R.1 Introduction.

The U.S. Department of Transportation Federal Highway Administration (FHWA), in cooperation with the Tennessee Department of Transportation (TDOT) intends to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the Route 475 (Knoxville Parkway) project due to proposed changes in the alternative alignments originally considered for the project (CEQ regulations (40 Code of Federal Regulations (CFR) 1500 et.seq.). A Draft Environmental Impact Statement (DEIS) for the project was approved and released for public review in December 2001. The original DEIS contained analysis of three alternative alignments, the Blue, Orange, and Green Alternatives. Based on the findings of the DEIS and comments provided by the public, TDOT identified the Orange Alternative as the preferred alignment to carry forward in the Final Environmental Impact Statement.

Since that time, TDOT implemented a Context Sensitive Solutions (CSS) process for the project. The purpose of the CSS process was to actively involve the public in decision making and to promote a relative consensus on the design of the proposed Knoxville Parkway. The CSS process for the Knoxville Parkway included assembling a Regional Parkway Design Resource Team made up of individuals representing various communities, local governments, and other organizations with an interest in the project. Additionally, a series of Public Workshops were held as part of the CSS process for the Knoxville Parkway to gather further input from the public. For more information regarding the CSS process and other project developments please go to www.knoxvilleparkway.com.

This CSS team was tasked with developing alternative alignments within a 1000-foot corridor centered on the original Orange Alternative. The Orange Alternative was chosen as the preferred alternative after the original DEIS was signed and and the public hearings were held. Changes to the original Orange Alternative were deemed necessary in the early stages of the CSS process due to concerns from local communities and new information regarding resources along the proposed Orange Alternative, which surfaced after the DEIS was released for public review. The new alignments that the CSS team developed were allowed to venture outside of the 1000-foot corridor only as a last resort to avoid potentially significant impacts to environmental, social, or cultural resources. The CSS team was provided the opportunity to recommend design specifications including proposed design speeds, interchange locations, and other important design aspects of the roadway. In addition, the CSS team decided to change the name of the project from Knoxville

Beltway to Knoxville Parkway. Once the CSS team has finalized their alternative alignments they will submit the alternative alignments to FHWA for further evaluation in a SDEIS.

Due to the time (3 years +) that has elasped since the original DEIS was submitted for public review, a reevaluation of the DEIS document has been deemed necessary prior to initiating preparation of the SDEIS (23 CFR § 771).

This reevaluation document was developed to summarize changes that have occurred in the study areas of each of the three alternative routes presented in the DEIS. Following the reevaluation, the project will move to the next step, which will involve preparation of a SDEIS. The SDEIS will document potential impacts associated with the new alternative alignments being developed by the CSS team along the Orange Alternative corridor.

Using the guidance outlined in the CFR, this reevaluation document will only discuss known changes to the affected environments of the original Blue, Orange, and Green Alternative alignments that have been determined since the DEIS was submitted in December 2001. This reevaluation will also discuss changes in the environmental consequences of each of the original alternatives that may have occurred based on the new or updated affected environment information. This document will not discuss any impacts associated with the new alternative alignments developed by the CSS team. Impacts associated with new alternative alignments would be evaluated in detail in the SDEIS.