ARTHUR HYDE	KNOXVILLE	DOT-UTILITIES
9	Richard H. Kloepping	"	TDOT - ROW
10	Oliver Forbis	"	TDOT - ROW
11			
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22			



# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET

NAME	ADDRESS
1 Glen Dan Syle	9803 Clear Lake Cr. Naples, FL 34109
2 Bob Kite	1416 Nobel St. Alcoa, TN
3 H. Lehman Franklin	PO Box 904 Stetson, Ga. 30458
4 Steve Drummer	Borge Wagoner Summit & Cannon Knoxville
5 Wanda Hodsey	4212 Cumberland & Louisville TN 37717
6 Eddie Sumner	4212 Cumberland & Louisville TN 37717
7 Rodger Young	2324 Sentell Dr. Maryville TN 37803
8 Doyle McKen	Knoxville News-Sentinel
9 Joe Hultquist	2240 Fisher Place Knoxville TN 37920
10 FRANKLIN COLE	MEDIA DAILY TIMES
11 Robin H. Shaver	1700 Peppertree Dr Alcoa
12 Delmar HAYNES	<del>2529</del> <sup>2938</sup> Alcoa, Hwy Alcoa
13 Randy Lowe	600 Reliability Circle Knoxville TN 37932
14 Christen Khym	1617 Everett Avenue, Maryville, TN 37804
15 Margaret McLean	2903 E Alcoa Hwy Knoxville TN 37940
16 George Parker	426 N. Houston St Maryville TN 37801
17 John Chascom	440 W. Hunt Rd Alcoa 37701
18 Jeri J. Braham	1829 Maury Cir Alcoa 37701
19 Steve L. Jullis	823 Killian St. Louisville, 37227
20 Joca Hartford	120 Chasick Rd, Alcoa, TN. 37701
21 BEARIE SLY	700 Concord Rd KNOX TN 37922
22 Charles Tillet	608 Smokoy View Est. Dr. Mary, TN 37801

# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET

NAME

ADDRESS

23	ROY FAIN	3417 Wildwood Rd 37804
24	HEN WHITE	564 FRARY ST, ALCOA 37701
25	JIM BOWERS	Knox Air
26	Jim Sexton	Knox Air
27	Buz Opelmae	705 Pearson Springs, Maryville
28	Lennie Strub	2285 AIRPORT HWY. ALCOA, TN 37701
29	Dick Strub	2285 Airport Hwy, Alcoa TN 37701
30	Bill Dunlap	415 Louisville Rd. Alcoa Tn. 37701
31	Resline Walker	1723 AIRLINE DR. LOUISVINE 37777
32	Ray A. Adkins	1604 ADKINS WAY " "
33	Scott Adkins	1703 ADKINS WAY " "
34	TRENT LONG	P.O. Box 420 Alcoa Tn 37701
35	Paul Long	" " " "
36	FRED BERRY	SHERWOOD MEMORIAL PARK 3176 Airport Hwy
37	HUGH OWENBY	SHERWOOD Gdns 3176 Airport Hwy
38	Jesse Earl Dye	Just 1 more 2258 Alcoa Hwy
39	Tom Faulkner	3326 Airport Hwy Alcoa
40	Michael J. Ogden	#1405 Capowins Circle, Maryville
41	Jerry Willis	4112 Barb Hollow Rd Walland, TN 37886
42	Ray Robinson	1746 Nobel St Alcoa TN 37701
43	MARVIN ADKINS	1781 CHANDLER Rd, L, TN 37777
44	Tony Long	908 Sugarwood Drive Maryville, TN 37803
	tony long	1100 sugarwood drive Maryville, TN 37803

# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET

	NAME	ADDRESS
45	Ed Stinnett	796 Goddard St. Alcoa, TN
46	John Trotter	4302 Topside Rd Knoxville, TN
47	John Parker	1819 Nothwood Maryville TN
48	Eleanor E French	200 Mockingbird Dr. M. T. - 803
49	Mo BIRUECKNER	333 W HUNT RD ALCOA 3701
50	Carl Tipton	504 O'Dell Rd
51	Elgie Z Farn	1335 Hillvale Rd Louisville
52	Carol Richardson	1303 W. Broadway, Maryville
53	Jane King	2777 ALCOA Hwy
54	Chris Henry	411 N. Hall Rd.
55	Tricia Lupton	2048 Stonybrook Rd. Louisville
56	Susan Whitliff	1412 Mantle Station Rd Maryville
57	JERRY Hodge	1358 Forest Hill Rd, Maryville
58	JOE TIPTON	816 KNIGHT BRIDGE RD. MARYVILLE
59	KEN SMITHEN	1794 CARPENTER GRACE RD Maryville
60	CHARLIE CARRUTHERS	1021 S BRIDGECRECK MARYVILLE
61	WES, CARRUTHERS	613 Montgomery Ln Maryville
62	Karen Lee d	3810 Miford Ave - Maryville
63	Alex + Rose Ridings	645 Lakeshore Dr. Kingston, TN
64	HUGH REED	2810 Miford Ave Maryville, TN
65	Ken Reynolds	547 Wetwood Dr ALCOA, TN. 3701
66	Joe LAW	1610 SCWIC DR MARYVILLE 37804
		1610 SCWIC DR MARYVILLE 37804

# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET

NAME	ADDRESS
67 Jim Stulworth	220 Kenmark Dr Maryville
68 Tom Clark	3211 C Royal Dr Alcoa, TN 37701
69 Mike GARNER	122 Hillside Rd. GAAY, TN. 37615
70 MARTY CALLOWAY	1907 Waverly Dr. MARYVILLE TN 37803
71 Larry Starnes	2909 Kendra Dr. Louisville, TN 37777
72 Russ B Pearson	1903 Huber Ct Louisville TN 37777
73 Johnathon Simmons	1324 McARTHUR RD. MARYVILLE TN 37804
74 James & Harry Brink	621 Wedgwood Dr. ALCOA, TN 37701
75 David Berger	2401 HUCKLEBERRY LOUISVILLE 37777
76 Kelly Hickman	214 Woodfield Cir Maryville 37803
77 Fish Hickman	" " " "
78 Bruce Miskel	2417 Oakhurst Dr. Knoxville
79 Steve West	3450 Airport Hwy Alcoa
80 Herman Stelmer	7502 Riverchase - Knoxville 37926
81 Gloria Bud	867 Darwin St. Alcoa, TN. 37701
82 David Bouch	867 Darwin St. Alcoa, TN 37701
83 L. A. Campbell	332 W. HUNT Rd ALCOA
84 K. Thompson	1809 Beechwood Ct. Alcoa
85 Tom Lindquist	1716 Westcliff Dr Maryville TN
86 Ralph Kidd	810 W. Hunt Rd. Alcoa
87 James Blair	11416 Crest Hill Dr Louisville TN 37777
88 DAVID D. HILL	1978 BENFORD LANE ALCOA, 37777
	1410 DENVER LANE ALCOA, 37777

# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET

NAME

ADDRESS

- |     |                     |  |
|-----|---------------------|--|
| 89  | Tim Myraff          | 146 N. Oakhill Dr. Louisville, TN 37777                          |
| 90  | W. Little           | FED Ex   |
| 91  | Clara B. McFutt     | 1203 Chilhowee Ave, Maryville TN 37803                           |
| 92  | Jewell H. Hammon    | 1218 Wright Rd. Alcoa TN 37701                                   |
| 93  | Gwen Boring         | 1605 Laurel St Alcoa Tenn 37701                                  |
| 94  | David Erser         | 1580 Tsuga Dr, Alcoa, TN 37701                                   |
| 95  | Karen Erser         |  |
| 96  | Jeff Welch          | MPO Suite 403<br>400 Main St. Knoxville 37902                    |
| 97  | Harry G. Gentry     | WRSCR Am 1470  |
| 98  | Martina Daugherty   | 2137 Callahan Rd <sup>Louisville</sup> <del>Alcoa</del> TN 37777 |
| 99  | R. Andrew Daugherty | 2518 Hollis Road Louisville TN 37777                             |
| 100 | Mirbae McClung      | 429 LINK DR. ALCOA TN 37701                                      |
| 101 | Stanley Dille       | 822 Hamilton St Alcoa 37701                                      |
| 102 | Wm. Ellis           | 822 Hamilton St Alcoa 37701                                      |
| 103 | Richard Ferguson    | 4723 BUFFAT MILL RD KNOXVILLE 37914                              |
| 104 | Chris D. Allen      | 1309 Koduck Dr Louisville  |
| 105 | George A Jones      | 1712 MAPLECREST Drive Louisville TN 37777                        |
| 106 | Eleanor Woma        | 2215 Stonybrook Rd Louisville, TN 37777                          |
| 107 | Sherry Burden       | 1713 Ramsey St. Alcoa, TN 37701                                  |
| 108 | Jane Qualls McQuinn | 3700 River Trace Lane Knoxville TN 37920                         |
| 109 | Jacquelyn Murphy    | P.O. Box 752 Alcoa, TN 37701                                     |
| 110 | Robert Morgan       | 2448 Hobbs Rd Louisville   |

# BLOUNT COUNTY

S.R. 115 (U.S. 129, ALCOA HIGHWAY)

FROM NORTH OF AIRPORT RD

INTERCHANGE TO: I-140 (PELLISSIPPI PKWY)

SIGN IN SHEET

NAME

ADDRESS

111 Sarah Alloung 1448 Woodthrusb Dr. Maryville 37803

112 Pat Miller 816 Brentwood Dr Maryville 37804

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(Please Print)

Name Sarah DeYoung  
Address 1448 Woodthrush Dr.  
Maryville, TN 37803

Date 5/16/00  
Project Alcoa Hwy

Phone 984-7412

Do you support this project? yes!!!

Comments: I have driven Alcoa Hwy at least twice a day for the last 21 years. This is the only solution - frontage roads and overpasses! We have a combination of uncontrolled growth and uncontrolled access, which can never be a successful combo. Virtually every accident report on Alcoa Hwy. contains the words, "... pulled into the path of ..." This proposed plan will fix that problem. My only criticism is that we need to quit talking about it and "Just Do It!"  
quit talking about it and "Just Do It!"

(Please Print)

Name G.K. SMITHEN

Date 5/16/08

Address 1994 CARPENTERS GRADE RD  
MARYVILLE, TN 37803

Project OS 005-1229-0Y  
STATE RT 115

Phone 865-977-1173

Do you support this project? NO

Comments: I DO NOT THINK WE NEED AN  
INTERSTATE TYPE HWY BUILT FROM AIRPORT  
TO MISSISSIPPI PKY, THERE IS ENOUGH ROOM  
AVAILABLE TO BUILD 6 LANES WITH  
CONCRETE BARRIER AND TWO BRIDGES FOR  
CROSS OVERS AND GOING BOTH DIRECTIONS.  
THIS SERVE TWO PURPOSES - SAVE LIVES -  
SAVE TAXPAYERS DOLLARS.

DT-1408



(Please Print)

Name BERGER, DAVID

Date MAY 16, 2000

Address 2401 HUCKLEBERRY DR  
LOUISVILLE, TN. 37777

Project 05005-1229-04

Phone \_\_\_\_\_ Do you support this project? YES

Comments: \_\_\_\_\_

Great!

(Please Print)

Name Lonnie STRUNK

Date 5-16-2000

Address 2285 AIRPORT HWY.

Project SALE OF ALCOA HWY.

ALCOA, TN 37701

Phone 865-970-9000

Do you support this project?

NO

Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DT-1408

(Please Print)

Name BILL LITTLE

Date 5-16-00

Address 2380 CALAHAN RD

Project ALCOA HWY.

FED EX LOUISVILLE TN 37777

Phone 982 3249

Do you support this project?       

Comments: PROJECT LOOKS GOOD WITH EXCEPTION  
THAT IT NEEDS TO CONTINUE SOUTH TO  
IMPROVE THE HALL RD / 129 SPLIT BELOW  
HUNT RD OVERPASS.

(Please Print)

Name David Buck

Date 5/16/00

Address 867 DARWIN ST  
Alcoa, TN 37701

Project STP-M-115

Phone 865-983-6887

Do you support this project?

yes

Comments: Good Job! BUILD it NOW!

(Please Print)

Name Jerry B. Wilkins

Date 5/16/00

Address 4112 Barb Hollow Rd  
Walland, TN 37886

Project 05005-1229-04  
Alcon Hwy

Phone 865-379-6169

Do you support this project?

Yes

Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

DT-1408

(Please Print)

Name Susan McNuff

Date 5/16/60

Address 1412 Martiale Station Rd  
Mayville, TN

Project Alcoa Hwy

Phone 865/983-4280 x12

Do you support this project?

No

Comments ① Need more law enforcement traffic patrols. Where  
else do we allow drivers to go 15 miles over the posted speed?

② Alcoa Hwy is not a "highway." It has become a city thoroughfare  
with many unregulated curbside businesses. One-way frontage  
roads will not handle the volume of business patrons, and are  
additionally unfair to those businesses. ③ Don't need 3 lanes; we  
need traffic lights with double turn lanes at selected intersections.

The state has seen fit to put traffic lights in the rural  
of Hwy 321 and Old Glory Rd, in addition to the US 129 Bypass  
and Tech St. No one likes traffic lights, but they are a necessary  
evil, and less expensive. !

evil, and less expensive. !

DT-1408

(Please Print)

Name Steve West

Date \_\_\_\_\_

Address 454 Broadmoor Dr  
Maryville, TN 37803

Project 05005-1229-04

Phone 865-982-1842

Do you support this project?

Yes

Comments:

Please Send Color Hearing Display Map

Key to all residents of Blount & Knox Co.

Time of construction - 60K vehicles a day

Upon completion need Directional Signs  
at slip ramps

DT-1408

(Please Print)

Name MARY CALLOWAY

Date 5/16/2000

Address P.O. Box 6618

Project ALCOA HWY

MARYVILLE, TN 37802

Phone 865 982-3266

Do you support this project? NO!

Comments: Please send me <sup>A copy</sup> one of the Long  
Long Public Hearing VISUAL Alignment Drawings  
that were Laid on the tables at the meeting

I do not like the Idea that the Profile of the 6 LANES  
IS 20' ABOVE EXISTING GRADE AND THAT ALL THE BUSINESSES  
ARE HIDDEN. THIS WILL GREATLY IMPACT MY LOCATION, EXXON STORE

@ WRIGHTS Rd.

DT-1408



(Please Print)

Name Tom Faulkner

Date 5-21-00

Address 3326 Airport Hwy  
Alcoa TN 37701

Project US 129 widening  
Bount County - Alcoa

Phone 865-982-4522

Do you support this project?

yes

Comments: 1) please push forward ASAP - pay property  
owners fairly, to reduce condemnation, lost time,  
2) be careful to choose contractor with history of  
on time or early completions. 3) pay bonuses  
for early completion.

This highway from the airport to UT needs a fast  
overhaul to handle the increasing commuter  
traffic and development of Bount County and  
the airport.

DT-1408

May 17, 2000

From Donna Sellers

109 Chippewa Rd

Maryville, TN 37804

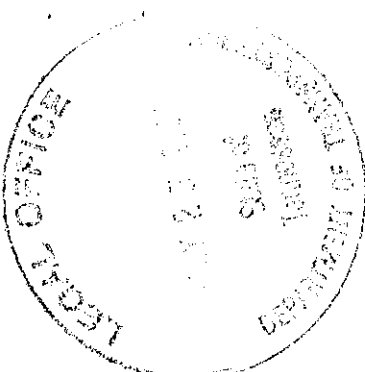
Dear Sirs,

in response to the Alcoa  
Highway expansion, & highly  
oppose the removal of the graves  
at Sherwood Memorial Gardens.

This affects 5 of my family  
members with the recent  
death of my mother. These  
graves are in the proposed  
target area! Please consider  
another option.

Thank you for your time,

Donna G. Sellers



2000  
7

Department of Transportation  
Building

MUST BE DONE about Alcoa Highway. If the current  
ts think is best, then Go, Go, Go! (plan)  
peeding automobile came across the grass median and  
. The person's insurance company refused liability.  
they managed that, but my insurance company had to  
payments were not sufficient to take care of life-long  
result of the accident.

*How Parker*

Alous Parker  
Road Run Drive  
Lile, TN 37803

**TDOT accepts written  
statements about highway**

Anyone who did not attend the hearing Tuesday can still comment on the proposed Alcoa Highway redesign. TDOT will accept written statements for 10 days after the hearing date. Mail statements to: General Counsel-Tennessee Department of Transportation  
Suite 700-James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243

05/18/00

To: Ms. Mary G. Moody  
Subject: State Project # 05005-1229-04

Dear Ms. Moody, I am writing in regards to the proposed improvement of State Route 115 (U.S. 129, Alcoa Highway).

Upon reviewing the current plans I feel like there should be a different approach taken to the problem of traffic congestion on Alcoa Highway.

The current plans in my opinion would greatly deface the entire area around the City of Alcoa and the Knoxville Airport, creating a concrete jungle to look at instead of the beautiful mountains we are now able to enjoy. Not only would it cause a great eyesore to look at, but it will be disastrous to the local businesses on Alcoa Hwy. some would no doubt have to close their doors because of lack of customers.

I have driven Alcoa Hwy for several years, not only in my personal vehicle, but also as a tanker driver for a local gasoline distributor. In my observations through the years the biggest problem with Alcoa Hwy. is SPEED.

In my opinion the first thing that needs to be done is to slow the traffic down. The majority of vehicles that travel Alcoa Hwy run anywhere from 10 to 15 miles per hour over the posted speed limit. Put enough city and state patrol cars with radar guns and start writing tickets, this will slow them down.

Next step would be to put traffic lights up at major intersections, this would slow traffic considerably. Then close off all crossovers in the median that are not needed. Alcoa Hwy does not kill as some people would have you to believe. Drivers do.

If we need a super speedway to get traffic to and from Knoxville, I think another plan should be looked at and not destroy the local landscape and businesses. A bypass around for those who; are in a hurry and running late would serve the purpose.

Another item that really upsets me is the relocating of 160 graves at Sherwood Memorial Gardens. I have a father in law buried in one of the plots that will probably have to be moved. This would really upset my mother in law to see her husband moved. She is now 82 years old and it would be hard for her to accept the idea of relocation.

This plan is totally wrong and I am sure with the help of local officials and concerned property owners a better solution can be found.



Sincerely,  
C.D. LEONARD JR.  
826 Brickmill Road  
Maryville Tn. 37801



TWIN CITY MAZDA

3076 Airport Hwy.  
Alcoa, Tennessee 37701  
Phone: 423-970-3900  
Fax: 423-970-9624

TENNESSEE DEPARTMENT OF TRANSPORTATION  
JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243

RE: ALCOA HIGHWAY, U.S. 129 IMPROVEMENTS

GENTLEMEN:



AFTER REVIEWING THE T.D.O.T. PLANS AT THE PUBLIC HEARING ON MAY 16,  
WE OFFER THE FOLLOWING SUGGESTIONS, COMMENTS AND CONCERNS:

SLIP RAMP 3 (ENTRANCE RAMP TO MAINLINE NORTH OF  
WRIGHTS FERRY RD.) AND SLIP RAMP 4 (EXIT OFF MAIN-  
LINE SOUTH OF NORTHPARK BLVD.) SHOULD BE SWAPPED TO  
RELOCATE THE WEAVE OF TRAFFIC FROM THE MAINLINE TO THE  
FRONTAGE ROAD. IN ADDITION, THE "SWAPPING" OF THE RAMPS  
WILL IMPROVE ACCESS TO BUICK DR. AND SHERWOOD MEMORIAL  
GARDENS,

CAN SLIP RAMP 5 (EXIT OFF MAINLINE TO WRIGHTS FERRY  
RD.) BE RELOCATED NORTH TO ALLOW ACCESS TO JUDSON DR.?

THE CUSICK RD. IMPROVEMENTS SHOULD BE 4-LANE. WE THINK  
THAT CUSICK ROAD TRAFFIC VOLUME WILL GREATLY INCREASE  
DURING AND AFTER THE CONSTRUCTION PERIOD AS IT IS A  
DIRECT ROUTE TO THE MISSISSIPPI (I-140) PARKWAY WITHOUT  
GETTING ON AIRPORT HIGHWAY.

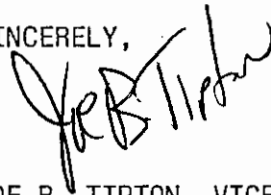
MINIMIZE THE 20 FOOT ELEVATION RISE AT WRIGHTS FERRY  
INTERCHANGE BY UTILIZING EXISTING LOW TOPOGRAPHY.

WE WOULD SUGGEST A SIZABLE EARLY COMPLETION INCENTIVE FOR THE  
CONSTRUCTION CONTRACTOR.

BEING IN THE RETAIL AUTOMOBILE SALES AND SERVICE BUSINESS REQUIRES  
HIGHWAY VISABILITY AND EASE OF ACCESS TO OUR DEALERSHIP ON AIRPORT HIGHWAY.

WE ARE GREATLY CONCERNED WITH THE BUSINESS INTERRUPTION DURING THE CONSTRUCTION PERIOD AND THE ACCESS AND VISABILITY OF OUR DEALERSHIP UPON COMPLETION OF THE PROJECT.

SINCERELY,

A handwritten signature in black ink, appearing to read "Joe B. Tipton", written over the word "SINCERELY,".

JOE B. TIPTON, VICE PRESIDENT

CC: MARK JOHNSON, ALCOA CITY MANAGER



## TWIN CITY NISSAN

3247 Airport Hwy.  
Alcoa, Tennessee. 37701  
Telephone (423) 970-4132



TENNESSEE DEPARTMENT OF TRANSPORTATION  
JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243

RE: ALCOA HIGHWAY, U.S. 129 IMPROVEMENTS

GENTLEMEN:

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GETTING ON AIRPORT HIGHWAY.

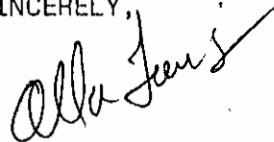
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WE ARE GREATLY CONCERNED WITH THE BUSINESS INTERRUPTION DURING THE CONSTRUCTION PERIOD AND THE ACCESS AND VISABILITY OF OUR DEALERSHIP UPON COMPLETION OF THE PROJECT.

SINCERELY,

A handwritten signature in cursive script, appearing to read "W. Allen Lewis", written in dark ink.

W. ALLEN LEWIS, VICE PRESIDENT

CC: MARK JOHNSON, ALCOA CITY MANAGER





**DEPARTMENT OF PUBLIC WORKS & ENGINEERING**

Sanitation Service

Street Service

Water Quality Service

Water & Sewer Service

Landfill Service

Engineering Service

*"Quality Services for a Quality Community"*

441 N. HALL ROAD, ALCOA, TENNESSEE 37701

(423) 981-4141 FAX: (423) 981-4122

May 24, 2000

General Counsel  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243.



Re: Alcoa Highway (S.R. 115, U.S. 129) Improvements – Airport Interchange to I-140  
Blount County  
Alcoa Project # STS-98-002

Dear Sir or Madam:

The staffs of the City of Alcoa and the Metropolitan Knoxville Airport Authority have attended hearings and reviewed plans relative to the referenced highway improvements. In that regard, we appreciate the cooperation from you and your staff in the exchange of information during the conceptual designs and now final design of the project. This is a much-needed project that will benefit both the City and the MKAA.

Based on our review of the most recent plans, we offer the following suggestions / comments:

1. As the final design nears completion, a joint meeting of the Alcoa City Commission and the MKAA Board with representatives of the TDOT and the design firm would be most helpful. This could be an opportunity for both bodies to be informed of construction phasing / staging, coordination needed with our respective agencies, etc. that will aid TDOT with timely completion of the project.
2. We encourage the design and construction of the improved Hunt Rd (S.R. 335) and Alcoa Hwy (S.R. 115) interchange as soon as possible. Ideally, it should be included in this project.
3. Previous discussions with TDOT personnel indicate the possibility of contractual conditions providing incentives for the contractor's early completion of the project; conversely, it has been suggested that stiff penalties may be assessed for delays. We encourage the inclusion of both conditions in the contract documents for this project. We also support the contract including provisions for construction 24-hours per day.
4. Coordinate relocation of the MKAA internal circulation road left of mainline Sta. 11+5000 to Sta. 11+900. The MKAA plans to resurface this road during 2000. If possible the Airport Authority would like to combine the funding available from the State with our current project to relocate the service road before the highway project starts.

**EXCELLENCE IN SERVICE - QUALITY OF LIFE**

General Counsel

Tennessee Department of Transportation

Alcoa Highway (S.R. 115, U.S. 129) Improvements – Airport Interchange to I-140

May 24, 2000

Page 2

5. Regarding Item #2, it will be critical to maintain access to the adjacent fuel farm during all phases of construction. FAA regulations also require maintenance of this area's security.
6. Plans should be modified to depict recent parking and hangar improvements left of Sta. 10+570 to Sta. 10+700. In that regard, ramps to the airport should be held as close to the mainline as possible to minimize the taking of right-of-way and improvements.
7. Show the addition of hangar / offices to Cherokee Aviation building left of Sta. 10+840.
8. There may be some concerns with obstruction of the MKAA terminal by the retaining wall separating Ramp C and SB mainline.
9. The plans do not show how properties presently fronting on the relocated Payne Ave. will have access to either the frontage road or to relocated Payne Ave. It's assumed that a short cul-de-sac or other treatment similar to that for relocated Wrights Ferry Rd will be required.
10. Will traffic signals be installed at the intersections of the frontage roads with the major roads at the planned interchanges (Cusick Rd, Wrights Ferry Rd, Air Base Rd / Northpark Blvd)?
11. The Cusick Rd improvements should be 4-lane. Existing developments (e.g., hotels) along Cusick Rd are being required to construct additional lanes. In that regard, the traffic volumes assigned to Cusick Rd (both 2001 and 2021 projections) seem low.
12. Can Slip Ramp 2 (exit off mainline near International Dr) be relocated south to allow direct access to International Drive?
13. Slip Ramp 3 (entrance ramp to mainline north of Wrights Ferry Rd) and Slip Ramp 4 (exit off mainline south of Northpark Blvd) should be swapped to relocate the weave of traffic from the mainline to the frontage road. In addition, the "swapping" of the ramps will improve access to Buick Dr and Sherwood Memorial Gardens.
14. Can Slip Ramp 5 (exit off mainline to Wrights Ferry Rd) be relocated north to allow access to Judson Dr?
15. The plans as presented at the May 16, 2000 public hearing indicated fill of about eight (8) meters above the existing highway at its crossing with Wrights Ferry Road. This seems excessive since existing Wrights Ferry Rd (and the properties adjacent to the highway) lay some six (6) to eight (8) meters below the existing grade. This existing difference

General Counsel

Tennessee Department of Transportation

Alcoa Highway (S.R. 115, U.S. 129) Improvements – Airport Interchange to I-140

May 24, 2000

Page 3

between the mainline and the existing properties / road should allow for the construction of a grade-separated interchange with minimal fill. We respectfully question the need for the excess fill (and resultant retaining walls) on the highway.

We hope these comments will be given careful consideration. Again, we appreciate the opportunity to provide input on this critical project. We and our respective staffs look forward to working with you toward its completion. If you would like additional information on any of these comments, please contact Kenny Wiggins, Alcoa Director of Engineering & Public Works (865-981-4143) or Tom Lindquist, MKAA Engineering Manager (865-342-3020).

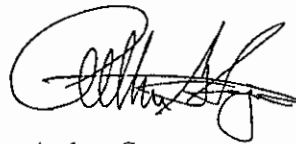
Sincerely,



Don Mull

Mayor

City of Alcoa



Arthur Seymour

Chairman

Metropolitan Knoxville Airport Authority

cc: Terry Igoe, MKAA Director  
Mark Johnson, Alcoa City Manager  
Tom Lindquist, MKAA Engineering Manager  
Kenny Wiggins, Alcoa Director of Engineering & Public Works  
Cliff Stewart, TDOT Nashville  
Jerry Leslie, H.W. Lochner, Inc.

Date: May 21, 2000

To: Ms Mary Moody, Department Attorney  
State of Tennessee Department of Transportation

From: Susan E. McNutt  
1417 Clear Brook Dr.  
Knoxville, Tennessee 37922

Re: Alcoa Highway Project #05005-1229-04



As a commuter from West Knox County to Blount County, I would like to express my views on the proposed expansion of Alcoa Highway from Hunt Road to Pellissippi Parkway to six lanes with one-way frontage roads. I also have family in Blount County so I drive Alcoa Highway all hours, not just rush hours.

We all agree that Alcoa Highway is unsafe and improvements need to be made. I have seen several accidents on that stretch and have observed driving habits. It is clear that we, the drivers, largely make Alcoa Highway unsafe. I regularly see drivers speeding along in the left lane a half a car length apart going 65 mph, *15 mph over the posted speed limit*. I recently saw a rear-end collision caused by this. Additionally, one reason that it is hard to turn across traffic is because it is hard to judge the distance of a speeding car.

The obvious solution to speeding is traffic patrols by law enforcement, which we rarely see during peak times. Indeed, it is difficult to pick out a particular car in a crowd with radar. However, we've all seen drivers elsewhere slow down merely when they see a patrol car by the side of the road. *People drive so fast on this road because we have let them all these years*. Why can't people slow down for a mere 2.3 miles?

The scope of the proposed expansion is overkill. Further, the one-way frontage roads will ultimately put many Alcoa Highway merchants out of business. The idea of accessing a service road nearly a mile before your destination is obviously inconvenient. We all have a horror story about access roads. For example, when my family went to New Orleans to the Sugar Bowl, we were warned not to stop in Meridian, Mississippi. Well, it turned out we had to because it became lunchtime and there was nowhere else to eat. What a mistake! That intersection had one-way frontage roads and it took several traffic light cycles to get back on the interstate. Never will I stop there again. Example number two: Little Rock, Arkansas. A coworker of mine regularly goes fishing in Louisiana. He says the business areas along those frontage roads are like a ghost town. *Frontage roads are unfair to business owners*.

What is the solution? First, we need to recognize that the road is more than a route between two counties. People live and work along this short stretch. What Alcoa Highway really is is a city thoroughfare and should be treated as such. Any crowded city street such as this would have *traffic lights*. No one likes them, but they are a necessary

evil. I personally would like to see double turn lanes making use of that wide grassy median with lights at the three major intersections. Keep in mind that this county has had the addition of traffic lights recently at the dangerous intersections of Hwy 321 at Old Glory Road and the US129 Bypass at Foch Street. These were unlikely places for lights, but the intersections are safer now.

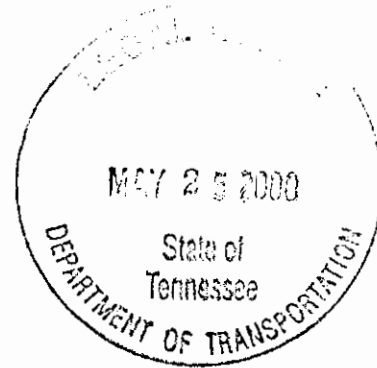
**Here's a different solution: a bypass. Why not use all that wide-open pasture that belongs to the Aluminum Company of America that lies east of Wright Road? Maybe the 129 Bypass could diverge at the point of the underpass where Hall Road begins. The extended bypass could connect with the nearly unused section of Pellissippi Parkway east of Alcoa Highway. Surely it wouldn't surpass the proposed price tag of \$25 million!**

In short, please don't make us suffer through 3-4 years of traffic delays when simpler solutions would suffice. An elevated interstate with a barrier median would ruin the view of the scenic area, in addition to all the mud and dirt generated by the construction. I hope the Department of Transportation will try to be fair to everyone. I think it's important to acknowledge that there will always be traffic at peak times no matter if it's Alcoa Highway, I-40 in Knoxville, I-440 in Nashville, I-285 in Atlanta, or the Beltway around Washington DC. Traffic will always expand to fill the road you build. Can't we come up with a different solution to these 2.3 miles?

Thank you for your attention!

# ***M G Markets, Inc.***

P.O. Box 4669  
Maryville, TN 37802-4669



May 24, 2000

State of Tennessee Dept of Transportation  
Attn: Ms. Mary Moody  
James K. Polk Bldg, Suite 700  
Nashville, TN 37243-0332

Dear Ms. Moody,

Our business owns and operates the Mr. Gas Texaco convenience store at 2670 Alcoa Highway between Pellissippi Parkway and Hunt Road in Alcoa. Enclosed please find a petition that our customers requested that we post at our store. These signatures were collected beginning Friday, May 19.

The petition opposes the planned expansion presented in the hearing on May 16<sup>th</sup>. The consensus of the petitioners is that something should be done to improve the highway, but no one likes this particular plan.

Thank you for your attention.

Sincerely,

A handwritten signature in cursive script that reads "Susan E. McNutt".

Susan E. McNutt  
Vice President

Maryville 423/983-4280  
Fax 423/984-2454

Fax 423/984-2454

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

Debbie Neubels  
Thompson Auto Sales  
Mike Craig  
Edt Zusa  
511 Henry Ln. Greenback, TN  
Walland, TN  
Ronald Thompson

Sherron Oplins  
William J. Smith  
Walter Bremer

Sil Ledford  
Nene Flanagan  
Zoe McFall  
Rockford  
Knoxville  
Maryville

Tim Ebert  
Aaron Lynn  
HAROLD

1238 Jefferson Ave

Joe Smith  
Luz & Dawson

Maryville  
Maryville

Cheryl W. Bell  
D. Marine  
Frankie Scott

Alcoa  
Alcoa

Frankie Scott

Knox

Ed Thacker

Alcoa

Robert (M) Miller  
Gray Thompson

Alcoa  
Louisville

Yvonne Myers

348 Agate Circle Mary TN.

Gerold Dotson

Donal, TN

Charles Yantis

Dalton GA (This man had seen a road  
worthy built in Georgia. He said  
it was a terrible mistake. No advised that  
the Georgia DOT be contacted for opinion.)  
It was a terrible mistake. No advised that  
the Georgia DOT be contacted for opinion.)

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

Larry C. Smith	
Paul Guntz	Maryville
Marcus Nawn	Maryville
<del>Archie Savage</del>	
<del>Mike Hunt</del>	Louisville
<del>Ann Evans</del>	Friendsville TN
Jody Webb	Alcoa
Michael <del>Steele</del>	Knoxville
Marlon D. Campbell	Alcoa
Mary A. Campbell	Walland
Lynette Bowling	Walland
John Jackson	Walland
Joe Reed	Knoxville
C. Rachel Gunnarson	Alcoa
Harold <del>Salter</del>	Knoxville
Don <del>Rob</del>	Maryville
Larry Jones	Knoxville
D. McHugh	Maryville
H. R. Borchert Jr	Maryville
Lee <del>Marlin</del>	Alcoa
Rob <del>Purpus</del>	Maryville
Barbara Jelliker	Bristol
Tracy <del>Joe</del>	Maryville
	Maryville



Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

Billy Sanford  
Carmen Nelson - 2025 Limestone dr  
R. POLET 2267 Queensbridge.

Loyce James - 2215 Old Knoxville Pike  
Greg Scott High 3665 TARBERT RD.

Stephen Wilbough 8110 Wiebels Knolls  
Michael Miller Knoxville TN.

Charles Gantt Alcoa TN  
Michelle Swaney Rockford, TN

John R. Haver Alcoa, TN  
Gene Spivey Alcoa

John R. Haver Knoxville TN  
John R. Haver Alcoa, TN

Cheryl Pestka Alcoa, TN  
Doug Taylor Rockford TN

Don Alb 273 Rutledge PK. Blair  
Beverly Wallace 522 Jackson Hills

Gary Dudley 3124 TAMMIE CIR  
~~Sam Block~~ Sam Block Maryville TN

Deborah Jennis Maryville TN 37801  
Adrian Blount Co.

Brandenburg Hedford Chattanooga  
John D. Hedford Knoxville, TN

Alcoa, TN  
Alcoa, TN



Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name	Address (preferred but not required)
Rege Northern	Knoxville, TN
Gary Harris	Powell, TN
Regina Humphrey	Knoxville, TN
Reg H. S.	Maryville TN
L. L.	Atlanta, GA
John Light	Maryville, TN
Daniel McK	Alcoa, TN
Michael Brown	
Trent Hord	
Stacy Hadaway	Knoxville TN
Mike Stewart	Knoxville, TN
Randy Williams	Maryville, TN
Marge Williams	Maryville, TN
Melanie Shepherd	Maryville, TN
Margaret Compton	Greenback, TN
Carolyn Mc Mahan	Greenback, TN
James Compton	Friendsville, TN
TQ Emory	London, TN
Melissa Pittman	Maryville, TN
Penny Anderson	Maryville, TN
Coly Brooks	Maryville
Deborah Post	
Spencer Ziehefoss	Alcoa TN
John W. Haines	Knoxville
Charles H.	Alcoa, TN
Elly Sheen	Alcoa, TN
in person	Alcoa, TN

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

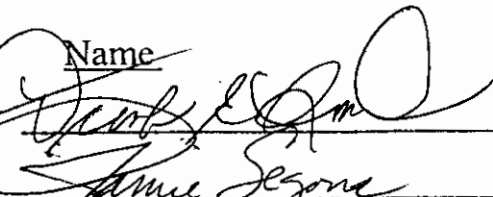
Name	Address (preferred but not required)
Roger Silver	Knoxville
Matt Taylor	2032 Kenwood Dr Knoxville, TN
Julie A Simpson	Maryville, TN
Karen Hadden	3015 Limestone Dr Maryville TN
Lefty J. P.	145 W. Main St Alcoa
Mike H.	218 S. Rte Maryville, TN 37803
Malissa Consey	
Michael Norton	Maryville TN
James Brantley	
David Moridheft	
Chouda Lawson	Louisville, TN
Crystal McNish	Maryville
Daniel Hooker	Maryville
Richard Hooker	Maryville
Daniel Webber	Knoxville
Tom Clendenen	Maryville
John Zeleni	Knoxville
John Zeleni 945A 12weder	Maryville
Jimmy Farmer	Maryville
Julie Farmer	Maryville
Morissa M. Carter	Louisville, TN
Mike S. G.	Alcoa, TN
Jim Spivey	Knoxville, TN
Bowie Thompson	Maryville
Mark N. Duplew	Alcoa
Chris Superstar	Alcoa

Wk 115

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name	Address (preferred but not required)
Shane Pharis	2106 Windridge Dr. Maryville
Stanford Jones	Alcoa
Dee Dee Moore	
Loyment G. Cook	
Carlene Kember	
Jeffrey A. H.	Rockford
Tiffany A. H.	Rockford
Melinda Smith	2365 Magnolia St. Maryville TN
Carl M. Clark	1227 W
John W. Poplin	MARYVILLE
MIKE VANIER	KNOXVILLE
Michael Brown	Alcoa
John L. L.	DRIVE PLAZA
Donna S. S.	Maryville
Amanda Gribble	
John Gribble	
Karen Gribble	Alcoa
Tommy Sharp	
Tyler Britt	Alcoa
Jenny Britt	
Bobby Gribble	Maryville
Carmy C. C.	Maryville
Mike Gribble	Maryville
Jason Murphy	Alcoa
Leopoldo Gribble	Alcoa

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name	Address (preferred but not required)
	P.O. Box 385 Alcoa, TN
James Egone	Marionville, TN
Ginni Sloan	Marionville, TN
Daisy Williams	Marionville, TN
David W. Hicks	Marionville
Andre Bay	
Dave Jacob	
James Lindsey	Alcoa TN
Kathy McCollers	Rockford, TN
Chip McElie	
Jerry Burchfield	
Lisa Burchfield	
David Anderson	
Woody Jones	Louisville
Oletha Wade	Alcoa TN
ANDY GORDON	Alcoa TN
Chris Lindsey	
Benny Vaughn	AAA TAXI
Michael Jackson	
Jamie Alexander	Louisville, TN
Barry W. Moulton	Louisville TN
William E. Waples	Alcoa Tenn
David Hanelon	
Mike Kessell	Clinton
Andre E. Gize	Marionville, TN

LOOK

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name	Address (preferred but not required)
Melissa Radtke	319 mimosa Circle
Robert Bennett	Maryville
Mike Sumner	Maryville
Eric Sharp	Maryville
John Hunt	Madisonville
SEAN M Holloway	3133B Wrights Ferry Rd Louisville
Debra L. Fisher	1710 William Blount Dr Maryville TN
Tam's Hart	Maryville
E. Diane Langley	Maryville, TN
LaVa	MARYVILLE, TN.
Cinny Redding	Maryville, TN.
Cassie Parks	Maryville, TN
Belli Farmer	Maryville, TN
Steve Vinograd	Knox, TN.
Rick Marshall	Knox, TN.
Danielle Carpenter	Rockford, TN
Kevin Orr	Maryville, TN.
April Crook	Maryville TN
John's Sims	Walland, TN
Taura Johnson	Maryville, TN
Jay Barnes	Maryville TN
Joshua Cook	Alcoa, TN
Amanda Lynn	Maryville, TN
Roy Huskey	Alcoa, TN.
Debra Huskey	Alcoa, TN.

Need  
traffic,  
lights.

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

Scott Davis 1511 Redwood St Alcoa  
Remona Roberts 805 Front St Maryville  
Dana Evans Payne Ave Alcoa  
Debbie Jackson 1313 N. W. 1st St Alcoa, TN  
L. Paul 3403 Pearly Smith Rd. Louisville, TN  
Mary York 3403 Pearly Smith Rd. Louisville, TN  
Karyn Wagner 931 Weaver Hill Drive  
Katie Clark  
Jason Mouser Distone Ln. Maryville TN  
Jill Mough 11803 Cedar Blk Ct. KNOX. TN.  
Shirley Collins 1715 Belmont Dr Maryville TN  
Gene Roberts Front St Maryville  
Crystal Carrins Big Springs Ridge Rd Maryville  
Connie Hippa Jarvis Rd Maryville TN  
L. Evans Jarvis Rd Maryville  
Paul Smith 716 Gamble Dr Hickory  
K. Kelly Row Phillips Halls  
Ramon Phillips Louisville TN  
L. Mouser Louisville TN.  
Aranda McAllister Alcoa, TN  
Brandi Pittman Greenback, TN  
Aranda Pittman Greenback, TN  
Jessa Cummings Maryville, TN  
Deanna Evans Sevierville, TN



Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

Lindsey Adams

Manville, TN

Lee Shepherd

Manville, TN

Kim Shepherd

Manville, TN

Melissa McMahon

Manville, TN

Lore Bean

Knoxville

Lynn Bean

Knoxville

Jackie Davis

Townsend

Robert Hendrick

Townsend

Billy Hendrick

Friendsville

Lisa Hendrick

Friendsville

# Petition Against the Proposed TDOT Alcoa Highway Expansion between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name \_\_\_\_\_

Address (preferred but not required)

Mark Brummitt 711 Jennings Rd Maryville TN 37801  
 John Comeaux 12105 Warrior Trail Knoxville TN 37922  
 Joe Hall 2765 New Blockhouse Rd. Maryville TN 37803  
 Karen Gale 418 Westwood Dr Maryville TN 37803  
 Doreen Gindrey 722 Greenwood Dr Maryville TN 37803  
 Chum Hilliard 721 Ridge Rd Maryville TN 37803

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

Robert Beeler

7709 Clapps Chapel Rd

BRAD CASTLE

Elcen Pierson

# PLEASE READ

Petition Against the Proposed TDOT Alcoa Highway Expansion  
between Pellissippi Parkway and Hunt Road as of May 16<sup>th</sup>, 2000

Name

Address (preferred but not required)

DENNIS RAVALL SHOCKLEY

ALCOA

Bobby Eidson

124 tuscan Ln Maryville

Columbo Howard

Charles L. Harting

Louisville TN 37777

E. F. Condy

ALCOA

James Smith

Opinion Dr. Dr.

Mary J. McDonald

413 Glen Echo Maryville, TN

Josephine Hipp

James Walker

Robert N. Shaver

1700 Peppertree Ala

Don Owen

Stephanie Matthews

Steve Pettit

131 Reisc Lane Maryville TN 37801

LESTER P. DICKERSON

869 MERSEY ST ALCOA TN

James J. Dyer

123 DEISMONE DR. MARYVILLE TN. 37801

W. H. Ballard

2922 Black Fox Trail Louisville

Bobbie Lewis

4009 Big Springs Rd. Maryville

Glenda Mason

3613 A Wrights Ferry Louisville

I Like The Plan

Steve Dixon

3160 Logan Hill, Louisville TN 38227

**AIRPORT INN**  
D/B/A  
**PINE TRACE INN**  
P. O. BOX 1064  
STATESBORO, GA 30459  
912/764-9432

VIA FEDERAL EXPRESS

May 25, 2000

Mrs. Mary Moody  
Department Attorney  
Tennessee Department of Transportation  
Suite 700  
James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243

Re: Alcoa Highway Widening

Dear Mrs. Moody:

At the public meeting on May 16, 2000 held in Alcoa, representatives of the Tennessee Department of Transportation indicated that the following accesses would be provided to Tracts 9 and 10:

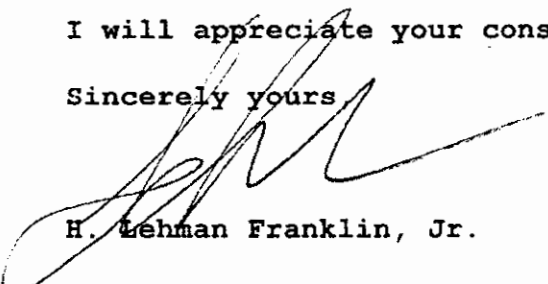
1. We would have a driveway from Relocated Cusick Road to the new Cusick Road. As you know, Cusick Road is one of our main means of ingress and egress to the property. We feel it is very important to retain such access. I consulted with a Transportation Engineer with Barge, Waggoner, Sumner and Cannon, Inc. in Knoxville, and he indicated there should be no safety problems in allowing this to be done.
2. There would be ample cuts from and to the proposed Frontage Road.
3. We would have ingress and egress to and from the new Relocated Payne Road.
4. We would maintain the existing ingress and egress that exists between Payne Road and the existing Alcoa Highway.

Page 2  
May 25, 2000

These accesses are crucial to the continuing use of this property. The layout of the various buildings on the property requires these entrances to maintain traffic to all areas.

I will appreciate your consideration in addressing these issues.

Sincerely yours



H. Lehman Franklin, Jr.

lc

cc: Barge, Waggoner, Sumner and Cannon, Inc.  
(via facsimile to 865-673-8554)



3450 Airport Highway • Alcoa, TN 37701 • (865) 970-9378 • FAX (865) 970-4559 • www.westchevrolet.com

May 23, 2000

Tennessee Department of Transportation  
700 James Polk Building  
Nashville, TN 37243

RE: Alcoa Highway, U.S. 129 Improvements

Ms. Moody



After reviewing the TDOT plans at the May 16 public hearing, we are glad to see a safer Alcoa Highway in our future. We do offer the following suggestions for keeping the area a viable commercial area:

- Slip ramp 3 (Entrance ramp to Mainline North of Wrights Ferry Rd.) and slip ramp 4 (Exit off Mainline South of Northpark Blvd.) should be swapped to relocate the weave of traffic from the mainline to the frontage road. In addition, the "swapping of the ramps will improve access to Buick Dr. and Sherwood Memorial Gardens.
- Can Slip Ramp 5 (Exit off Mainline to Wright's Ferry Rd) be relocated North to allow access to Judson Dr.?
- The Cusick Rd. improvements should be four lane. Existing developments (Ex. Hotels) along Cusick Rd. are being required to construct additional lanes. In that regard, the traffic volumes assigned to Cusick Rd. (Both 2001 and 2021 Projections) seem low.
- Minimize the 20-foot elevation rise at Wright's Ferry interchange by utilizing existing low topography.
- Include the Hunt Rd. bridge (South of the Airport) in this project. It is the link between the Hunt Rd. residential area and the Alcoa Highway commercial area.

We would also suggest a sizable early completion incentive for the construction contractor.

Being in the retail automobile business requires highway visibility and ease of access to our dealership. We are greatly concerned with the business interruption during the construction period and the access and visibility of our dealership upon completion of the project.

We hope that TDOT will look at these comments as important steps to prevent harm to the economic well-being of Alcoa Highway.

Sincerely,

Charles West  
General Manager



*AUTOMOTIVE GROUP*

---

May 25, 2000

Ms. Mary G. Moody  
Legal Office  
Tennessee Department of Transportation  
700 James K. Polk Bldg..  
Nashville, TN 37243-0332

Re: Alcoa Highway (S.R. 115, U.S. 129) Improvements - Airport Interchange to I-140 Blount County:

Dear Ms. Moody:

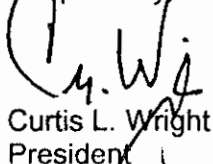
After reviewing the TDOT plans I would like to offer the following suggestions and concerns:

1. Can Slip Ramp 5 (exit off mainline to Wrights Ferry Road) be relocate north to allow access to Judson Drive.
2. Slip Ramp 3 (entrance ramp to mainline north of Wrights Ferry Road) and Slip Ramp 4 (exit off mainline south of North Park Blvd.) should be swapped to relocate the weave of traffic from the mainline to the frontage road. In addition, the "swapping" of the ramps will improve access to Buick Drive and Sherwood Memorial Gardens.
3. The Cusick Road improvements should be 4-lane. Existing developments (e.g., Hotels) along Cusick Road are being required to construct additional lanes. In that regard, the traffic volume assigned to Cusick Road seem low.
4. Minimize the 20 foot elevation rise at Wrights Ferry interchange by utilizing existing low topography.

Being in the retail automobile sales and service business I am greatly concerned with the business interruption during the construction period and would like to suggest a sizable early completion incentive for the construction contractor.

My support of the Alcoa Highway improvement project is contingent on the implementation of the above proposed changes.

Respectfully,

  
Curtis L. Wright  
President

---

**Oldsmobile GMC Truck**  
8330 Kingston Pike, Knoxville, TN 37919  
423/693-0610 • 1-800-842-7423  
Fax 423/531-9586

423/693-0610 • 1-800-842-7423  
Fax 423/531-9586

**Mitsubishi**  
8314 Kingston Pike, Knoxville, TN 37919  
423/693-0610 • 1-800-842-7423  
Fax 423/531-9591

423/693-0610 • 1-800-842-7423  
Fax 423/531-9591

**Chrysler • Plymouth • Dodge**  
3033 Alcoa Highway, Alcoa, TN 37701  
423/970-7423 • 1-800-438-7423  
Fax 423/984-0461

423/970-7423 • 1-800-438-7423  
Fax 423/984-0461



## AIRPORT OLDS-CADILLAC

3203 Airport Hwy  
Alcoa, TN 37701

Phone 865-970-2960  
Fax 865-970-4200

May 25, 2000

Tennessee Department of Transportation  
James K. Polk Building  
Nashville, Tennessee 37243

RE: Alcoa Highway, U.S. 129 Improvements

Gentlemen:

After Reviewing the T.D.O.T. plans at the public hearing on May 16, we offer the following suggestions, comments, and concerns:

Slip ramp 3 ( entrance ramp to mainline north of Wrights Ferry Rd.) and slip ramp 4 ( exit off mainline south of Northpark Blvd.) should be swapped to relocate the wave of traffic from the mainline to the frontage road. In addition the "swapping " of the ramps will improve access to Buick Dr. and Sherwood Memorial Gardens.

Can slip ramp 5 ( exit off mainline to Wrights Ferry Rd) be relocated north to allow access to Judson Dr?

The Cusick Rd. improvements should be 4-lane. Existing developments (e.g. hotels) along Cusick Rd are being required to construct additional lanes. In that regard, the traffic volumes assigned to Cusick Rd. ( Both 2001 and 2021 projections ) seem low.

Minimize the 20-foot elevation rise at Wrights Ferry interchange by utilizing existing low topography.

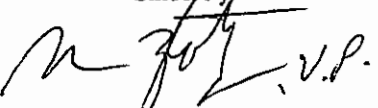
We would suggest a sizable early completion incentive for the construction contractor.

Being in the retail automotive sales and service business requires highway visibility and ease of access to our dealership on Airport Highway.

We are greatly concerned with the business interruption during the construction period and the access visibility of our dealership upon completion of the project.

Our support of the Alcoa Highway improvements is contingent of the implementation of the above proposed changes.

Sincerely,

  
Marc Zlotogura



## Delmar Haynes Pontiac and GMC Trucks Inc. Jeep - Suzuki

Alcoa Highway at Knoxville Airport • P.O. Box 548 • Alcoa, Tennessee 37701  
Phone (865) 970-3000 Fax (865) 970-4097

PONTIAC



Ms. Mary G. Moody  
Legal Office, TDOT  
700 James K. Polk Blvd.  
Nashville, TN 37243 0332

RE: Alcoa Highway, U.S. 129 improvements

Gentlemen:

After reviewing the TDOT Plans at the public hearing on May16, we offer the following suggestions, comments and concerns:

- Slip ramp (entrance ramp to main-line north of Wrights Ferry Road) and slip ramp 4 (exit off main-line south of Northpark Blvd.) should be swapped to relocate the weave of traffic from the main-line to the frontage road. In addition, the "swapping" of the ramps will improve access to Buick Drive and Sherwood Memorial Gardens.
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We would suggest a sizable early completion incentive for the construction contractor.

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We are greatly concerned with the business interruption during the construction period and the access and visibility of our dealership upon completion of the project.



## Delmar Haynes Pontiac and GMC Trucks Inc. Jeep - Suzuki

Alcoa Highway at Knoxville Airport • P.O. Box 548 • Alcoa, Tennessee 37701  
Phone (865) 970-3000 Fax (865) 970-4097

Page 2

PONTIAC



Our support of the Alcoa Highway improvement project is contingent on the implementation of the above proposed changes.

Sincerely,

*Robin H. Shaver*

Robin H. Shaver  
Delmar Haynes Pontiac, Inc.

Saturn of Knoxville  
A Twin City Dealership

3024 Airport Hwy.  
Alcoa,  
TN. 37701  
(615) 970-2041



MAY 22, 2000

TENNESSEE DEPARTMENT OF TRANSPORTATION  
JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243

RE: ALCOA HIGHWAY, U. S. 129 IMPROVEMENTS

GENTLEMEN:

AFTER REVIEWING THE T. D. O. T. PLANS AT THE PUBLIC HEARING ON MAY 16, WE OFFER THE FOLLOWING SUGGESTIONS, COMMENTS AND CONCERNS:

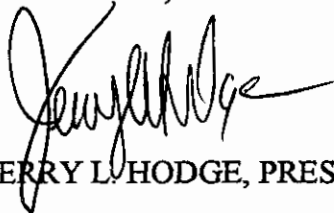
- SLIP RAMP 3 (ENTRANCE RAMP TO MAINLINE NORTH OF WRIGHTS FERRY RD.) AND SLIP RAMP 4 (EXIT OFF MAINLINE SOUTH OF NORTHPARK BLVD.) SHOULD BE SWAPPED TO RELOCATE THE WEAVE OF TRAFFIC FROM THE MAINLINE TO THE FRONTAGE ROAD. IN ADDITION, THE "SWAPPING" OF THE RAMPS WILL IMPROVE ACCESS TO BUICK DR. AND SHERWOOD MEMORIAL GARDENS.
- CAN SLIP RAMP 5 (EXIT OFF MAINLINE TO WRIGHTS FERRY RD) BE RELOCATED NORTH TO ALLOW ACCESS TO JUDSON DR.?
- THE CUSICK RD. IMPROVEMENTS SHOULD BE 4-LANE. WE THINK THAT CUSICK ROAD TRAFFIC VOLUME WILL GREATLY INCREASE DURING AND AFTER THE CONSTRUCTION PERIOD AS IT IS A DIRECT ROUTE TO THE PELLISSIPPI (I-140) PARKWAY WITHOUT GETTING ON AIRPORT HIGHWAY.
- MINIMIZE THE 20-FOOT ELEVATION RISE AT WRIGHTS FERRY INTERCHANGE BY UTILIZING EXISTING LOW TOPOGRAPHY.

WE WOULD SUGGEST A SIZABLE EARLY COMPLETION INCENTIVE FOR THE CONSTRUCTION CONTRACTOR.

BEING IN THE RETAIL AUTOMOBILE SALES AND SERVICE BUSINESS REQUIRES HIGHWAY VISABILITY AND EASE OF ACCESS TO OUR DEALERSHIP ON AIRPORT HIGHWAY.

WE ARE GREATLY CONCERNED WITH THE BUSINESS INTERRUPTION DURING THE CONSTRUCTION PERIOD AND THE ACCESS AND VISABILITY OF OUR DEALERSHIP UPON COMPLETION OF THE PROJECT.

SINCERELY,

A handwritten signature in black ink, appearing to read "Jerry L. Hodge", written over the printed name.

JERRY L. HODGE, PRESIDENT

CC: MARK JOHNSON, ALCOA CITY MANAGER



**BUICK**  
**TWIN CITY MOTORS, Inc.**

3046 Airport Highway Telephone (423) 970-2977

Alcoa, Tennessee 37701-9982



MAY 22, 2000

TENNESSEE DEPARTMENT OF TRANSPORTATION  
JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243

RE: ALCOA HIGHWAY, U. S. 129 IMPROVEMENTS

GENTLEMEN:

AFTER REVIEWING THE T. D. O. T. PLANS AT THE PUBLIC HEARING ON MAY 16, WE OFFER THE FOLLOWING SUGGESTIONS, COMMENTS AND CONCERNS:

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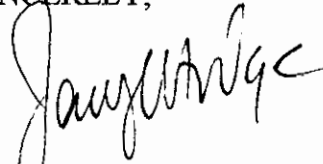
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BEING IN THE RETAIL AUTOMOBILE SALES AND SERVICE BUSINESS REQUIRES HIGHWAY VISABILITY AND EASE OF ACCESS TO OUR DEALERSHIP ON AIRPORT HIGHWAY.

WE ARE GREATLY CONCERNED WITH THE BUSINESS INTERRUPTION DURING THE CONSTRUCTION PERIOD AND THE ACCESS AND VISABILITY OF OUR DEALERSHIP UPON COMPLETION OF THE PROJECT.

OUR SUPPORT OF THE ALCOA HIGHWAY IMPROVEMENTS PROJECT IS CONTINGENT ON THE IMPLEMENTATION OF THE ABOVE PROPOSED CHANGES.

SINCERELY,

A handwritten signature in black ink, appearing to read "Jerry L. Hodge", with a stylized flourish at the end.

JERRY L. HODGE, PRESIDENT

CC: MARK JOHNSON, ALCOA CITY MANAGER

# airport HONDA



MAY 22, 2000

TENNESSEE DEPARTMENT OF TRANSPORTATION  
JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243

RE: ALCOA HIGHWAY, U. S. 129 IMPROVEMENTS

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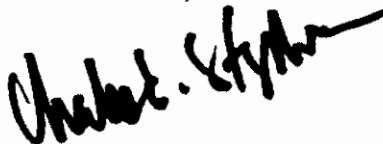


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DEALERSHIP ON AIRPORT HIGHWAY.

WE ARE GREATLY CONCERNED WITH THE BUSINESS INTERRUPTION  
DURING THE CONSTRUCTION PERIOD AND THE ACCESS AND VISABILITY  
OF OUR DEALERSHIP UPON COMPLETION OF THE PROJECT.

SINCERELY,

A handwritten signature in black ink, appearing to read "Charles E. Stephens", written in a cursive style.

CHARLES E. STEPHENS  
VICE PRESIDENT

CC: MARK JOHNSON, ALCOA CITY MANAGER