

Kingsport Metropolitan Transportation Planning Organization (MTPO)

Regional Bicycle and Pedestrian Plan

January 2022



Prepared By



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**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TO APPROVE AND ADOPT THE KINGSPORT MTPO REGIONAL BICYCLE AND PEDESTRIAN PLAN**

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area in Tennessee and Virginia and is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process; and

WHEREAS, various state, local, and regional agencies involved with transportation planning for the Kingsport MTPO Planning area have cooperatively developed the *Kingsport MTPO Regional Bicycle and Pedestrian Plan* in order to provide documentation on multimodal travel options for citizens and travelers within the planning area in a safe and effective manner; and

WHEREAS, the *Kingsport MTPO Regional Bicycle and Pedestrian Plan* was developed to support and promote federal, state, and local initiatives pertaining to bicycle and pedestrian facilities and also to supplement the multimodal element included in the Kingsport MTPO Long Range Transportation Plan, and identified in 23 CFR Part 450; and

WHEREAS, the MTPO has involved the public and interested stakeholders in an open and transparent process in accordance with the MTPO's adopted Public Participation Plan and according to federal and state regulations pertaining to face to face and virtual meetings, and has incorporated public initiated suggestions into the plan; and

WHEREAS, the plan includes project descriptions by cross-section type, safety features, connectivity with communities, demographic equity, and economic development.

NOW THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION AS FOLLOWS:

The Executive Board of the Kingsport MTPO does hereby approve and adopt the *Kingsport MTPO Regional Bicycle and Pedestrian Plan* in order to ensure the continued livability, sustainability, and prosperity of the region by serving as the basis for future multimodal transportation planning and programming decisions, specifically bicycle and pedestrian facilities and programs.

RESOLUTION APPROVED:

Date: 2/3/22



Paul Montgomery, Chairman
Kingsport MTPO Executive Board



William Albright
Kingsport MTPO Staff



Regional Bicycle and Pedestrian Plan

Contents

Section 1.0

| | |
|---------------|---|
| Overview..... | 2 |
|---------------|---|

Section 2.0

| | |
|--|----|
| Bicycle and Pedestrian Network Plans | 18 |
|--|----|

Section 3.0

| | |
|--|----|
| Bicycle and Pedestrian Policies and Programs | 46 |
|--|----|

Section 4.0

| | |
|---|----|
| Implementation and Funding Strategies | 54 |
|---|----|

Section 5.0

| | |
|---------------|----|
| Summary | 60 |
|---------------|----|

Appendices

| | |
|---|----|
| Appendix A. Public Engagement Summary | II |
|---|----|

| | |
|-----------------------------|--|
| Appendix B. Project Concept | |
|-----------------------------|--|

| | |
|-----------------------------------|-----|
| Construction Cost Estimates | XIV |
|-----------------------------------|-----|

| | |
|---|------|
| Appendix C. Model Complete Streets Ordinance..... | XXVI |
|---|------|

| | |
|--|------|
| Appendix D. Ranked Project Lists | XXXI |
|--|------|

Figures

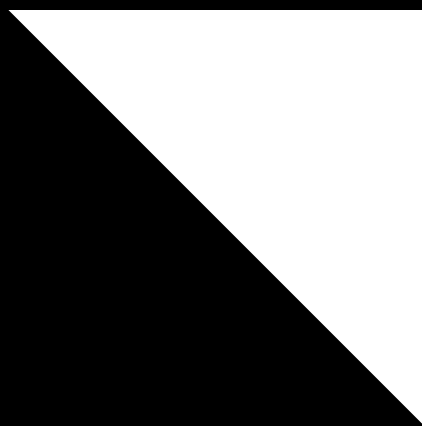
| | |
|--|----|
| Figure 1.1 Regional Bicycle and Pedestrian Plan Study Area | 3 |
| Figure 1.2 Existing Bicycle and Pedestrian Demand | 9 |
| Figure 1.3 Projected Bicycle and Pedestrian Demand | 10 |
| Figure 1.4 Demand Increase – Existing to Projected | 11 |
| Figure 1.5 Bicycle Level of Traffic Stress (LTS) | 13 |
| Figure 1.6 Pedestrian Level of Traffic Stress (LTS) | 15 |
| Figure 2.1 Recommended Bikeway Network (without Greenbelt Expansion) | 21 |
| Figure 2.2 Recommended Bikeway Network (with Greenbelt Expansion) | 22 |
| Figure 2.3 Recommended Bikeway Network: Detail of Urban Core | 23 |
| Figure 2.4 Pedestrian Network Recommendations | 28 |
| Figure 2.5a West Jackson Street from Solon Street to Fir Street / Water Street | 35 |
| Figure 2.5b East Jackson Street from Jones Street to Solon Street | 36 |
| Figure 2.6 West Stone Drive (US-11W) / Netherland Inn Road from Independence Avenue to Big Elm Road | 37 |
| Figure 2.7 North John B Dennis Highway from Bloomingdale Road to Pavilion Drive | 38 |
| Figure 2.8 Fort Henry Drive (SR-36) from Colonial Heights Road to Wilmont Drive | 39 |
| Figure 2.9 Warm Springs Road / Apple Orchard Road from Yuma Road to Carters Valley Road | 40 |
| Figure 2.10 Watauga Street from Broad Street to East Center Street | 41 |
| Figure 2.11 East Stone Drive (US-11W) from Beechnut Drive to Kingsport Pavilion Access Road | 42 |
| Figure 2.12 Horse Creek Greenway | 43 |
| Figure 4.1 Project Prioritization and Development Process | 56 |

Tables

| | |
|--|----|
| Table 2.1 Recommended Bicycle Improvements | 24 |
| Table 2.2 Pedestrian Network Recommendations – Project List | 29 |
| Table 3.1 Best Practices – Land Development Policies and Regulations | 48 |
| Table 3.2 Priority Short-Term Non-Infrastructure Programs | 49 |

Overview

Section 1.0



Overview

The Kingsport Metropolitan Transportation Planning Organization (MTPO) was established in 1977, pursuant to federal requirements, to provide a continuing, cooperative, and comprehensive approach to transportation planning for the Kingsport urbanized area – which today, based on the 2010 US Census, includes the city of Kingsport, town of Mount Carmel, and City of Church Hill, Tennessee; Weber City and Town of Gate City, Virginia; and portions of Hawkins County, Sullivan County, and Washington County, Tennessee, as well as portions of Scott County, Virginia (see Figure 1.1).

Like many communities in Tennessee, Virginia, and around the country, the Kingsport urbanized area has seen a renewed interest in walking and bicycling. As demographic trends point to additional growth in metropolitan regions, more and more people are increasingly interested in walking and bicycling for a wide range of trip purposes – from going to work and shopping, to tourism and general recreation.

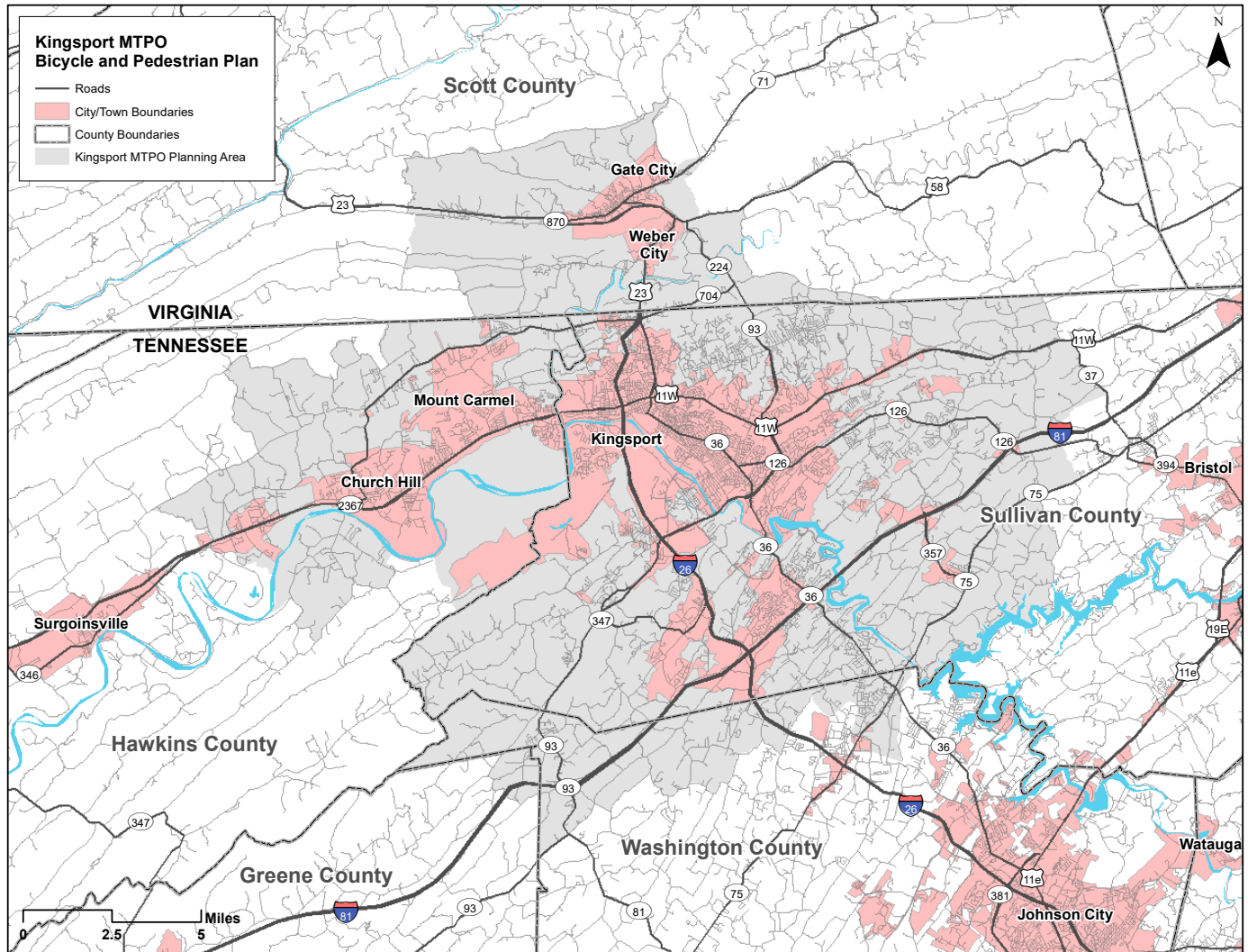
In 2012, the Kingsport MTPO developed a comprehensive regional bicycle and pedestrian plan to provide safe and convenient walking and bicycling opportunities. This plan represents an update that builds upon, rather than replaces, the 2012 plan.

There are several reasons why the MTPO decided to update the bicycle and pedestrian plan, including:

- Progress has been made since the adoption of the 2012 plan – recommended projects have been constructed and policies have been implemented;
- The Kingsport urbanized area remains a generally unsafe place to walk or bike for many residents and improvements can continue to be made to make the region a safer place to walk or bike;
- Many low-income and vulnerable populations that rely on walking, bicycling, or transit do not have safe, convenient access to these forms of transportation; and
- Other local agencies, in particular the City of Kingsport Parks and Recreation Department, have planned key extensions to existing local facilities, most notably the Kingsport Greenbelt.

This plan represents an update that builds upon, rather than replaces, the 2012 plan.

The purpose of the Kingsport MTPO Regional Bicycle and Pedestrian Plan is to update the 2012 plan and guide the development of bicycle and pedestrian improvements over the next 20 years throughout the region. At the heart of the plan are the recommended bicycle and pedestrian networks that propose improvements in all the cities and counties within the MTPO's planning area. Additionally, the plan includes a set of policy and program strategies that, taken together, provide important tools for implementing the plan at both the regional and local levels.

Figure 1.1 Regional Bicycle and Pedestrian Plan Study Area**This update includes the following key elements:**

- Statement of vision, goals, and objectives for walking and biking in the Kingsport urbanized area;
- Assessment of existing walking and biking deficiencies and future needs based on estimated demand and level of traffic stress (LTS);
- Recommended bicycle and pedestrian networks;
- Recommended non-infrastructure programs and policies; and
- Implementation and funding strategies.

The Regional Bicycle and Pedestrian Plan provides a roadmap for meeting the growing demand for walking and biking and, in the process, will improve safety, enhance mobility, increase connectivity, and promote a higher quality of life throughout upper East Tennessee and southwest Virginia.

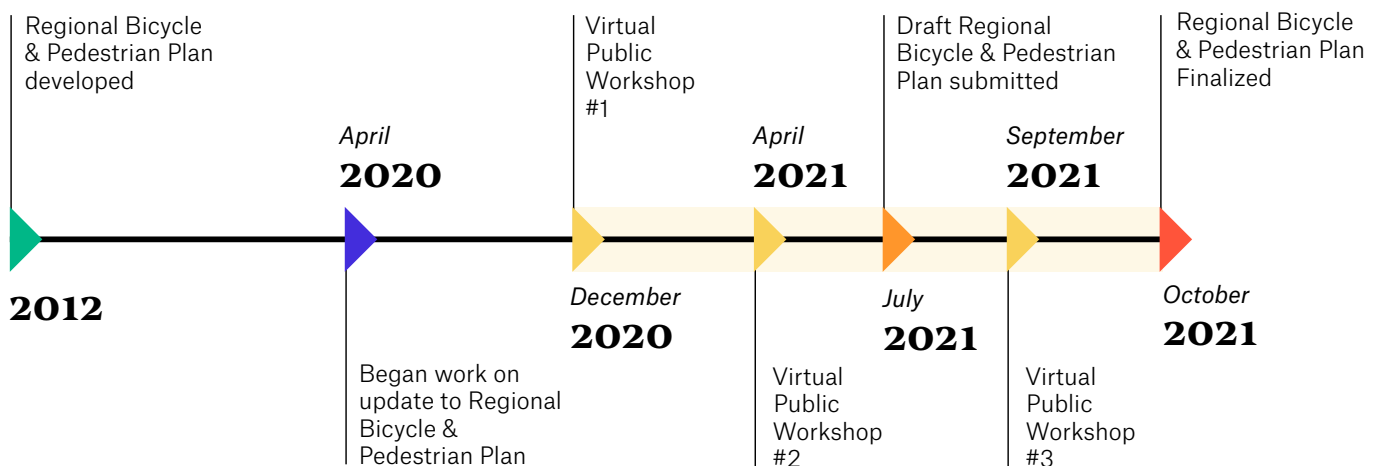
Public and Stakeholder Involvement

Three virtual public workshops, as well as an online interactive map and online survey, formed the backbone of the public engagement process which augmented a project advisory committee (PAC) comprised of key public- and private-sector stakeholders from throughout the region. Three rounds of public workshops that coincided with key project milestones were held virtually due to the COVID-19 pandemic. The workshops were supported by an online interactive map, online survey, and project Facebook page.

Participants of the first workshop, held in December 2020, provided valuable comments on a variety of issues. Overall, participants indicated a strong preference for dedicated and separated facilities, such as sidewalks with buffers, bicycle lanes, and shared-use paths. Workshop participants were also asked about the goals and objectives of the plan, which are discussed in the next section.

A second virtual workshop was held in April 2021. Participants were presented with the draft regional bicycle and pedestrian recommendations and provided with an opportunity to comment on the draft networks.

A third virtual workshop (Final Presentation) was held in September 2021 concurrently with a special MTPO meeting. The purpose of the final meeting was to summarize input received from previous workshops; provide an overview of the draft facility, policy, and program recommendations; and serve as a opportunity for any final public or stakeholder input.



The overall key findings from the public engagement process are summarized below.

- Respondents were clear on their preference for using the existing roadway network to provide active transportation connections to key origins and destinations, favoring a Complete Streets approach, when appropriate. Some respondents commented on the challenges of incorporating bikeway facilities onto roadways that currently lack them, underscoring the need for state-of-the-practice facilities that can effectively accommodate both automobiles and active transportation users.
- To this end, users expressed a preference for active transportation facilities that have separation from traffic and better user amenities, such as trees and lighting along the street. Parallel facilities, well-separated from automobile traffic, can balance the different and often competing needs of motorists and active transportation users.
- The presence of safe, accessible facilities that provide connections to desired destinations were the most often-identified key factor in people's transportation choice decisions.

- Respondents indicated that key connections to existing facilities or facilities that fill gaps in the existing network should be considered a priority.

Survey responses and feedback from workshops were a primary influence for the redesign of streetscapes within the MTPO region. Each design focuses on the overall key findings from the public engagement process while maintaining the identity and culture of each area. These designs utilize items such as bike lanes, bike boulevards, the addition of sidewalks, and a greenway to enhance the usability of the existing conditions. The conceptual plans are designed to provide versatility and allow for their implementation into many different locations throughout the city. Through these designs the MTPO can move further towards obtaining the four goals set out by citizens, which are livability, sustainability, prosperity, and connectivity.

A summary of public engagement conducted for the plan is included in Appendix A.

Vision, Goals, and Objectives

Based on stakeholder and public input, the vision, goals, and objectives remained largely the same as the 2012 plan, with the addition of a goal and associated objectives explicitly addressing regional connectivity.

Vision Statement

The purpose of the Kingsport MTPo Regional Bicycle and Pedestrian Plan is to establish a comprehensive bikeway and pedestrian network, suitable for users of all ages and abilities, which enables regional jurisdictions to plan and implement facilities that expand multimodal connectivity, improve safety, enhance mobility, and promote a higher quality of life throughout upper east Tennessee and southwest Virginia.



Goals and Objectives

Livability

Provide safe, secure, convenient, and active transportation choices to all citizens which strengthens the livability and health of the region

- Improve safety by reducing transportation-related fatalities and injuries
- Make streets a place for all users - "Complete Streets"
- Increase opportunities for short trips to be made by non-motorized modes to promote active transportation
- Increase transit and other transportation demand management opportunities

Sustainability

Promote and advance sustainable transportation choices for the greater Kingsport region that support long-term economic, social, and environmental sustainability within and throughout the region

- Maintain what we have - take a "state of good repair" approach to our community's transportation assets
- Seek improvement options which minimize adverse impacts to historical, social, cultural, and natural environments
- Promote investment solutions that reduce carbon and other harmful emissions from transportation

Prosperity

Promote transportation policies and investments that advance quality economic development and redevelopment, economic competitiveness, and increased access to people, places, and goods and services within and throughout the region

- Strategically target transportation investments to areas supportive and conducive to growth and redevelopment opportunities
- Support land use and development patterns that reduce transportation costs and expenditures for all users
- Continue to promote and foster an environment by which citizens, communities, jurisdictions, elected officials, and other stakeholders can collaboratively advance a sustainable multimodal transportation system that provides safe and secure connections throughout a livable and prosperous region

Connectivity

Establish a regional bicycle and pedestrian network that connects people of all ages and abilities to places they want to go

- Ensure that all facilities are suitable for users of all ages and abilities, consistent with national best practices in facility planning and design
- Include links to key origins and destinations, including homes, schools, major employment centers, and parks and recreational facilities, as well as areas with high development or redevelopment potential
- Promote connectivity within and among jurisdictions
- Coordinate components of the network with parks and recreation plans, and other relevant land use and development plans

Existing Plans and Studies

In addition to the 2012 bicycle and pedestrian plan, two other local planning documents provide a basis for the current plan update. The Kingsport MTPo Long Range Transportation Plan (2017) retains the bicycle and pedestrian recommendations from the 2012 plan, emphasizing the following key components of bicycle and pedestrian connectivity in the Kingsport region:

- Major on-street bikeway facilities should connect to regional destinations and be eligible for inclusion in future roadway improvement plans;
- Stakeholders have stressed the importance of off-street facilities and the Greenbelt in particular. To increase the impact of the Greenbelt as a transportation facility, new facilities are needed to connect the Greenbelt to planned regional on-street facilities;
- Sidewalk recommendations within city limits and urban growth boundaries are generally higher priority for the MTPo; and
- The Kingsport MTPo should continue to champion policies and programs that promote bicycling and walking, education for bicyclists, pedestrians, and motorists, and ideas that promote a more institutionalized process for implementing facilities for non-motorized travel.

The MTPo's Long Range Transportation Plan is undergoing a scheduled update at the time of this plan publication.

The City of Kingsport Parks and Recreation Department updated its Parks & Recreation Master Plan in 2021. Included in the plan recommendations was a significant expansion of the Kingsport Greenbelt. As stated in plan development documents:

There are numerous opportunities for new Greenbelt connections to existing parks & recreation amenities, downtown businesses, and natural assets of Kingsport. The South Fork of the Holston River bolsters a unique experience within Kingsport and offers the opportunity for a Greenbelt loop by traversing along the waterway while offering beautiful views.

The final recommendations from the Parks & Recreation Master Plan are incorporated into this plan's recommendations. These are further discussed in the next section.



Existing and Projected Bicycle and Pedestrian Demand

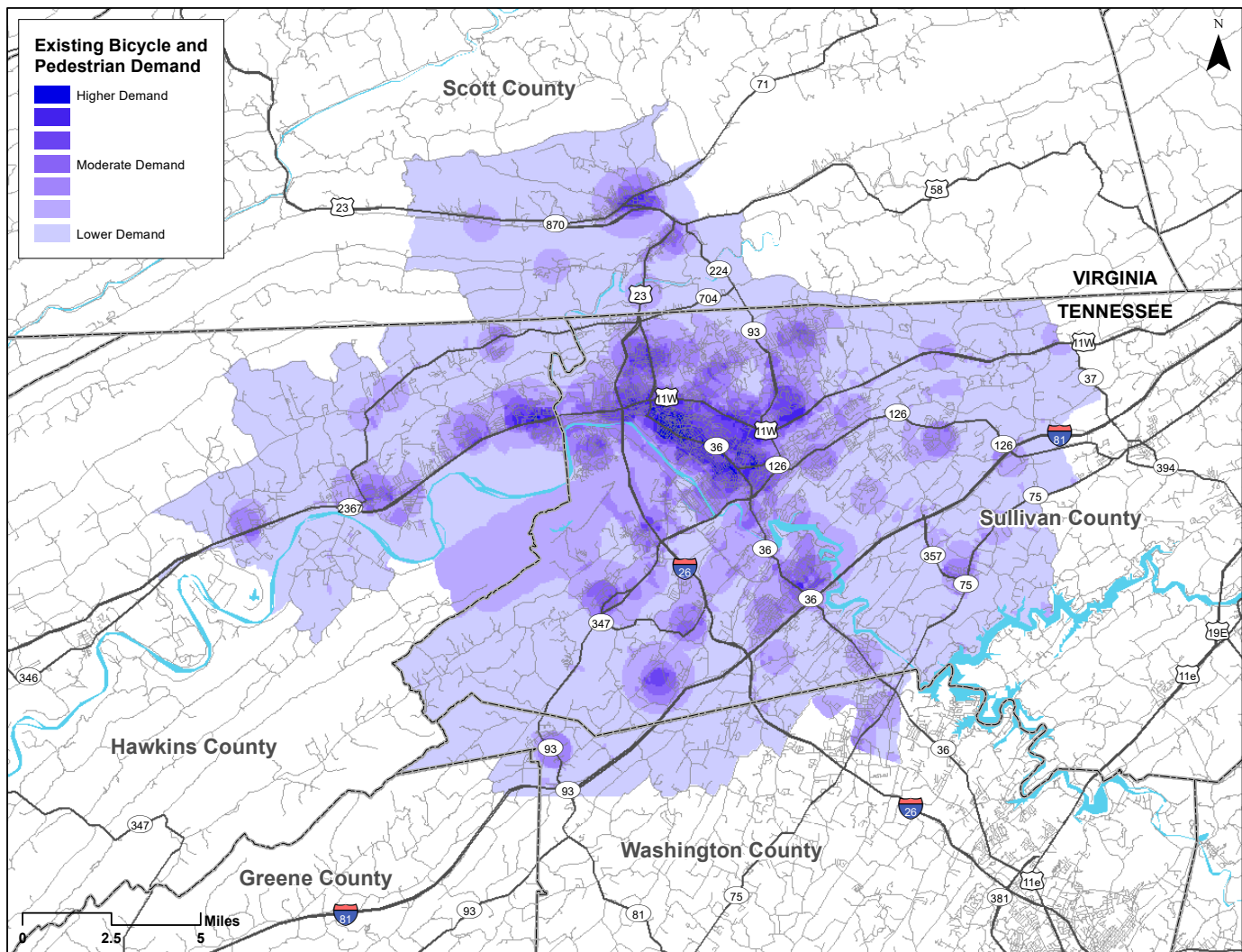
Existing and projected bicycle and pedestrian demand were modeled for the Kingsport MTPO planning area. The goal of the demand analysis is to estimate where people would likely want to walk or bike, regardless of the presence, condition, or comfort of facilities.

Two demand analyses were prepared. The first, depicting existing demand, is based on data that reflects current conditions. The second, depicting projected demand, is a modified version of the first, with variables depicting

growth in population and employment, and likely changes in future land use. Both analyses incorporate the following variables;

- Population density (based on base year Traffic Analysis Zone [TAZ] estimates for existing demand and future year estimates for projected demand);
- Employment density (based on base year TAZ estimates for existing demand and future year estimates for projected demand);

Figure 1.2 Existing Bicycle and Pedestrian Demand



- Proximity to commercial areas (based on existing land use, where available, for existing demand and commercial zoning for future demand);
- Proximity to schools and colleges;
- Proximity to parks;
- Proximity to transit stops; and
- Key origin zones as identified by MTPo staff.

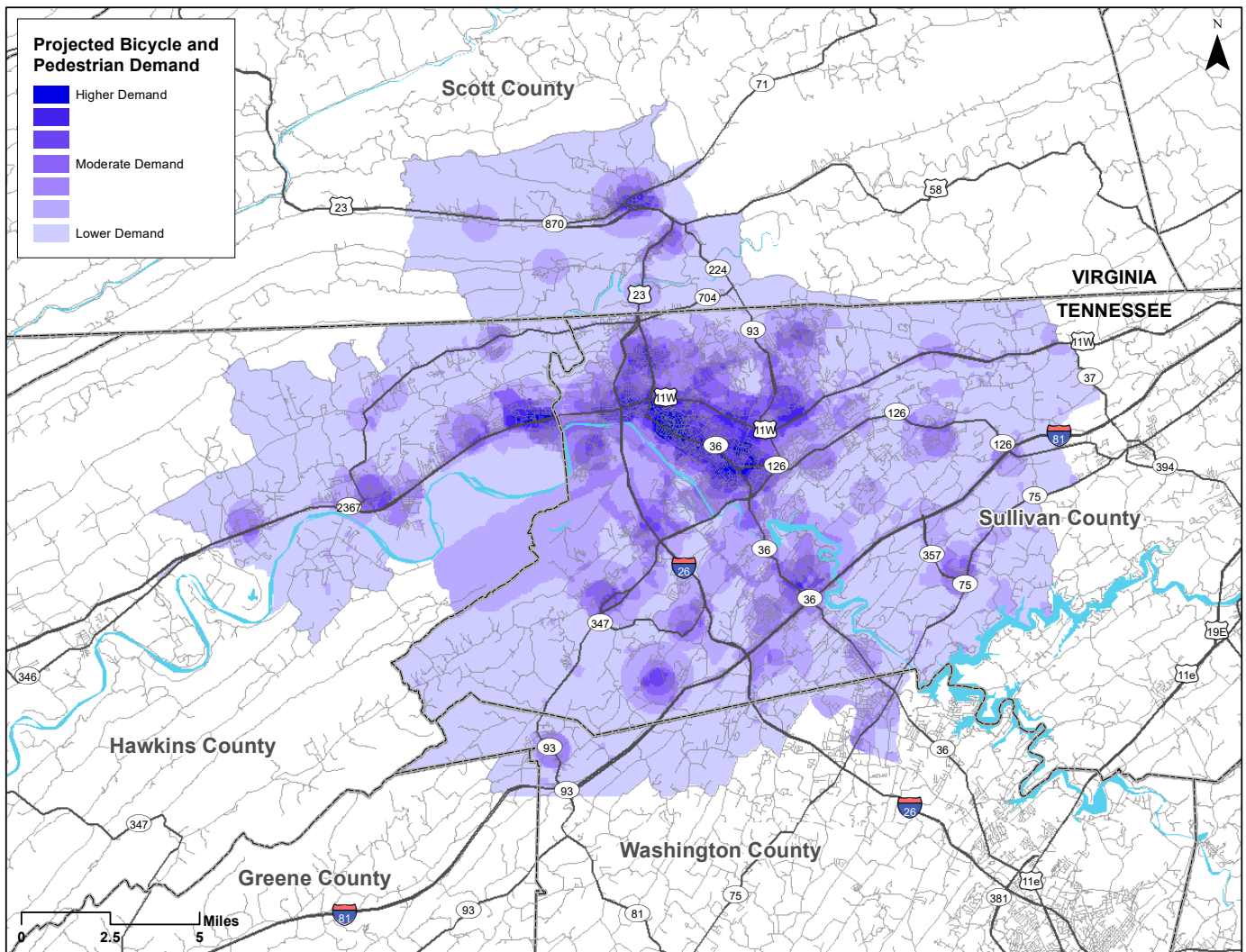
Figure 1.2 and Figure 1.3 show the existing and projected demand, respectively.

Existing demand is highest, not surprisingly, in and around the downtown Kingsport area. Other areas

showing relatively high existing demand include along Lynn Garden Drive in the vicinity of John F. Kennedy Elementary School, the Allandale area just east of Mt. Carmel, the Colonial Heights community, and downtown Gate City. Consistent linear demand is present along US-11W north of downtown Kingsport and Center Street and Eastman Road near downtown Kingsport, which suggests these corridors will likely be good candidates for on-street or parallel facilities.

Furthermore, while the aforementioned locations represent the highest areas of demand, smaller, less intense demand zones are located throughout the region, reinforcing the plan's commitment to regional

Figure 1.3 Projected Bicycle and Pedestrian Demand



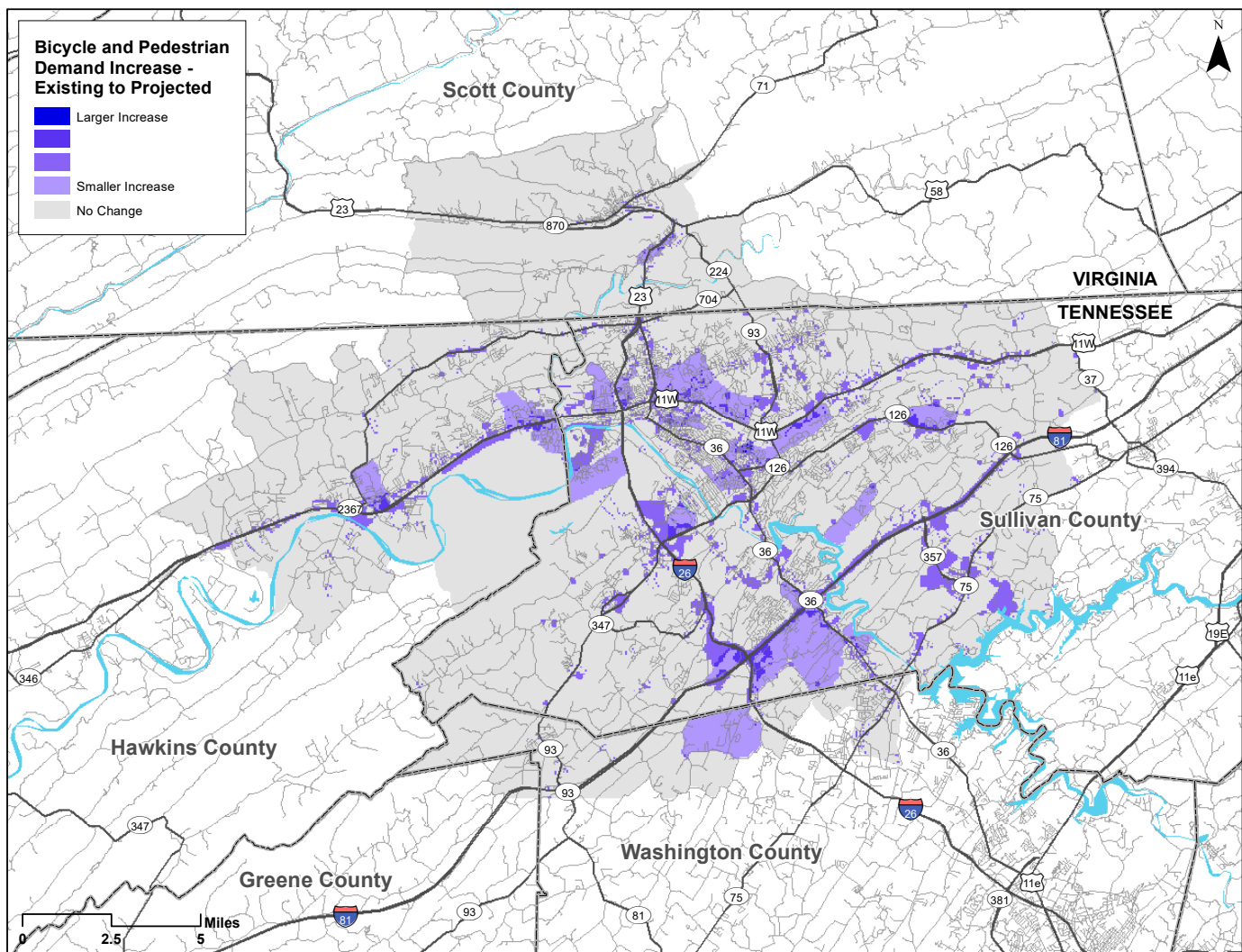
connectivity and underscoring the need for improved regional connections. This observation is especially acute when considering the projected demand results.

As shown in Figure 1.4, the projected bicycle and pedestrian demand results do not fundamentally alter the demand pattern in the region; they reinforce it. Zones that were identified as having high existing demand present even more intense projected demand, likely due to projected increases in population and employment in these zones. In addition to this intensification, a number of new or emerging zones of higher demand may be expected in the coming years, including:

- Church Hill;
- Weber City;
- Meadowview;
- Sullivan Gardens; and
- Fall Branch

Developed areas with existing densities of population, employment, and destinations represent the primary nodes in a regional multimodal network, particularly given the relatively high return on investment on facilities in these areas and the number of potential users. However, the demand analyses emphasize the need for safe, comfortable, and accessible regional connections as well. These findings will inform the development of the draft regional network in later phases of the planning process.

Figure 1.4 Demand Increase – Existing to Projected



Level of Traffic Stress

Measuring the Level of Traffic Stress (LTS) is an effective tool for describing the perceived safety of walking and bicycling in a community or region. Unlike conventional level of service (LOS) analyses, LTS rates streets relative to general user groups.

For bicycling, the user groups associated with LTS are:

- **Level of Traffic Stress 1** – The level most users can tolerate including children and older adults; strong separation from all traffic except for low-speed, low-volume traffic;
- **Level of Traffic Stress 2** – The level tolerated by most adults; may require engaging with multiple vehicles at once, but only on lower-volume, lower-speed facilities;
- **Level of Traffic Stress 3** – The level tolerated by more confident adults, but those who still prefer dedicated space; involves interaction with moderate speed or multilane traffic or close proximity to higher speed traffic; and
- **Level of Traffic Stress 4** – The level tolerated by the most experienced adults; involves mixing with moderate speed traffic or riding in close proximity to high speed traffic.

Consistent with the data that was available, LTS was calculated primarily on functionally-classified roads using data obtained from the Tennessee and Virginia Departments of Transportation. As a result, local roads are generally omitted from the analysis. That said, the primary goal of the LTS analysis, at this stage, is to evaluate the relative safety and comfort for users walking and bicycling throughout the region; examining major transportation corridors provides a useful proxy at the regional level. In fact, many local streets, particularly those serving residential developments, are already used for walking and bicycling by people of all ages and abilities at relatively high levels of comfort, regardless of the presence of adequate facilities.

From a safety perspective, LTS 1 and LTS 2 are the desired levels of traffic stress for bicycle and pedestrian networks that appeal to people of different ages and abilities. Figure 1.5 and Figure 1.6 illustrate existing bicycle and pedestrian LTS, respectively, as well as bicycle and pedestrian crashes between 2014 and 2019, in the Kingsport MTPO planning area.

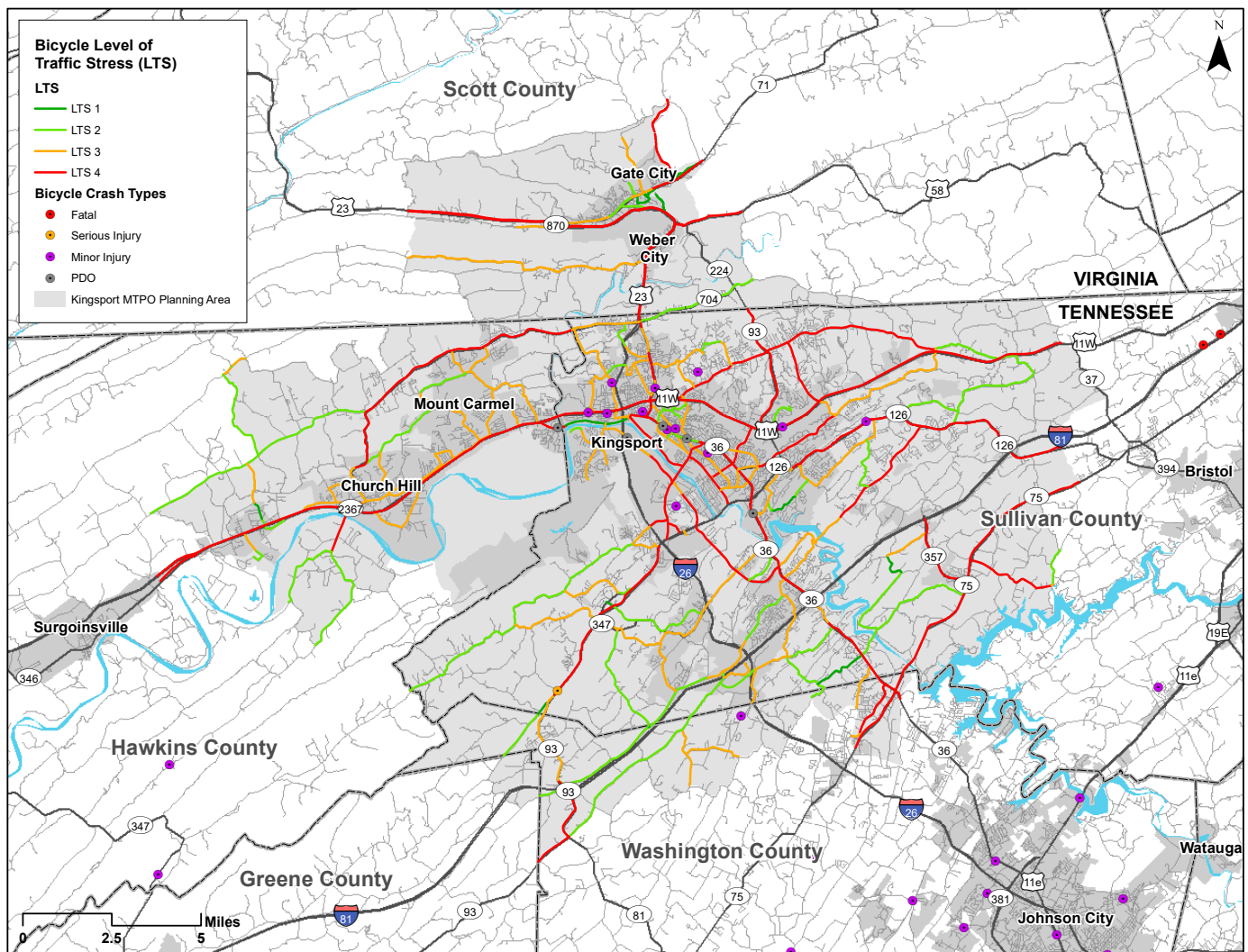
For bicyclists, existing LTS throughout the region indicates a number of roadways and corridors that are generally comfortable for adults and more experienced riders, whether by way of roadway characteristics or the presence of existing facilities, such as bike lanes. Some corridors, such as US-11W, are currently signed as bike routes. As bicycle planning practice has evolved over the last decade, it has become generally recognized that signed bike routes, implemented without any significant changes in the built infrastructure, do little to increase perceived safety among users, are routinely not recognized by motorists, and generally only serve the most experienced and “fearless” users.

Alternatively, the LTS of Netherland Inn Road shows the benefit of parallel shared-use facilities, in this case the Greenbelt, which can accommodate users of all ages and abilities and provide a high level of comfort even along busier high-speed roadways. Examining the relationship between bicycle LTS and likely demand will inform the selection of various facility types during the development of recommendations.

Examining bicycle crashes in relation to LTS shows no significant patterns over the last five years, though

most of the crashes occurred on or along roadways with LTS 3 or 4. Most of the 19 crashes, approximately 74%, occurred within the Kingsport city limits, with the majority occurring at intersections in and around the downtown district. No obvious aggravating factors, such as poor lighting or visibility, are noted in the crash data. Evaluation of conditions at these intersections, particularly in relation to recommended bikeway facilities, may be warranted as the planning process continues.

Figure 1.5 Bicycle LTS



Pedestrian LTS is almost entirely influenced by the presence or absence of facilities, in this case sidewalks and shared-use paths. A score of LTS 1 indicates a roadway segment, generally with a posted speed under 45 mph, with a quality sidewalk facility, suitable for all able-bodied users. Scores of LTS 2 and 3 indicate roadway segments with sidewalks that are substandard, posted speeds in excess of 45 mph, and/or three or more travel lanes. A score of LTS 4 indicates a roadway segment lacking a pedestrian facility.

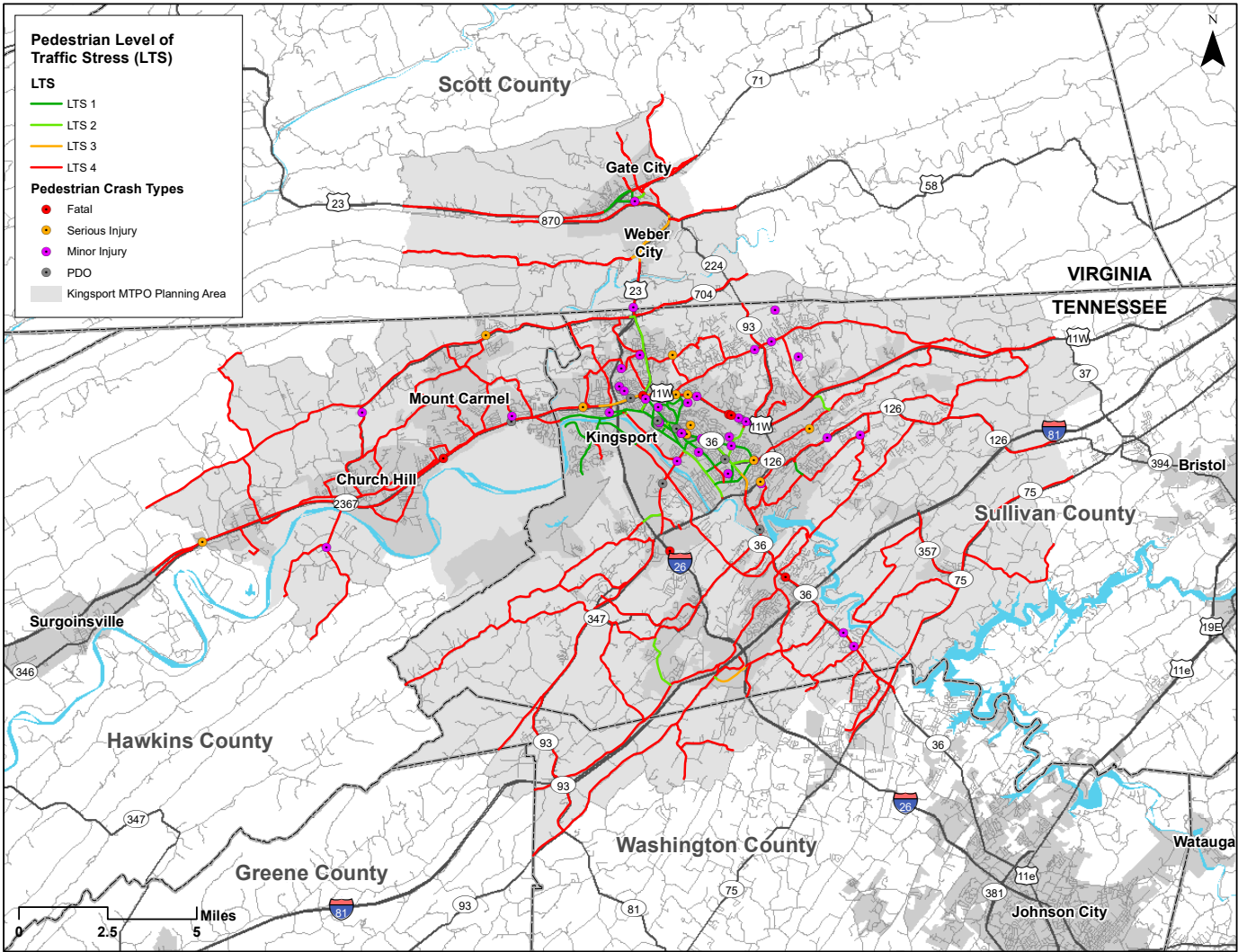
The most obvious finding is that pedestrian LTS in and around the downtown district of Kingsport indicates an acceptable level of pedestrian user comfort, due to the legacy sidewalk system in that district of the region. The same can be said of the downtown area of Gate City. However, linkages within and among other key activity nodes are noticeably lacking. While a region-wide sidewalk network may not be a practical goal, ensuring that (1) high demand origin areas are well-served by facilities, and; (2) linkages among these areas are strengthened, where possible, will be guiding principles of the facility recommendations process.

Pedestrian crashes from 2014 to 2019 follow a similar pattern as bicycle crashes; approximately 78% of the 68 crashes occurred within the City of Kingsport, with most of these clustered in and around the downtown area. Outside of the downtown Kingsport area, nearly all crashes occurred along roadways rated LTS 4.

Notably, eleven pedestrian crashes occurred along US-11W between Walnut Avenue and John B. Dennis Highway, with roughly an equal number occurring at intersections and along the roadway. Concerning aspects of crashes along this segment include that all but two occurred after dark, most resulted in injuries, and three resulted in a fatality.

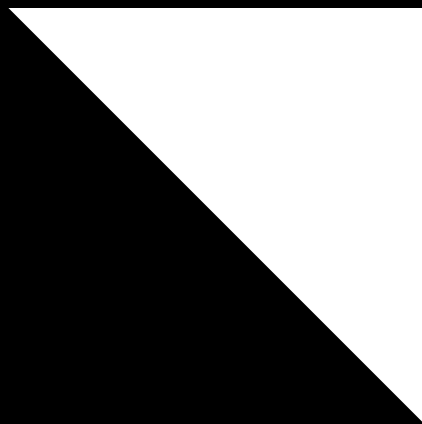
At the time of plan development, construction is completed on sidewalk improvements along US-11W from Clinchfield Street to west of Pinebrook Drive and construction will begin along SR-36 in Colonial Heights. The new facilities, which include crossing improvements, are expected to improve safety conditions along the roadway. However, close monitoring of safety conditions is recommended going forward.

Figure 1.6 Pedestrian LTS



Bicycle and Pedestrian Network Plans

Section 2.0



Bicycle and Pedestrian Network Plans

Over the past 20 years, bicycle and pedestrian planning has shifted from focusing almost exclusively on the most experienced users using arterials and collector streets to the daily needs of people of all ages and abilities. Successful bicycle and pedestrian networks now include combinations of state highways, county roads, local streets, and trails, as well as different facility types – including sidewalks, paved shoulders, bike boulevards, bike lanes, and shared-use paths and sidepaths. The new strategies and tools offer every community the ability to plan, design, and build great bicycle and pedestrian systems.

The Kingsport MTPO Bicycle and Pedestrian Plan is primarily focused on regional mobility and connectivity along major arterials and collectors. However, recommendations are included that promote a regional network suitable for all users. That said, realizing a truly safe, accessible, comfortable, and effective network will require coordination and cooperation with all constituent jurisdictions within the Kingsport urbanized area. Therefore the recommendations presented here should be considered a strong foundation for an even larger regional network that includes more locally-focused facilities in the cities, towns, and counties within the Kingsport region.

The recommendations presented here should be considered a strong foundation for an even larger regional network



Bicycle Recommendations

Building on the 2012 bicycle and pedestrian plan, public input, and technical analysis, the recommended bicycle network combines three principal strategies:

- Carrying forward all of the recommendations from the 2012 plan and Parks & Recreation Master Plan;
- Updating the recommendations to reflect national best practices and facility type preferences provided by the public; and
- Expanding the recommended bikeway network to emphasize regional connectivity.

Figure 2.1 presents the recommended bikeway network without the Parks & Recreation Master Plan Greenbelt expansion projects. Figure 2.2 includes these additional recommendations. It should be noted that several of the recommendations are located in areas with planned roadway improvements projects (which will likely include an active transportation component) or roadways that are currently or will soon be under special study. As such, the specific facility type recommendations are generally subject to change, pending a more detailed planning or engineering study.

Figure 2.3 provides a more detailed look at the combined bikeway network in and around downtown Kingsport.

For planning purposes, certain facility types, such as bike lanes, are presented as a single class of facility, even though variations such as buffered or separated bike lanes could be deployed during project implementation.

Table 2.1 lists the recommended improvements, which do not include the Parks & Recreation Master Plan Greenbelt expansion projects.

Recommended bikeways by facility type and total estimated construction costs

| | |
|---------------------------------------|--|
| <i>Paved Shoulders</i> | 109 miles at a total estimated construction cost of \$11,297,658 |
| <i>Shared Lanes / Bike Boulevards</i> | 15 miles at a total estimated construction cost of \$2,491,673 |
| <i>Bike Lanes</i> | 18 miles at a total estimated construction cost of \$3,435,932 |
| <i>Shared-Use Paths / Sidepaths</i> | 31 miles at a total estimated construction cost of \$25,072,041 |



Types of Bikeways

A general description of the proposed bikeways.



Paved Shoulders

Paved shoulders are typical of highways and roads in rural areas, and provide important safety benefits to minimize run-off-the-road crashes, especially on higher speed (greater than 40 mph) roads. While paved shoulders are not dedicated bikeways, for bicyclists, paved shoulders provide important operating space. Adequate width (4' minimum) and bike friendly rumble strips are important design considerations.



Shared Lanes / Bike Boulevards

Shared lanes and bike boulevards are lower volume, lower speed local streets that offer a safe and comfortable option for bicycling compared to major streets. Traditional shared lane treatments such as shared lane pavement markings (sharrows), or bike boulevard treatments such as signage and mini-traffic circles, represent relatively low cost improvements that reinforce local streets as safe and comfortable places to bicycle and discourage motor vehicle through traffic in neighborhoods.



Bike Lanes

Bike lanes provide dedicated operating space for bicyclists, and with paved shoulders, have traditionally served as the foundation for bike networks for more experienced bicyclists. While bike lanes remain a good option for urban streets with moderate traffic volumes and speeds, creating more lateral distance between bicyclists and motor vehicles either with buffers or physically separated facilities is important for people of all ages and abilities.



Shared-Use Paths / Sidepaths

Unlike the various bike lane types, shared-use paths and sidepaths are designed for use by both pedestrians and bicyclists. Sidepaths are located within the street or road right-of-way, while shared-use paths are located within an independent right-of-way. Shared-use paths / sidepaths have become increasingly popular with the growing demand for walking and bicycling, and can provide important connections for longer distance trips.

Figure 2.1 Recommend. Bikeway Network (without Greenbelt Expansion)

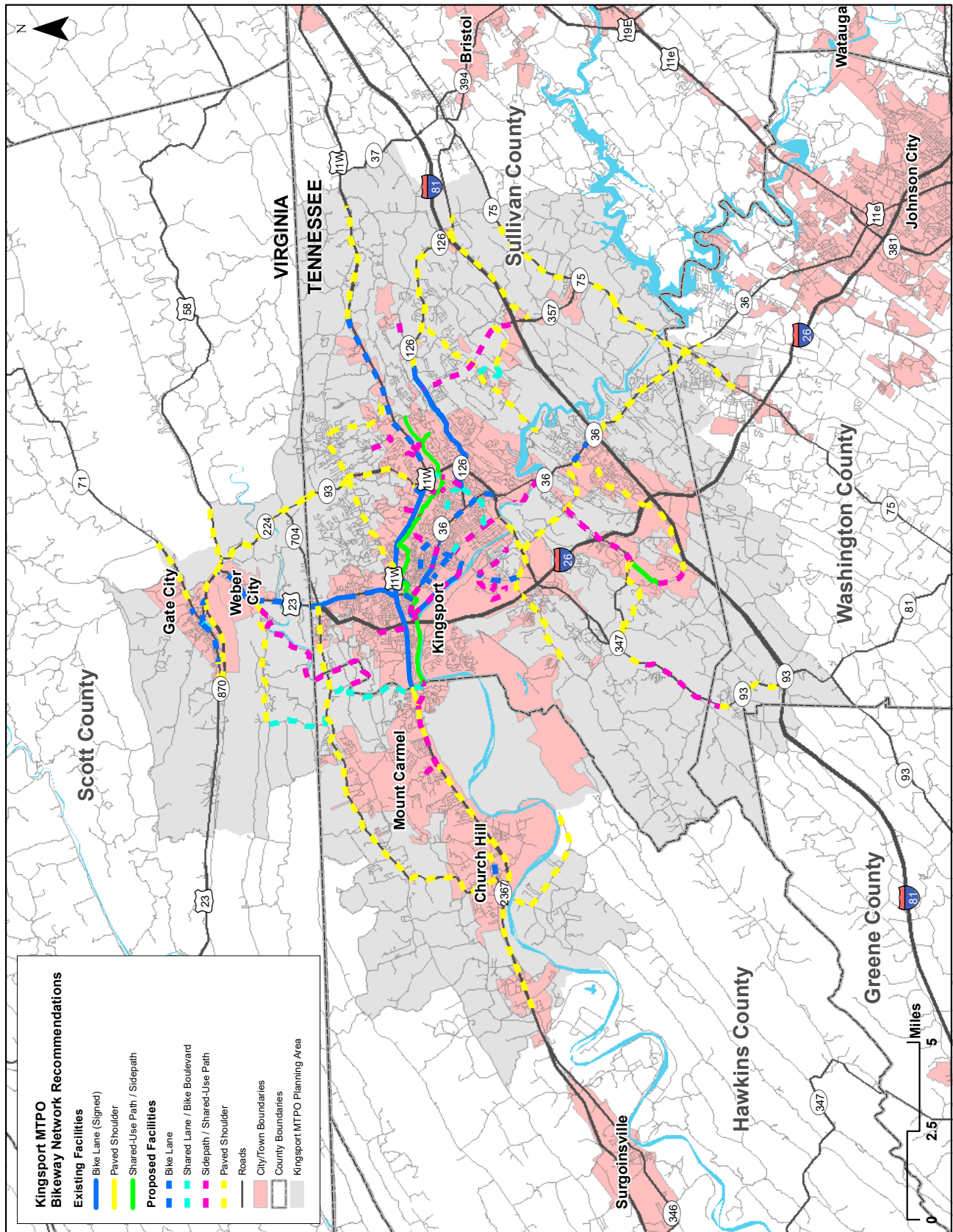


Figure 2.2 Recommend. Bikeway Network (with Greenbelt Expansion)

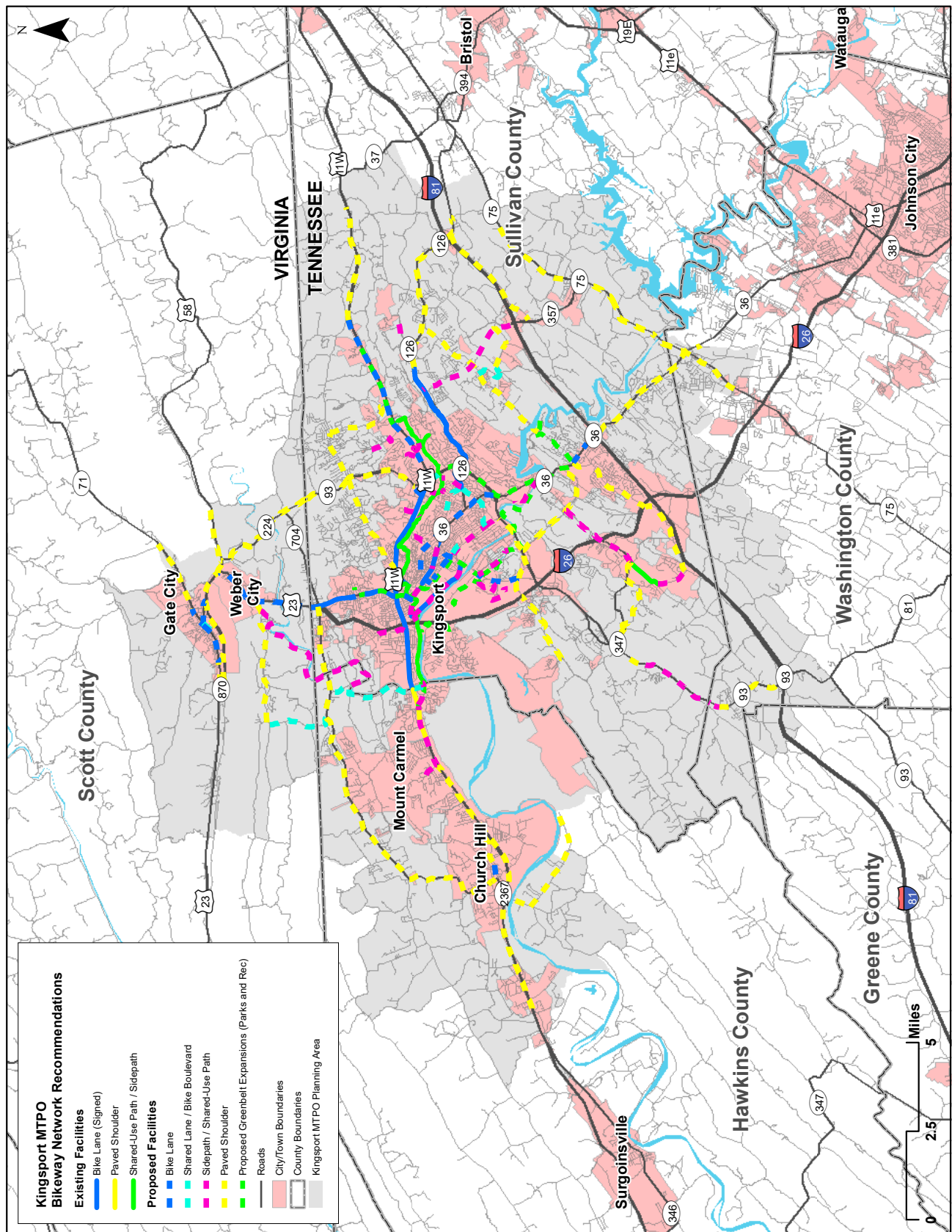


Figure 2.3 Recommended Bikeway Network (with Greenbelt Expansion at a finer scale)

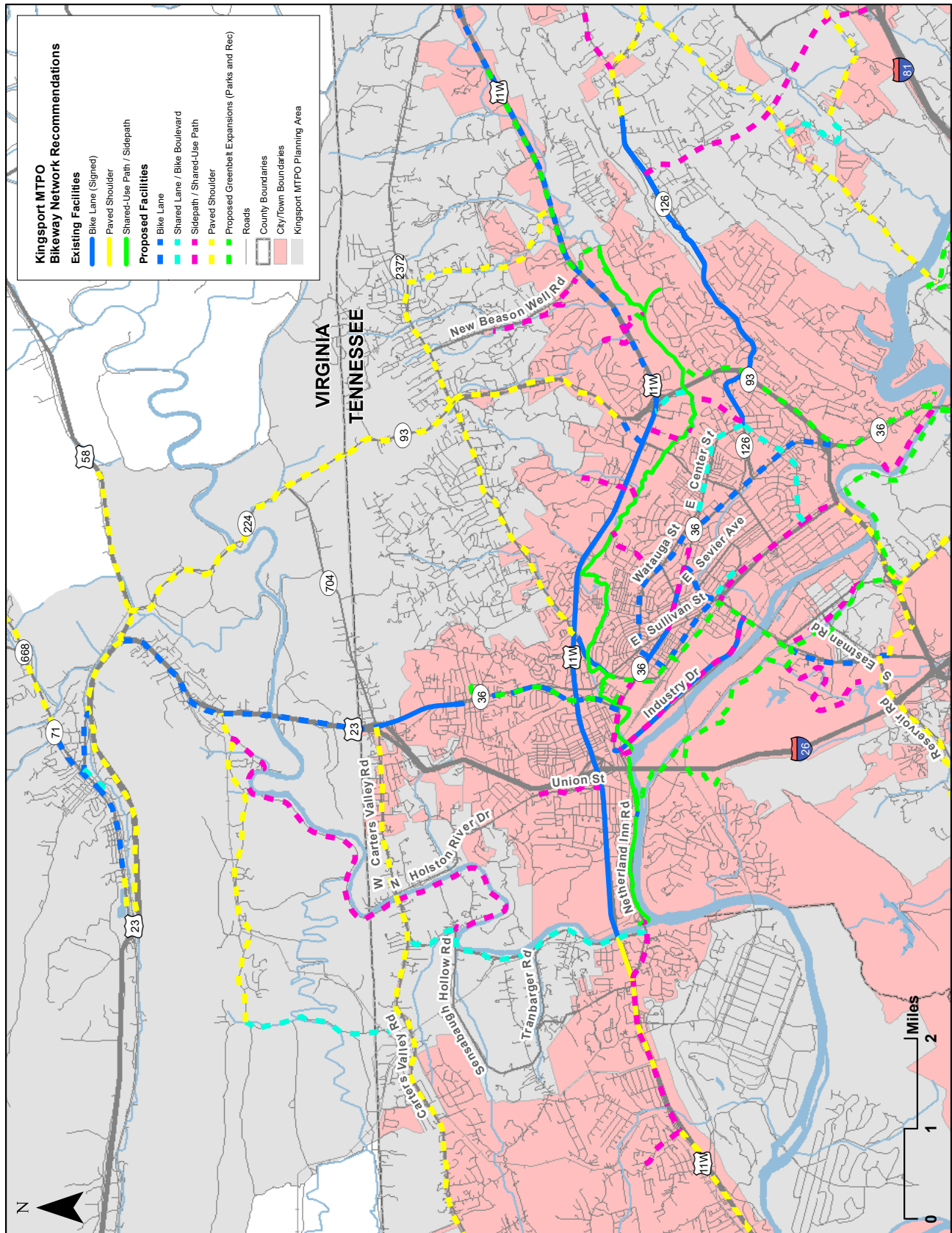


Table 2.1 Recommended Bicycle Improvements

Recommended improvements, which do not include the Parks & Recreation Master Plan Greenbelt expansion projects.

| <div> <div>Facility Type Definition</div> <div> <div>B/SL - Bike/Shared Lane</div> <div>B/PS - Bike/Paved Shoulder</div> </div> <div> <div>B/SUP - Bike/Shared Use Path</div> <div>B/BL - Bike/Bike Lane</div> </div> </div> | | | | | | | |
|--|--------------------------|--------------------------|-----------------------|-------------|---------------|-----------------------------|-----------------------------|
| Road | From | To | County | Linear Feet | Facility Type | Unit Cost (per linear foot) | Estimated Construction Cost |
| SR 75 | Henry Ln | Kingsport Hwy | Sullivan | 3,506 | B/PS | \$20 | \$70,127 |
| SR 75 | Stevenson Hill Rd | Robinwood Rd | Sullivan | 7,913 | B/PS | \$20 | \$158,265 |
| Apple Orchard Rd | Yuma Rd | Carters Valley Rd | Scott, Hawkins | 18,867 | B/SL | \$30 | \$565,995 |
| Barton St | Keller St | South Fork Holston River | Sullivan | 525 | B/SUP | \$150 | \$78,727 |
| Big Elm Rd | Carters Valley Rd | Netherland Inn Rd | Hawkins | 16,522 | B/SL | \$30 | \$571,317 |
| Bike Lane | N John B Dennis Hwy | E Stone Dr | Sullivan | 1,792 | B/BL | \$30 | \$53,754 |
| Bloomingdale Rd | Packing House Rd | Wadlow Gap Hwy | Sullivan | 7,688 | B/PS | \$20 | \$153,761 |
| Bloomingdale Rd / Bloomingdale Pk | Wadlow Gap Hwy | US 11 W | Sullivan | 15,622 | B/PS | \$20 | \$312,442 |
| Bobby Hicks Hwy | Kingsport Hwy | Spratlin Park Dr | Washington | 10,492 | B/PS | \$20 | \$74,847 |
| Bristol Hwy / Wadlow Gap Hwy | US-23 | Whitt Dr | Scott | 10,696 | B/PS | \$20 | \$213,914 |
| Broad St | E Sullivan St | W Main St | Sullivan | 1,808 | B/BL | \$30 | \$54,254 |
| Buttermilk Rd | Old Mill Rd | Shipley Ferry Rd | Sullivan | 9,567 | B/PS | \$20 | \$191,339 |
| Carters Valley Rd | North Fork Holston River | Lynn Garden Dr | Sullivan | 10,167 | B/PS | \$20 | \$317,544 |
| Carters Valley Rd | Independence Ave | North Fork Holston River | Hawkins | 19,044 | B/PS | \$20 | \$17,565 |
| Carters Valley Rd | N Central Ave | Independence Ave | Hawkins | 15,877 | B/PS | \$20 | \$64,216 |
| Clicktown Rd | Big Elm Rd | Carters Valley Rd | Scott, Hawkins | 11,484 | B/SUP | \$150 | \$1,722,525 |
| E Center St | Fort Henry Dr | Memorial Blvd | Sullivan | 7,230 | B/SL | \$30 | \$216,893 |
| E Center St | E Sullivan St | Fort Henry Dr | Sullivan | 6,151 | B/SUP | \$150 | \$922,650 |
| E Jackson St / Nickelsville Hwy | Jones St | Rifle Dr | Scott | 11,054 | B/PS | \$20 | \$87,146 |
| E Main St | Cherokee St | N Wilcox Dr | Sullivan | 4,174 | B/BL | \$30 | \$125,226 |
| E Sullivan St / E Sullivan Ct | N Wilcox Dr | Lamont St | Sullivan | 2,098 | B/SL | \$30 | \$62,949 |
| Fall Creek Rd | Rose Trace Ct | Hemlock Rd | Sullivan | 17,855 | B/PS | \$20 | \$357,100 |
| Fort Henry Dr | Wilmont Dr | SR 75 | Sullivan / Washington | 37,000 | B/PS | \$20 | \$740,000 |
| Fort Henry Dr | E Center St | N John B Dennis Hwy | Sullivan | 9,945 | B/BL | \$30 | \$298,339 |
| Fort Henry Dr | Colonial Heights Rd | Wilmont Dr | Sullivan | 2,699 | B/BL | \$30 | \$80,970 |
| Frisco Yard Rd | Yuma Rd | Carters Valley Rd | Scott/Hawkins | 10,508 | B/SL | \$30 | \$315,252 |
| Goshen Valley Rd / Gray Brothers Store Rd | Main Blvd | River Rd | Hawkins | 5,714 | B/PS | \$20 | \$114,281 |
| Hammond Ave | Rose Ln | US-11W | Hawkins | 2,898 | B/SUP | \$150 | \$434,700 |
| Horse Creek Greenway | Riverport Rd | Meadowview Pkwy | Sullivan | 9,955 | B/SUP | \$150 | \$1,493,271 |
| Industry Dr | Netherland Inn Rd | S Wilcox Dr | Sullivan | 10,949 | B/SUP | \$150 | \$1,642,395 |
| Island Rd | Memorial Blvd | Golf Ridge Dr | Sullivan | 5,440 | B/SUP | \$150 | \$816,047 |
| Kane St | E Jackson St | US 23 N | Scott | 3,672 | B/BL | \$30 | \$145,830 |
| Keller St | Dead End | Barton St | Sullivan | 578 | B/SUP | \$150 | \$86,746 |

| Road | From | To | County | Linear Feet | Facility Type | Unit Cost (per linear foot) | Estimated Construction Cost |
|---------------------------|-----------------------|--------------------------|----------|-------------|---------------|-----------------------------|-----------------------------|
| Kendrick Creek Rd | Lebanon Rd | Tri Cities Xing | Sullivan | 11,060 | B/PS | \$20 | \$246,472 |
| Konnarock Rd / Warpath Dr | Lincoln St | Memorial Blvd | Sullivan | 7,370 | B/SL | \$30 | \$221,099 |
| Lamasa Dr | E Stone Dr | Dead End | Sullivan | 2,303 | B/SL | \$30 | \$69,085 |
| Lebanon Rd | Fort Henry Dr | Kendrick Creek Rd | Sullivan | 2769.18 | B/PS | \$20 | \$221,208 |
| Lincoln St | S Wilcox Dr | Konnarock Rd | Sullivan | 6,842 | B/SUP | \$150 | \$1,026,327 |
| Lincoln St | Konnarock Rd | N John B Dennis Hwy | Sullivan | 2,272 | B/SUP | \$150 | \$340,791 |
| Lynn Garden Dr | Melvin St | Clarke Ave | Sullivan | 3,869 | B/BL | \$30 | \$116,081 |
| Lynn Garden Dr | US 11 W | W Center St | Sullivan | 3,426 | B/BL | \$30 | \$102,792 |
| Main Blvd | US 11 W | Highland Ave | Hawkins | 6,322 | B/PS | \$20 | \$54,187 |
| Main Blvd | Highland Ave | Old Mill Race Rd | Hawkins | 2,709 | B/BL | \$30 | \$495,651 |
| Main Blvd | Old Mill Race Rd | Gray Brothers Store Rd | Hawkins | 868.437 | B/PS | \$20 | \$203,332 |
| Meadowview Pkwy | I-26 | Wilcox Dr | Sullivan | 2,961 | B/PS | \$20 | \$59,213 |
| Meadowview Pkwy | Saratoga Rd | I-26 | Sullivan | 1,128 | B/PS | \$20 | \$22,567 |
| Memorial Blvd | Fisher Dr | Adams Chapel Rd | Sullivan | 26,197 | B/PS | \$20 | \$523,936 |
| Mill Creek Rd | Twin Hills Dr | Sullivan Garden Pkwy | Sullivan | 3,626 | B/PS | \$20 | \$72,521 |
| Moreland Dr | S John B Dennis Hwy | Fort Henry Dr | Sullivan | 16,701 | B/PS | \$20 | \$334,028 |
| N Central Ave | Grandview St | Main Blvd | Hawkins | 878 | B/PS | \$20 | \$86,083 |
| N Central Ave | Lane St | Grandview St | Hawkins | 3,211 | B/PS | \$20 | \$152,689 |
| N Central Ave | Miller Wood Rd | Lane St | Hawkins | 4,304 | B/PS | \$20 | \$209,832 |
| N Central Ave | Carters Valley Rd | Miller Wood Rd | Hawkins | 7,634 | B/PS | \$20 | \$367,832 |
| N John B Dennis Hwy | Bloomington Rd | Hospital Entrance | Sullivan | 11,238 | B/PS | \$20 | \$224,756 |
| N Wilcox Dr | E Center St | Martin Luther King Jr Dr | Sullivan | 3,128 | B/BL | \$30 | \$93,846 |
| Netherland Inn Rd | US 11 W | Riverwoods Pl | Hawkins | 3,696 | B/SUP | \$150 | \$554,400 |
| Old Mill Rd | Fall Creek Rd | Childress Ferry Rd | Sullivan | 4,276 | B/SL | \$30 | \$128,288 |
| Packing House Rd | Bloomington Rd | US 11 W | Sullivan | 10,926 | B/PS | \$20 | \$218,524 |
| Shared-Use Path | N John B Dennis Hwy | Memorial Blvd | Sullivan | 3,350 | B/SUP | \$150 | \$502,484 |
| Shared-Use Path | E Stone Dr | Ryder Dr | Sullivan | 1,819 | B/SUP | \$150 | \$272,876 |
| Shared-Use Path | US 11 W | Browder Rd | Sullivan | 20,996 | B/SUP | \$150 | \$3,149,400 |
| Shared-Use Path | Suffolk St | Reedy Creek | Sullivan | 4,050 | B/SUP | \$150 | \$101,375 |
| Shared-Use Path | Cliffside Rd | Fort Henry Dr | Sullivan | 5,514 | B/SUP | \$150 | \$985,941 |
| Shared-Use Path | Reedy Creek | Houston Ave | Sullivan | 676 | B/SUP | \$150 | \$640,347 |
| Shared-Use Path | Lowrance Pl | E Stone Dr | Sullivan | 6,573 | B/SUP | \$150 | \$573,576 |
| Shared-Use Path | Aldi Access Drive | Kingsport Greenbelt | Sullivan | 969 | B/SUP | \$150 | \$145,339 |
| Pinebrook Dr | Bermuda Dr | Reedy Creek | Sullivan | 3,824 | B/SUP | \$150 | \$1,705,044 |
| Poplar Grove Rd | Blakley Dr | Mill Creek Rd | Sullivan | 9,656 | B/PS | \$20 | \$193,118 |
| Reservoir Rd | Bays Mountain Park Rd | Saratoga Rd | Sullivan | 10,616 | B/PS | \$20 | \$212,318 |
| Ridgefields Rd | Netherland Inn Rd | Riveredge Dr | Sullivan | 661 | B/BL | \$30 | \$19,839 |
| River Rd | Dead End | Goshen Valley Rd | Hawkins | 16,245 | B/PS | \$20 | \$324,900 |
| Rock Springs Dr | Rock Springs Rd | Blakley Dr | Sullivan | 2,793 | B/PS | \$20 | \$55,866 |
| Rock Springs Rd | Moreland Dr | Cox Hollow Rd | Sullivan | 12,728 | B/SUP | \$150 | \$1,909,155 |
| Rock Springs Rd | W Valley Dr | Snapps Ferry Rd | Sullivan | 4,811 | B/SUP | \$150 | \$721,718 |
| S John B Dennis Hwy | S Wilcox Dr | Lincoln St | Sullivan | 9,023 | B/PS | \$20 | \$180,459 |
| S Wilcox Dr | Wilcox Dr | S John B Dennis Hwy | Sullivan | 2,328 | B/PS | \$20 | \$46,557 |
| Shadowntown Rd | Shipley Ferry Rd | Highway 126 | Sullivan | 1,697 | B/PS | \$20 | \$33,943 |
| Shipley Ferry Rd | Airport Pkwy | Shadowntown Rd | Sullivan | 15,986 | B/PS | \$20 | \$319,712 |

| Road | From | To | County | Linear Feet | Facility Type | Unit Cost (per linear foot) | Estimated Construction Cost |
|-----------------------------------|---------------------------|----------------------|----------------------|-------------|---------------|-----------------------------|-----------------------------|
| Shipley Ferry Rd | Buttermilk Rd | Airport Pkwy | Sullivan | 9,610 | B/PS | \$20 | \$192,196 |
| Springfield Ave | Reedy Creek | Linville St | Sullivan | 3,223 | B/SUP | \$150 | \$483,473 |
| SR 75 | Robinwood Rd | Henry Ln | Sullivan | 2,118 | B/PS | \$20 | \$42,367 |
| SR 75 | Airport Pkwy | Stevenson Hill Rd | Sullivan | 6,823 | B/PS | \$20 | \$136,455 |
| SR 75 | Adams Chapel Rd | Airport Pkwy | Sullivan | 18,392 | B/PS | \$20 | \$221,070 |
| Sullivan Garden Pkwy | S Wilcox Dr | Lone Star Rd | Sullivan | 24,588 | B/PS | \$20 | \$491,762 |
| Sullivan Garden Pkwy | Lone Star Rd | Derby Dr | Sullivan | 5,376 | B/PS | \$20 | \$107,523 |
| Sullivan Garden Pkwy | Derby Dr | Murrel Rd | Sullivan | 6,764 | B/SUP | \$150 | \$1,014,560 |
| Sullivan Garden Pkwy | Murrel Rd | Morgan Lane | Sullivan, Washington | 6,303 | B/SUP | \$150 | \$945,524 |
| Sullivan Garden Pkwy | Morgan Lane | I-81 | Sullivan | 12,707 | B/PS | \$20 | \$254,140 |
| Tri Cities Xing / Snapps Ferry Rd | Kendrick Creek Rd | Rock Springs Rd | Sullivan | 12,324 | B/PS | \$20 | \$126,432 |
| Union St | Danbury St | W Stone Dr | Sullivan | 4,269 | B/SUP | \$150 | \$483,473 |
| US 11 W | Fudges Chapel Rd | Garland Ave | Hawkins | 24,769 | B/PS | \$20 | \$495,382 |
| US 11 W | N John B Dennis Hwy | Ollis Bowers Hill Rd | Sullivan | 26,865 | B/BL | \$30 | \$805,935 |
| US 11 W | Ollis Bowers Hill Rd | Hilltop Rd | Sullivan | 17,360 | B/PS | \$20 | \$347,202 |
| US 23 | W Jackson St | Wadlow Gap Hwy | Scott | 18,763 | B/PS | \$20 | \$375,258 |
| US 23 | Wadlow Gap Hwy | US 23 | Scott, Sullivan | 17,320 | B/BL | \$30 | \$519,606 |
| US-11W | Garland Ave | Independence Ave | Hawkins | 1,682 | B/SUP | \$150 | \$252,300 |
| W Center St | Fort Robinson Dr | Clinchfield St | Sullivan | 4,403 | B/SUP | \$150 | \$660,488 |
| W Jackson St | Daniel Boone Heritage Hwy | Sue St | Scott | 3,742 | B/PS | \$20 | \$73,437 |
| W Jackson St | Sue St | Kane St | Scott | 4,861 | B/BL | \$30 | \$121,506 |
| W Stone Dr / Netherland Inn Rd | Independence Ave | Big Elm Rd | Hawkins | 11,367 | B/SUP | \$150 | \$1,705,044 |
| Wadlow Gap Hwy | Bristol Hwy | State Line | Scott | 17,225 | B/PS | \$20 | \$344,504 |
| Wadlow Gap Hwy | State Line | Bloomington Rd | Sullivan | 7,485 | B/PS | \$20 | \$149,707 |
| Watauga St | Broad St | E Center St | Sullivan | 9,573 | B/SL | \$30 | \$287,187 |
| Water St | W Jackson St | Kane St | Scott | 1,787 | B/SL | \$30 | \$53,608 |
| Wilcox Dr | Riverport Rd | S Wilcox Dr | Sullivan | 6,463 | B/BL | \$30 | \$193,894 |
| Yuma Rd | Frisco Yard Rd | US 23 | Scott | 19,018 | B/PS | \$20 | \$380,366 |
| TOTAL | | | | 885,576 | | | \$42,064,283 |

Pedestrian Recommendations

The Kingsport region has expanded its sidewalk network in recent years and currently has several projects under development that will add to the existing regional network. Current projects of note with new sidewalks include:

- West Stone Drive / US-11W;
- Memorial Boulevard / SR-126; and
- Fort Henry Drive / SR-36.

Similar to the bikeway recommendations, the recommended pedestrian network (Figure 2.4) carries forward many of the proposed sidewalks from the 2012 plan. (Committed projects or those under construction are displayed separately..

Key features of the recommended pedestrian network include:

- A primary pedestrian network focused on state and federal aid roads, functionally classified as arterials and major collectors, located within existing municipal boundaries or growth areas;
- A secondary pedestrian network consisting of primarily local streets within existing municipal boundaries that provide enhanced connectivity to key origin and destination zones; and
- A nine-mile unpaved trail along Reedy Creek within the MTPO planning area with potential connection to the Bristol urbanized area.

Table 2.2 lists the sidewalk recommendations – a total of approximately 124 miles with an estimated construction cost of \$327,711,635. All project recommendations, and associated cost estimates, assume sidewalk construction on both sides of the road or street. In some cases, sidewalks on a single side of the street may be appropriate, such as within low-traffic environments or concurrently with a shared-use path.



While individual intersection safety improvements were not considered in this regional-level plan, it is recommended that individual project implementation include intersection safety treatments, where appropriate. These could include, but are not necessarily limited to:

- High visibility crosswalks on all intersection legs;
- Advanced stop lines;
- Pedestrian signal countdown heads;
- Leading pedestrian intervals on traffic signals;
- Curb extensions and / or reduced curb radii;
- Pedestrian refuge islands; and
- Improved nighttime lighting.

Figure 2.4 Pedestrian Network Recommendations

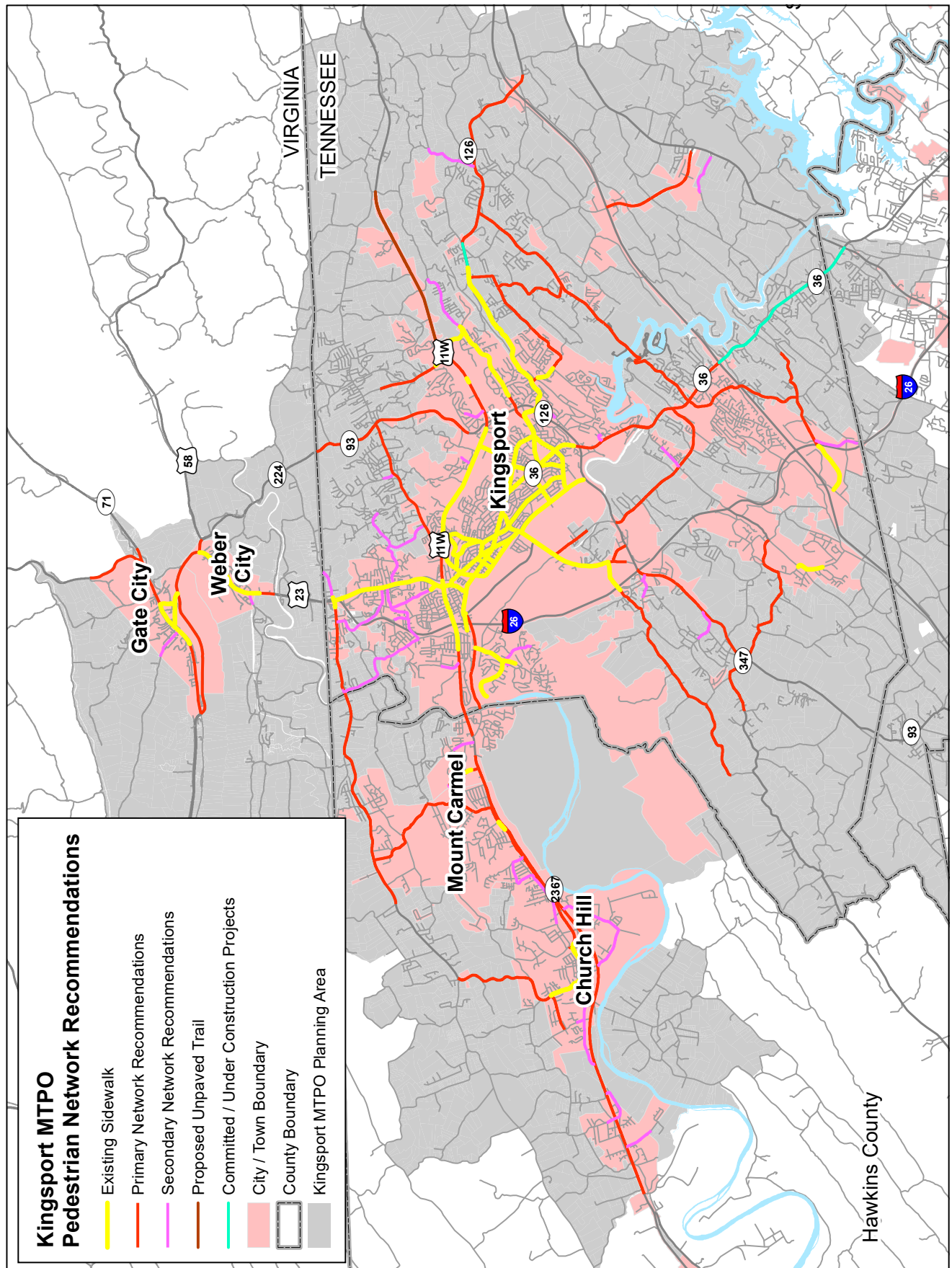


Table 2.2 Pedestrian Network Recommendations

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost |
|------------------------|------------------------|-------------------------------|----------|---------|-------------|-----------------------------|
| Airport Pkwy | Harry Steadman Dr | SR-75 | Sullivan | Primary | 2,676 | \$1,338,000 |
| Reservoir Rd | Willowbrook Trce | New Moore Rd | Sullivan | Primary | 3,178 | \$1,588,885 |
| Sullivan Gardens Pkwy | Rock Springs Dr | Lone Star Rd | Sullivan | Primary | 3,594 | \$1,797,000 |
| Memorial Blvd | Fall Creek Rd | Montezuma Rd | Sullivan | Primary | 1,974 | \$987,000 |
| W Carters Valley Rd | McConnell Rd | Moccasin St | Sullivan | Primary | 1,083 | \$541,500 |
| Poplar Grove Rd | Twin Hills Dr | Bell Hollow Rd | Sullivan | Primary | 4,282 | \$2,141,000 |
| Independence Ave | Redwood St | Tranbarger Rd | Hawkins | Primary | 4,283 | \$2,141,500 |
| Independence Ave | Tranbarger Rd | Walnut St | Hawkins | Primary | 3,163 | \$1,581,500 |
| US 11 W | Goshen Valley Rd | Garland Ave | Hawkins | Primary | 6,564 | \$3,282,000 |
| US 11 W | Afg Rd | Tipton Ave | Hawkins | Primary | 6,880 | \$3,440,000 |
| US 11 W | Tipton Ave | New Canton Rd | Hawkins | Primary | 4,657 | \$2,328,500 |
| US 11 W | New Canton Rd | Goshen Valley Rd | Hawkins | Primary | 10,307 | \$5,153,500 |
| N Central Ave | Miller Wood Rd | Lane St | Hawkins | Primary | 3,980 | \$1,990,000 |
| Grey Brothers Store Rd | W Main Blvd | US 11 W | Hawkins | Primary | 1,153 | \$576,500 |
| W Main Blvd | Grey Brothers Store Rd | S Central Ave | Hawkins | Primary | 1,640 | \$820,000 |
| N Central Ave | Carters Valley Rd | Miller Wood Rd | Hawkins | Primary | 8,351 | \$4,175,500 |
| US 11 W | Independence Ave | Venture Park | Hawkins | Primary | 5,901 | \$2,950,500 |
| W Main St | Silver Lake Rd | Englewood Ave | Hawkins | Primary | 10,677 | \$5,338,500 |
| US 11 W | Silver Lake Rd | Independence Ave | Hawkins | Primary | 13,402 | \$6,701,000 |
| US 11 W | Garland Ave | Silver Lake Rd | Hawkins | Primary | 4,434 | \$2,217,000 |
| Old Stage Rd | Deerfield Cir | E Main Blvd | Hawkins | Primary | 400 | \$200,000 |
| W Main St | Hammond Ave | Independence Ave | Hawkins | Primary | 1,751 | \$875,500 |
| Reservoir Rd | Hood Rd | Willowbrook Trce | Sullivan | Primary | 3,397 | \$1,698,500 |
| Mill Creek Rd | Sullivan Gardens Pkwy | Twin Hills Dr | Sullivan | Primary | 3,527 | \$1,763,500 |
| Twin Hills Dr | Mill Creek Rd | Poplar Grove Rd | Sullivan | Primary | 734 | \$367,000 |
| Poplar Grove Rd | Bell Hollow Rd | Rock Spring Valley Rd | Sullivan | Primary | 2,855 | \$1,427,500 |
| Poplar Grove Rd | Rock Springs Valley Rd | Rock Springs Dr | Sullivan | Primary | 1,916 | \$958,000 |
| Rock Springs Dr | Poplar Grove Rd | Cox Hollow Rd | Sullivan | Primary | 2,795 | \$1,397,500 |
| Netherland Inn Rd | County Line | Netherland Ter | Sullivan | Primary | 4,158 | \$2,079,000 |
| Netherland Inn Rd | Netherland Ter | W Center St | Sullivan | Primary | 6,389 | \$3,194,500 |
| US 11 W | County Line | Deneen Ln | Sullivan | Primary | 4,608 | \$2,304,000 |
| US 11 W | Deneen Ln | Afton St | Sullivan | Primary | 2,427 | \$1,213,500 |
| US 11 W | Netherland Inn Rd | County Line | Hawkins | Primary | 2,491 | \$1,245,500 |
| Fort Henry Dr | Wesley Rd | Fort Henry Dr | Sullivan | Primary | 1,648 | \$412,000 |
| W Carters Valley Rd | Moccasin St | Harrison Ave | Sullivan | Primary | 2,886 | \$1,443,000 |
| W Carters Valley Rd | Harrison Ave | Tenneva St | Sullivan | Primary | 1,617 | \$808,500 |
| Fort Henry Dr | SR-93 Interchange | Thornton Dr | Sullivan | Primary | 3,282 | \$1,641,000 |
| Fort Henry Dr | Thornton Dr | Ft Patrick Dam Maintenance Rd | Sullivan | Primary | 4,109 | \$2,054,500 |
| Fort Henry Dr | Hemlock Rd | I-81 | Sullivan | Primary | 7,314 | \$3,657,000 |
| Carters Valley Rd | Way Cross Rd | Riverchase Dr | Hawkins | Primary | 3,185 | \$1,592,500 |
| Carters Valley Rd | Riverchase Dr | N Holston River Dr | Hawkins | Primary | 4,069 | \$2,034,500 |
| Carters Valley Rd | N Holston River Dr | McConnell Rd | Sullivan | Primary | 3,447 | \$1,723,500 |
| Carters Valley Rd | McCracken Ln | Kinthead St | Hawkins | Primary | 3,152 | \$1,576,000 |
| Carters Valley Rd | Independence Ave | McCracken Ln | Hawkins | Primary | 4,986 | \$2,493,000 |
| Carters Valley Rd | Mt pleasant Rd | Independence Ave | Hawkins | Primary | 5,346 | \$2,673,000 |

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost |
|-----------------------|-------------------------------|-----------------------|----------|---------|-------------|-----------------------------|
| Independence Ave | Carters Valley Rd | Redwood St | Hawkins | Primary | 5,088 | \$2,544,000 |
| Independence Ave | Walnut St | Meadow Springs Ln | Hawkins | Primary | 2,253 | \$1,126,500 |
| Independence Ave | Meadow Springs Ln | US 11 W | Hawkins | Primary | 2,209 | \$1,104,500 |
| Fall Creek Rd | Bridwell Heights Rd | Pettyjohn Rd | Sullivan | Primary | 3,141 | \$1,570,500 |
| Fall Creek Rd | Memorial Blvd | Bridwell Heights Rd | Sullivan | Primary | 2,884 | \$1,442,000 |
| Fall Creek Rd | Pettyjohn Rd | Steep Hill Rd | Sullivan | Primary | 3,006 | \$1,503,000 |
| Fall Creek Rd | Steep Hill Rd | Emory Church Rd | Sullivan | Primary | 3,318 | \$1,659,000 |
| Fall Creek Rd | Emory Church Rd | Warrior Falls Dr | Sullivan | Primary | 3,583 | \$1,791,500 |
| Fall Creek Rd | Warrior Falls Dr | Park Ridge Ct | Sullivan | Primary | 2,557 | \$1,278,500 |
| Fall Creek Rd | Park Ridge Ct | Hemlock Rd | Sullivan | Primary | 5,493 | \$2,746,500 |
| Hemlock Rd | Colonial Heights Rd | Fall Creek Rd | Sullivan | Primary | 624 | \$312,000 |
| Colonial Heights Rd | Hemlock Rd | Warrior Dr | Sullivan | Primary | 3,758 | \$1,879,000 |
| Colonial Heights Rd | Warrior Dr | Fort Henry Dr | Sullivan | Primary | 4,129 | \$2,064,500 |
| Lebanon Rd | Grove Dr | Chesterfield Dr | Sullivan | Primary | 3,549 | \$1,774,500 |
| Lebanon Rd | Chesterfield Dr | Sandridge Dr | Sullivan | Primary | 5,735 | \$2,867,500 |
| Lebanon Rd | Sandridge Dr | Fordtown Rd | Sullivan | Primary | 1,316 | \$658,000 |
| Hwy 126 | Gravel Top Rd | I-81 | Sullivan | Primary | 4,445 | \$2,222,500 |
| Hwy 126 | I-81 | Gunnings Ave | Sullivan | Primary | 2,003 | \$1,001,500 |
| Hwy 126 | Cochise Trl | Gravel Top Rd | Sullivan | Primary | 4,481 | \$2,240,500 |
| Hwy 126 | Montezuma Rd | Cochise Trl | Sullivan | Primary | 5,182 | \$2,591,000 |
| Hwy 126 | Island Rd | Fall Creek Rd | Sullivan | Primary | 3,856 | \$1,928,000 |
| Hwy 126 | Fisher Dr | Island Rd | Sullivan | Primary | 2,673 | \$1,336,500 |
| New Beason Well Rd | Tate Dr | Sussex Dr | Sullivan | Primary | 6,611 | \$3,305,500 |
| US 11 W | Arcadia Dr | Crown Cir | Sullivan | Primary | 3,567 | \$1,783,500 |
| US 11 W | Crown Cir | Ollis Bowers Hill Rd | Sullivan | Primary | 5,889 | \$2,944,500 |
| Moreland Dr | Pond Springs Rd | Rock Springs Rd | Sullivan | Primary | 5,014 | \$2,507,000 |
| Moreland Dr | John B Dennis Hwy | Pong Springs Rd | Sullivan | Primary | 4,254 | \$2,127,000 |
| Moreland Dr | Rock Springs Rd | Fort Henry Dr | Sullivan | Primary | 7,790 | \$3,895,000 |
| Fordtown Rd | Breckenridge Trce | Lebanon Rd | Sullivan | Primary | 2,665 | \$1,332,500 |
| Fordtown Rd | Lebanon Rd | Deck St | Sullivan | Primary | 1,995 | \$997,500 |
| Fordtown Rd | Deck St | Fondulac Dr | Sullivan | Primary | 3,531 | \$1,765,500 |
| Fordtown Rd | Kendrick Creek Rd | Breckenridge Trce | Sullivan | Primary | 3,444 | \$1,722,000 |
| Fort Henry Dr | Ft Patrick Dam Maintenance Rd | VFW Rd | Sullivan | Primary | 2,722 | \$1,361,000 |
| Fort Henry Dr | VFW Rd | Moreland Dr | Sullivan | Primary | 1,983 | \$991,500 |
| Sullivan Gardens Pkwy | Belsay Dr | I-26 | Sullivan | Primary | 4,497 | \$2,248,500 |
| Sullivan Gardens Pkwy | Rock Springs Dr | Belsay Dr | Sullivan | Primary | 8,315 | \$4,157,500 |
| S Wilcox Dr | Wilcox Dr | John B Dennis Hwy | Sullivan | Primary | 2,329 | \$1,164,500 |
| Wilcox Dr | Meadowview Pwky | John B Dennis Hwy | Sullivan | Primary | 2,016 | \$1,008,000 |
| Reservoir Rd | Bays Mountain Park Rd | Glen Alpine Rd | Sullivan | Primary | 5,109 | \$2,554,500 |
| Reservoir Rd | Hood Rd | Bays Mountain Park Rd | Sullivan | Primary | 4,794 | \$2,397,000 |
| Reservoir Rd | Glen Alpine Rd | Lone Star Rd | Sullivan | Primary | 8,777 | \$4,388,500 |
| US 11 W | Donelson Dr | Clinchfield St | Sullivan | Primary | 3,209 | \$1,604,500 |
| Cooks Valley Rd | Emory Church Rd | Palomino Dr | Sullivan | Primary | 5,718 | \$2,859,000 |
| Cooks Valley Rd | Palomino Dr | Harbor Springs Rd | Sullivan | Primary | 4,444 | \$2,222,000 |
| Cooks Valley Rd | Harbor Springs Rd | Harbor Chapel Rd | Sullivan | Primary | 1,731 | \$865,500 |
| Cooks Valley Rd | Memorial Blvd | Emory Church Rd | Sullivan | Primary | 3,902 | \$1,951,000 |
| Orebank Rd | Steeplechase Dr | Memorial Blvd | Sullivan | Primary | 3,321 | \$1,660,500 |

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost |
|-----------------------|---------------------|------------------------|----------|-----------|-------------|-----------------------------|
| Emory Church Rd | Cooks Valley Rd | Pettyjohn Rd | Sullivan | Primary | 1,681 | \$840,500 |
| Emory Church Rd | Pettyjohn Rd | Cedar Branch Rd | Sullivan | Primary | 2,664 | \$1,332,000 |
| Emory Church Rd | Cedar Branch Rd | Lake Park Dr | Sullivan | Primary | 2,016 | \$1,008,000 |
| Emory Church Rd | Lake Park Dr | Fall Creek Rd | Sullivan | Primary | 2,703 | \$1,351,500 |
| Harbor Chapel Rd | Memorial Blvd | Skyland Dr | Sullivan | Primary | 1,045 | \$522,500 |
| Memorial Blvd | Harbor Chapel Rd | Harbor Chapel Rd | Sullivan | Primary | 106 | \$53,000 |
| N John B Dennis Hwy | State Line | Bloomington Rd | Sullivan | Primary | 7,421 | \$3,710,500 |
| N John B Dennis Hwy | Bloomington Rd | Pavilion Dr | Sullivan | Primary | 11,239 | \$5,619,500 |
| Airport Pkwy | I-81 | Shipley Ferry Rd | Sullivan | Primary | 2,319 | \$1,159,500 |
| Airport Pkwy | Shipley Ferry Rd | Centenary Rd | Sullivan | Primary | 2,798 | \$1,399,000 |
| Airport Pkwy | Centenary Rd | Harry Steadman Dr | Sullivan | Primary | 4,641 | \$2,320,500 |
| US 23 N | W Jackson St | Kane St | Scott | Primary | 13,825 | \$6,912,500 |
| US 23 N | Kane St | Wadlow Gap Hwy | Scott | Primary | 5,706 | \$2,853,000 |
| W Jackson St | US 23 N | Park St | Scott | Primary | 5,689 | \$2,844,500 |
| W Jackson St | Park St | Cypress St | Scott | Primary | 1,930 | \$965,000 |
| Wadlow Gap Hwy | US 23 S | Bristol Hwy | Scott | Primary | 1,410 | \$705,000 |
| Veterans Memorial Hwy | Golf Course Rd | Jackson St | Scott | Primary | 6,469 | \$3,234,500 |
| Jackson St | Red Hill Rd | Old Nickelsville Rd | Scott | Primary | 3,473 | \$1,736,500 |
| Jackson St | Old Nickelsville Rd | Shotgun Dr | Scott | Primary | 3,286 | \$1,643,000 |
| Lone Star Rd | Potato Hill Rd | Sullivan Gardens Pwky | Sullivan | Primary | 2,960 | \$1,480,000 |
| Lone Star Rd | Stardust Rd | Potato Hill Rd | Sullivan | Primary | 3,969 | \$1,984,500 |
| E Main Blvd | Old Stage Rd | Silver Lake Rd | Hawkins | Primary | 3,931 | \$1,965,500 |
| US 23 N | Spring St | River Rd | Scott | Primary | 1,628 | \$814,000 |
| Eastern Star Rd | Mitchell Rd | I-26 On-Ramp | Sullivan | Secondary | 1,284 | \$642,000 |
| Virgil Ave | Wampler St | Lynn Garden Dr | Sullivan | Secondary | 4,254 | \$2,127,000 |
| May Ave | High Point Ave | Lynn Garden Dr | Sullivan | Secondary | 171 | \$85,500 |
| Bell Ridge Dr | Bell Ridge Rd | High Point Ave | Sullivan | Secondary | 4,339 | \$2,169,500 |
| Silver Lake Rd | Linville St | Riverview Dr | Hawkins | Secondary | 2,724 | \$1,362,000 |
| S Central Ave | US 11 W | Hamilton St | Hawkins | Secondary | 1,954 | \$977,000 |
| Clouds Ford Rd | Granby Rd | Virgil Ave | Sullivan | Secondary | 1,542 | \$771,000 |
| Granby Rd | Hall St | US 11 W | Sullivan | Secondary | 2,259 | \$1,129,500 |
| Kingsport Press Rd | US 11 W | Business Rd | Hawkins | Secondary | 3,227 | \$1,613,500 |
| Elm Springs Rd | Rogan St | Holliston Mills Rd | Hawkins | Secondary | 1,552 | \$776,000 |
| W Main Blvd | US 11 W | W Main Blvd | Hawkins | Secondary | 1,927 | \$963,500 |
| W Main Blvd | Old Union Rd | Grey Brothers Store Rd | Hawkins | Secondary | 2,989 | \$1,494,500 |
| Old Union Rd | Akard St | W Main Blvd | Hawkins | Secondary | 910 | \$455,000 |
| W Main Blvd | W Main Blvd | Chickasaw Cir | Hawkins | Secondary | 2,135 | \$1,067,500 |
| Walnut St | Independence Ave | Residential House | Hawkins | Secondary | 424 | \$212,000 |
| Montgomery Ave | Cedar St | Beech St | Hawkins | Secondary | 1,891 | \$945,500 |
| Cedar St | Montgomery Ave | Dover Ave | Hawkins | Secondary | 2,305 | \$1,152,500 |
| Old Stage Rd | Carolyn Ave | Montgomery Ave | Hawkins | Secondary | 2,826 | \$1,413,000 |
| Silver Lake Rd | US 11 W | Ordnance Dr | Hawkins | Secondary | 744 | \$372,000 |
| Old Stage Rd | Lloyds Chapel Rd | Silver Lake Rd | Hawkins | Secondary | 903 | \$451,500 |
| Old Stage Rd | Silver Lake Rd | Carolyn Ave | Hawkins | Secondary | 2,444 | \$1,222,000 |
| Dover Ave | Cedar St | W Main St | Hawkins | Secondary | 1,316 | \$658,000 |
| Walnut St | Residential House | University Blvd | Hawkins | Secondary | 1,522 | \$761,000 |
| Sullivan Gardens Dr | Glen Alpine Rd | Sullivan Gardens Pwky | Sullivan | Secondary | 2,398 | \$1,199,000 |

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost |
|---------------------|-----------------------|-----------------------|----------|-----------|-------------|-----------------------------|
| Glen Alpine Rd | Princeton Rd | Sullivan Gardens Dr | Sullivan | Secondary | 1,491 | \$745,500 |
| Fleetwood Dr | Manor Dr | Woodgreen Ln | Sullivan | Secondary | 2,539 | \$1,269,500 |
| Lewis Ln | Bellingham Dr | C.E. Brooks Jr Way | Hawkins | Secondary | 986 | \$493,000 |
| University Blvd | Walnut St | Wellington Blvd | Hawkins | Secondary | 1,264 | \$632,000 |
| University Blvd | Bellingham Dr | US 11 W | Hawkins | Secondary | 1,402 | \$701,000 |
| Lewis Ln | Ferndale Ln | Bellingham Dr | Hawkins | Secondary | 1,438 | \$719,000 |
| Ridgefields Rd | Pendragon Rd | Lynwood Rd | Sullivan | Secondary | 764 | \$382,000 |
| Dunlap Rd | Red Barn | Hwy 75 | Sullivan | Secondary | 4,328 | \$2,164,000 |
| New Moore Rd | Princeton Rd | Sullivan Gardens Pwky | Sullivan | Secondary | 763 | \$381,500 |
| Eastern Star Rd | Fordtown Rd | Mitchell Rd | Sullivan | Secondary | 3,653 | \$1,826,500 |
| Tranbarger Dr | Virgil Ave | Colfax Ave | Sullivan | Secondary | 4,482 | \$2,241,000 |
| Gibson Mill Rd | Bloomingtondale Rd | US 11 W | Sullivan | Secondary | 727 | \$363,500 |
| Thornton Dr | Red Bud Dr | Atoka Cir | Sullivan | Secondary | 1,111 | \$555,500 |
| Beechnut Dr | Essex Dr | US 11 W | Sullivan | Secondary | 1,061 | \$530,500 |
| Essex Dr | North of Sheffield St | Beechnut Dr | Sullivan | Secondary | 1,423 | \$711,500 |
| Orebank Rd | Lamberth St | Hooven St | Sullivan | Secondary | 2,181 | \$1,090,500 |
| Gravely Rd | Independence Dr | Forest View Dr | Sullivan | Secondary | 1,176 | \$588,000 |
| E Carters Valley Rd | Parker Hill Dr | Carters Valley Gdns | Sullivan | Secondary | 2,158 | \$1,079,000 |
| Forest View Rd | Myron St | Bloomingtondale Rd | Sullivan | Secondary | 1,291 | \$645,500 |
| Silver Lake Rd | Riverview Dr | S Central Ave | Hawkins | Secondary | 1,275 | \$637,500 |
| Harr Town Rd | Highridge Dr | Hwy 126 | Sullivan | Secondary | 5,786 | \$2,893,000 |
| S Central Ave | Hamilton St | Silver Lake Rd | Hawkins | Secondary | 2,707 | \$1,353,500 |
| Silver Lake Rd | Ordnance Dr | Linville St | Hawkins | Secondary | 2,060 | \$1,030,000 |
| Bell Ridge Rd | Harrison Ave | Bell Ridge Dr | Sullivan | Secondary | 1,203 | \$601,500 |
| Harrison Ave | W Carters Valley Rd | Bell Ridge Rd | Sullivan | Secondary | 940 | \$470,000 |
| N Holston River Dr | W Carters Valley Rd | Brentwood Dr | Sullivan | Secondary | 1,409 | \$704,500 |
| E Carters Valley Rd | Carters Valley Gdns | State Line | Sullivan | Secondary | 818 | \$409,000 |
| Gravely Rd | Kincaid St | Independence Dr | Sullivan | Secondary | 1,829 | \$914,500 |
| Rock Springs Rd | Running Deer Trl | Moreland Dr | Sullivan | Secondary | 2,840 | \$1,420,000 |
| Orebank Rd | Hooven St | Rock City Rd | Sullivan | Secondary | 4,580 | \$2,290,000 |
| Shipp Springs Rd | Leeland Dr | Bloomingtondale Pike | Sullivan | Secondary | 3,098 | \$1,549,000 |
| Princeton Rd | New Moore Rd | Diana Rd | Sullivan | Secondary | 888 | \$444,000 |
| Diana Rd | Diana Ave | Princeton Rd | Sullivan | Secondary | 1,349 | \$674,500 |
| University Blvd | Wellington Blvd | Bellingham Dr | Hawkins | Primary | 1,224 | \$612,000 |
| W Main Blvd | Chickasaw Cir | Old Union Rd | Hawkins | Secondary | 1,145 | \$572,500 |
| Lane St | Old Union Rd | N Central Ave | Hawkins | Primary | 2,885 | \$1,442,500 |
| Fairview Ave | Granby Rd | Virgil Ave | Sullivan | Secondary | 1,517 | \$758,500 |
| Virgil Ave | Fairview Ave | Wampler St | Sullivan | Secondary | 2,537 | \$1,268,500 |
| Stratford Rd | Memorial Blvd | Alderwood Dr | Sullivan | Secondary | 2,373 | \$1,186,500 |
| Gravely Rd | Lynn Garden Dr | Ridgecrest Ave | Sullivan | Secondary | 2,689 | \$1,344,500 |
| Gravely Rd | Ridgecrest Ave | Ridgecrest Ave | Sullivan | Secondary | 1,769 | \$884,500 |
| Gravely Rd | Ridgecrest Ave | Kincaid St | Sullivan | Secondary | 1,838 | \$919,000 |
| Manville Rd | Burnt Cabin Branch Dr | W Jackson St | Scott | Secondary | 3,504 | \$1,752,000 |
| Yuma Rd | Warm Springs Rd | US 23 | Scott | Secondary | 1,343 | \$335,750 |
| Fleetwood Dr | Chippendale Rd | Manor Dr | Sullivan | Secondary | 1,034 | \$517,000 |
| Bowater Dr | Whitley Dr | US 11 W | Sullivan | Secondary | 1,475 | \$737,500 |
| Shipp Springs Rd | Gravely Rd | Leeland Dr | Sullivan | Secondary | 1,720 | \$860,000 |

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost |
|------------------------------------|--------------------|-----------------------------|----------|---------------|-------------|-----------------------------|
| N Holston River Dr | Brentwood Dr | Granby Rd | Sullivan | Secondary | 8628 | \$4,314,000 |
| Virgil Ave | Union St | Fairview Ave | Sullivan | Secondary | 2,640 | \$1,320,000 |
| Jared Dr | Wilcox Dr | Young Rd | Sullivan | Primary | 4,424 | \$2,212,000 |
| US-11W | American Way | New Beason Wells Rd | Sullivan | Primary | 2,032 | \$1,016,000 |
| Lebanon Rd | Fort Henry Dr | Grove Dr | Sullivan | Primary | 2,823 | \$1,411,500 |
| Holliston Mills Rd | Elm Springs Rd | US 11 W | Hawkins | Secondary | 3,352 | \$1,478,500 |
| Carters Valley Rd | Kinhead St | Way Cross Rd | Hawkins | Primary | 4,157 | \$2,078,500 |
| US 11 W | New Beason Well Rd | Arcadia Dr | Sullivan | Primary | 13,110 | \$6,555,000 |
| Reedy Creek Trail | Cleek Rd | MTPO Planning Area Boundary | Sullivan | Unpaved Trail | 48,594 | \$1,214,850 |
| Bloomingdale Rd / Bloomingdale Pke | Wadlow Gap Hwy | Larry Neil Way | Sullivan | Primary | 14,585 | \$7,292,500 |
| TOTAL* | | | | | | \$328,444,985 |

*Total network length does not include Reedy Creek Trail

Project Concept Renderings

Consistent with the Regional Bicycle and Pedestrian Plan's focus on project implementation, eight high-impact, high-priority projects were chosen for detailed concept renderings to better illustrate what project implementation would look like in practice. In addition to the impact potential of the projects, the renderings also highlight the various facility types included in the plan, emphasizing the flexibility of implementation going forward. Supporting the renderings for each project are detailed, engineering-level construction cost estimates (see Appendix B).

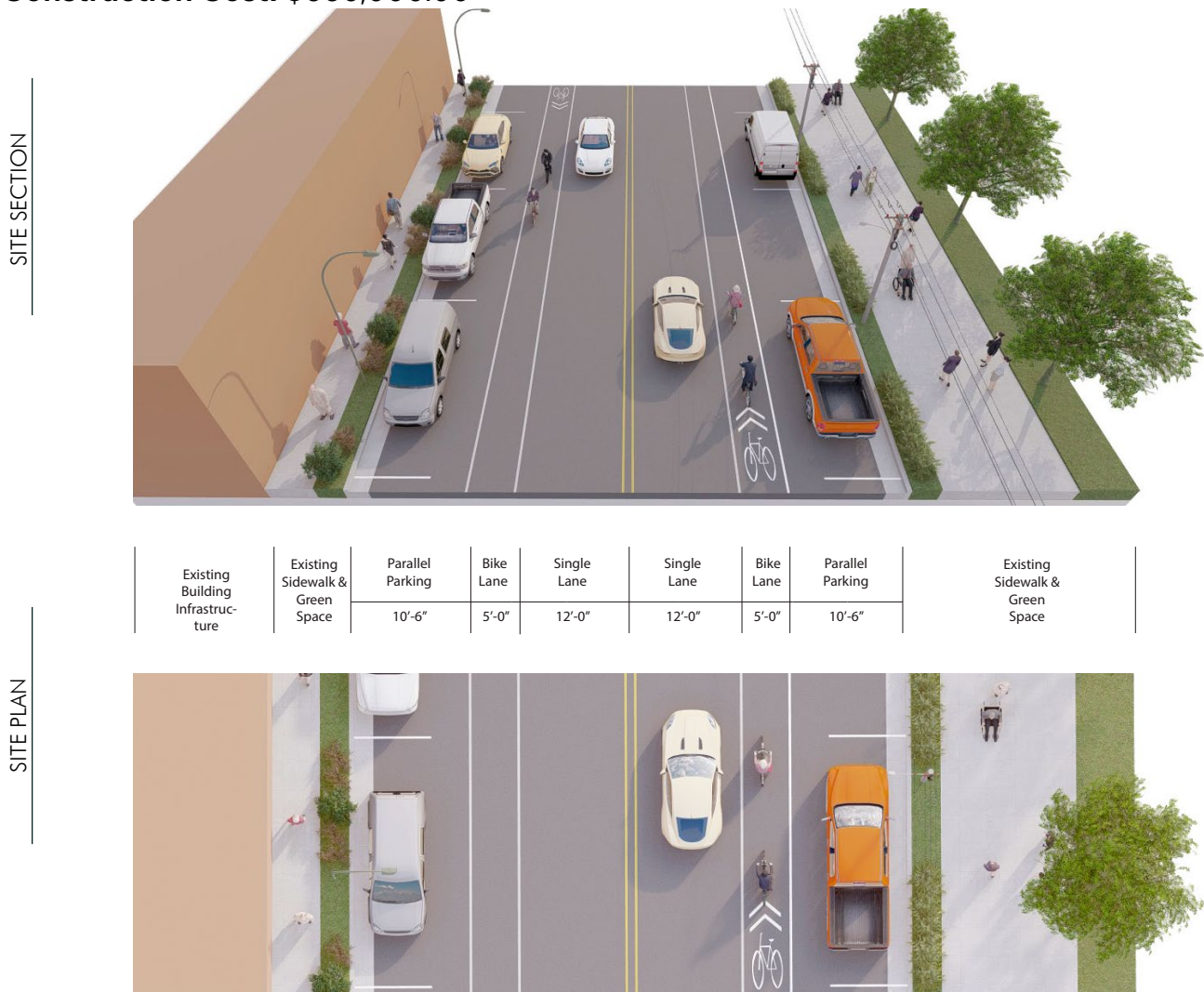
Note: The costs listed on the renderings are for construction and do not include Preliminary Engineering or Right-of-Way. The estimates are in today's dollars and do not include inflation.

The concept renderings (Figures 2.5 through 2.12) include:

- West and East Jackson Street (two renderings) – Bike Lanes;
- West Stone Drive (US-11W) / Netherland Inn Road – Shared-Use Path;
- North John B. Dennis Highway – Bike Lanes and Sidewalks or Shared-Use Path;
- Fort Henry Drive (SR-36) – Bike Lane and Sidewalks;
- Warm Springs Road / Apple Orchard Road – Shared Lane and Shared-Use Path;
- Watauga Street – Bike Boulevard;
- East Stone Drive (US-11W) – Sidewalks; and
- Horse Creek Greenway – Shared-Use Path.

Figure 2.5a West Jackson Street from Solon Street to Fir Street / Water Street

Construction Cost: \$660,000.00



OPPORTUNITIES:

- Provide parallel on-street parking facility on Water Street
- Draw visitors to local businesses

CONSTRAINTS:

- Potential conflict with street parking locations and proposed bike lane



Existing Sidewalk



Existing Angled Parking

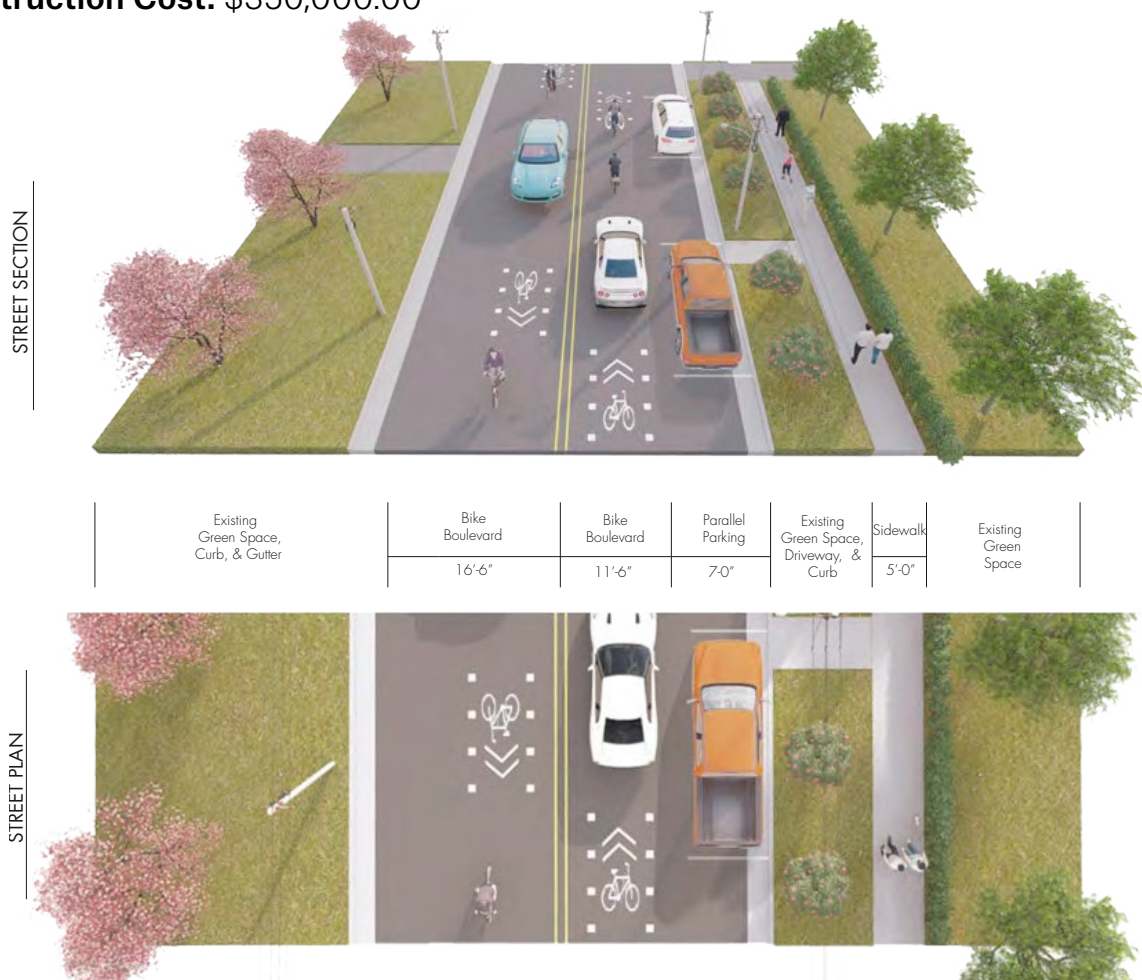
Solon St. to Fir St./Water St.

Length: 0.46 mile

The implementation of a bike lane along West Jackson Street from Solon St. to Fir St./Water St. would allow for an alternative means of transportation and engagement. To allow for the proposed bike lane to achieve the necessary width, it is proposed that parallel parking could be provided along Water Street.

Figure 2.5b East Jackson Street from Jones Street to Solon Street

Construction Cost: \$350,000.00



OPPORTUNITIES:

- Connectivity to the downtown area
- Current road width provides adequate space for a bike boulevard
- Allows for pathway to be utilized for primarily pedestrian use

CONSTRAINTS:

- Adequate signage and pavement markings must be provided to ensure safe vehicular and cyclist use



Existing Sidewalk



Existing Parallel Parking

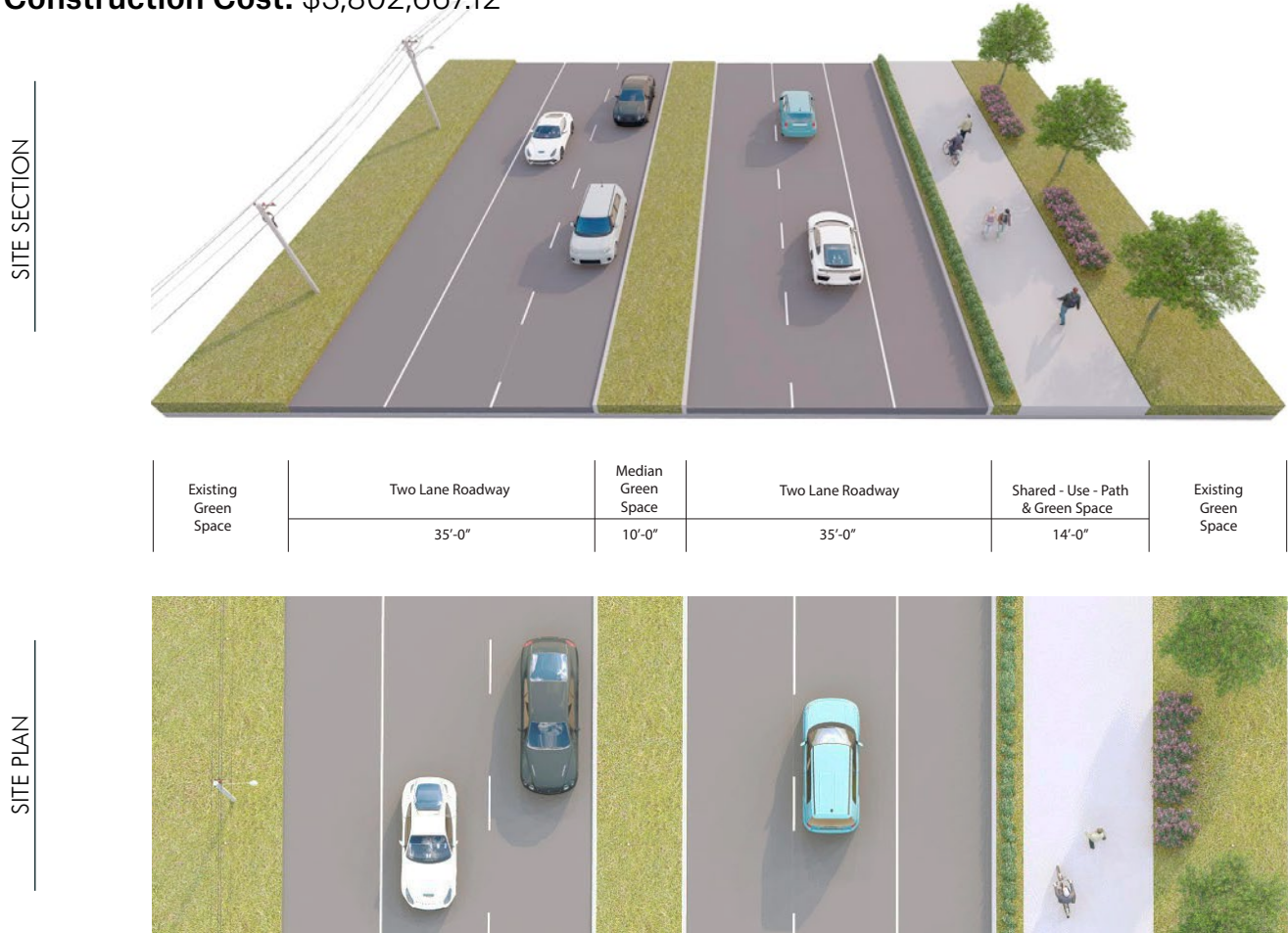
Jones St. to Solon St.

Length: 0.37 mile

The implementation of a bike boulevard along East Jackson Street from Jones St. to Solon St. would allow for an alternative means of transportation that would increase mobility of residents and visitors resulting in a connectivity to the downtown area. To ensure driver and cyclist safety, additional parking is available on Water Street.

Figure 2.6 West Stone Drive (US-11W) / Netherland Inn Road from Independence Avenue to Big Elm Road

Construction Cost: \$3,802,667.12

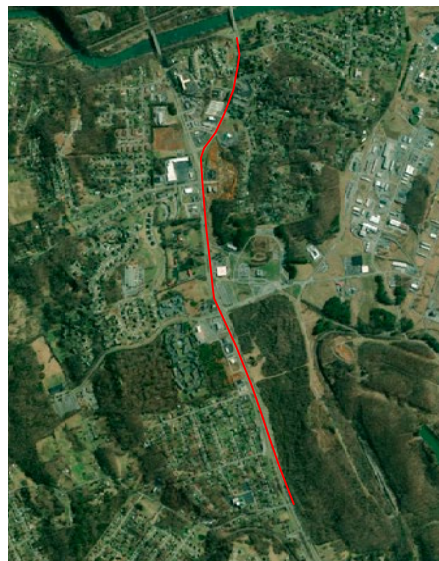


OPPORTUNITIES:

- Increase access to local vendors for residents and visitors
- Future potential extensions
- Correct network gap between Mt. Carmel and Kingsport Greenbelt

CONSTRAINTS:

- Minimal existing tree canopy
- Slope varies for edge of road conditions
- Requires safe bike and pedestrian crossing(s)



Existing Roadway



Existing Infrastructure

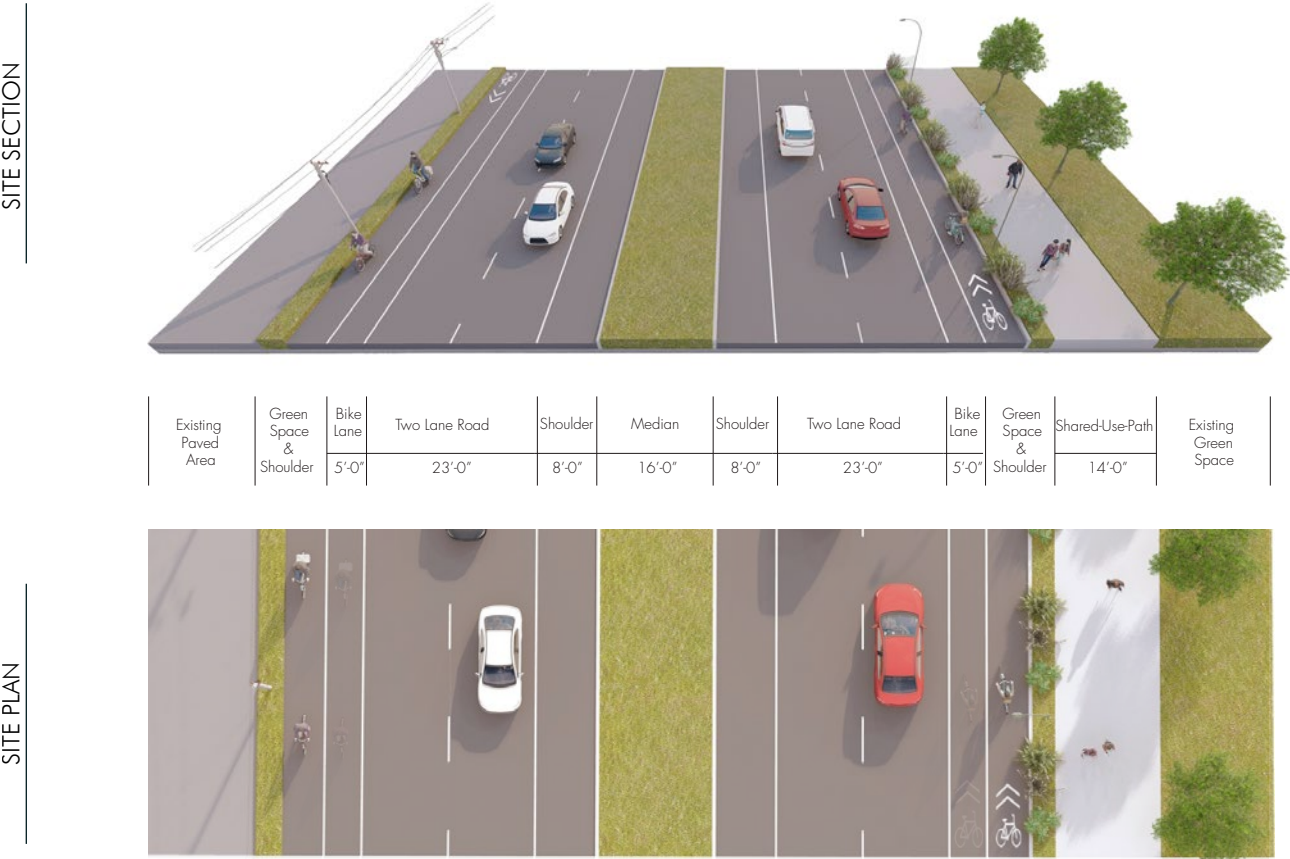
Independence Ave. to Big Elm Rd.

Length: 2.0 mile

The addition of a shared-use path would allow for connectivity with the North Fork Holston River. The shared-use path would allow pedestrians and bikers to travel alongside a highly traveled road safely while offering opportunities to visit local businesses. The inclusion of the greenway extension along W. Stone Drive/US-11W could add momentum and value to the MTPO's pursuit of the Netherland Inn connection.

Figure 2.7 North John B. Dennis Highway from Bloomingdale Road to Pavilion Drive

Construction Cost: \$3,531,061.12



OPPORTUNITIES:

- Existing roadway provides space for addition of bike lane
- Minimal grading required
- Increase walkability for local residents

CONSTRAINTS:

- Some locations provide steep slope areas, which will require grading
- Some houses along this road do not have driveways; they only have on-street parking
- A considerable amount of right of way and relocations could be required



Existing Roadway



Existing Edge of Road

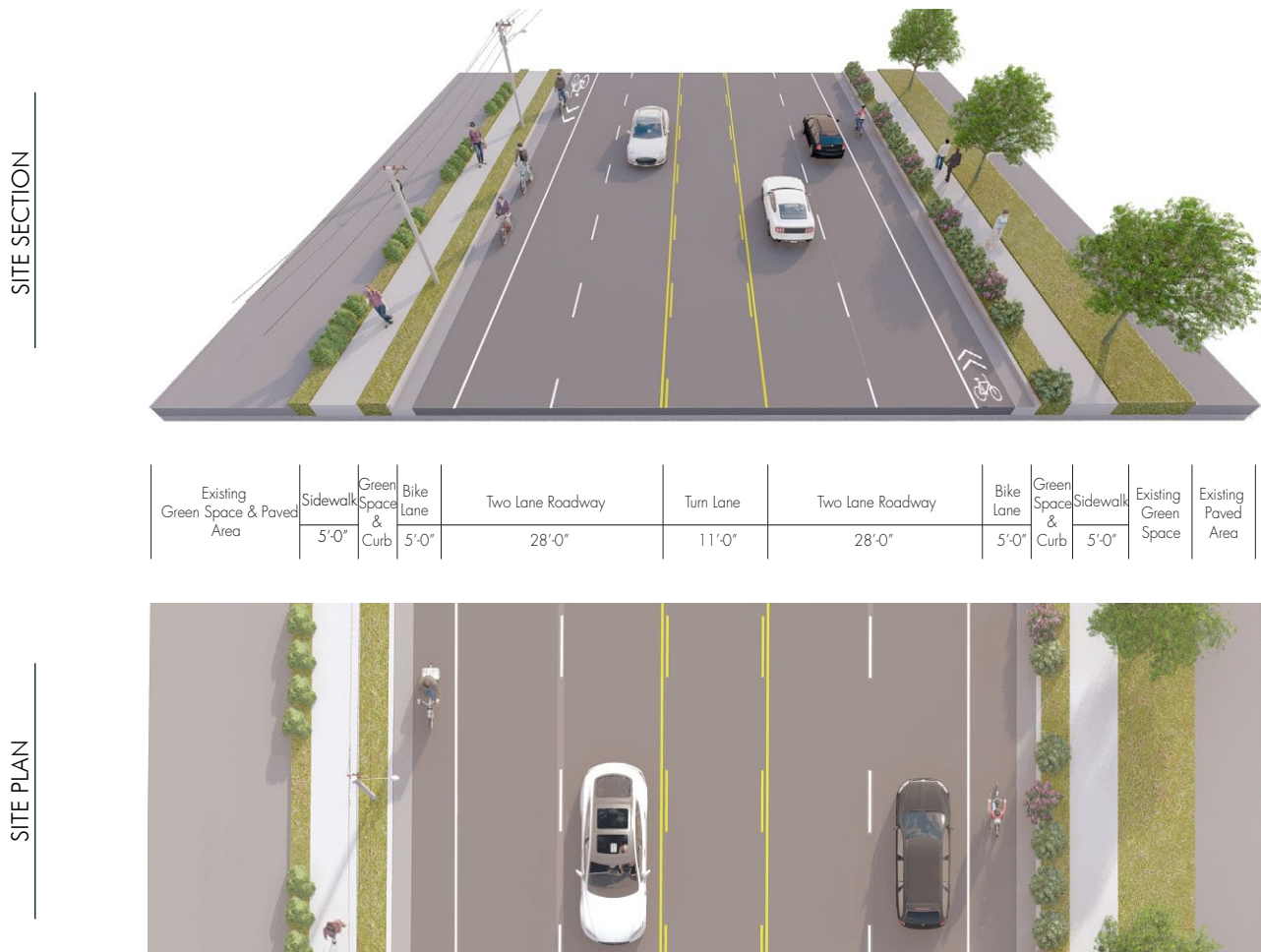
Bloomingdale Rd. to Pavilion Dr.

Length: 2.0 miles

The addition of a shared-use path would allow users to travel alongside a highly trafficked road safely while offering opportunities to visit local businesses. The presence of apartments, subdivisions, and a future middle school along this shared-use path indicate the large number of potential users that could utilize this pathway addition

Figure 2.8 Fort Henry Drive (SR-36) from Colonial Heights Road to Wilmont Drive

Construction Cost: \$1,001,690.75



OPPORTUNITIES:

- Increase access to local vendors for residents and visitors
- Potential grant funding
- Multidimensional programming

CONSTRAINTS:

- Minimal existing tree canopy
- Slope varies for edge of road conditions
- Highly trafficked location



Existing 5 Lane Roadway



Existing Traffic Lights

Colonial Heights Rd. to Wilmont Dr.

Length: 0.5 mile

With potential grant funding, this installation of a bike lane and sidewalks would allow users to travel along side a highly trafficked road safely while offering opportunities to visit local businesses. Surrounding subdivisions indicate potential high levels of usage by local pedestrians and bicyclists.

Figure 2.9 Warm Springs Road / Apple Orchard Road from Yuma Road to Carters Valley Road

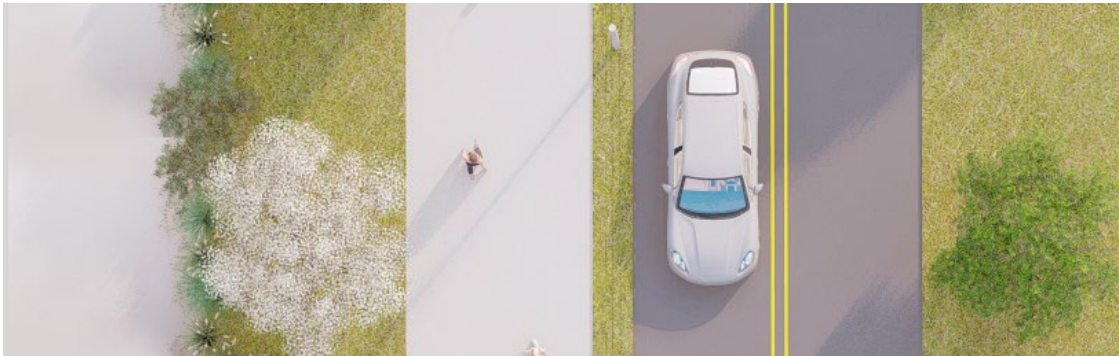
Construction Cost: \$10,700,000.00

SITE SECTION



| | | | | | | |
|------------------|----------------------|---------------------|-------------|-------------|-------------|----------------------|
| North Fork River | Existing Green Space | Shared - Use - Path | Green Space | Single Lane | Single Lane | Existing Green Space |
| | VARIES | 14'-0" | 5' MIN | 11'-0" | 11'-0" | |

SITE PLAN



OPPORTUNITIES:

- Access to North Fork Holston River; Possum Creek & North Fork Holston River confluence
- Views of the river and agricultural fields
- Ample space in flood plain for shared-use-path

CONSTRAINTS:

- Private property - a considerable amount of right of way and relocations could be required
- Expand width of road to accommodate bike lanes
- Right of way may dictate design
- Right of way would be required for trailhead parking



North Fork Holston River



Existing Roadway Condition

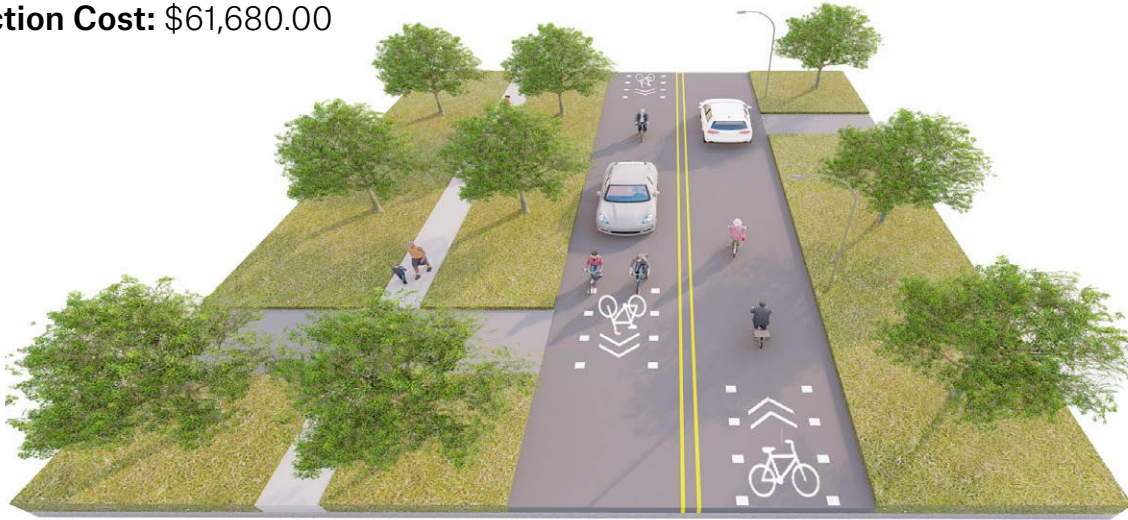
Yuma Rd. to Carters Valley Rd.

Length: 3.6 miles

The addition of a shared lane (not shown in rendering) and shared-use path in this location offers the user beautiful views and the ability to interact with the North Fork Holston River. The shared-use path crosses the Tennessee and Virginia border and could become a potential recreational connection to Weber City.

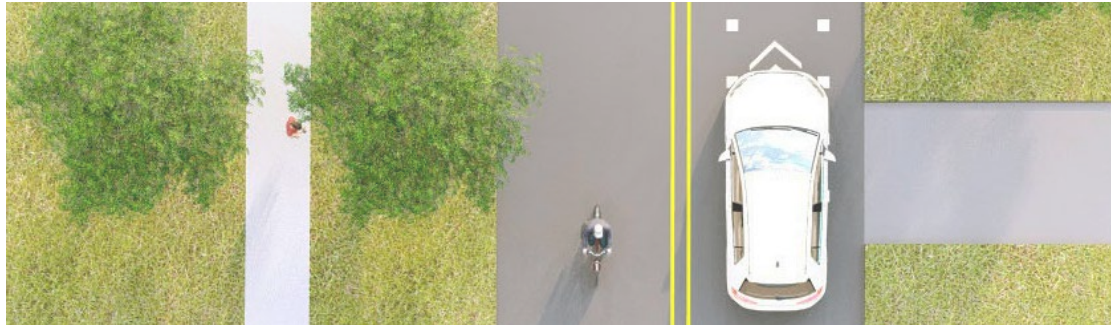
Figure 2.10 Watauga Street from Broad Street to East Center Street**Construction Cost:** \$61,680.00

SITE SECTION



| Existing Green Space & Driveways | Existing Sidewalk | Existing Green Space | Bike Boulevard | Bike Boulevard | Existing Green Space |
|----------------------------------|-------------------|----------------------|----------------|----------------|----------------------|
| | 5'0" | VARIES | 11'3" | 11'3" | VARIES |

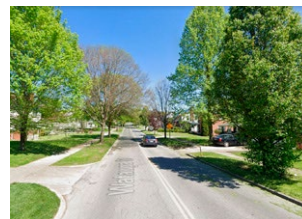
SITE PLAN

**OPPORTUNITIES:**

- Encourage use of existing pedestrian infrastructure
- Existing pathways in good condition
- Safe alternative means of transportation

CONSTRAINTS:

- Roundabouts
- Property Lines
- Ensure consistent flow of pedestrian circulation



Existing Sidewalks



Existing Pedestrian Infrastructure

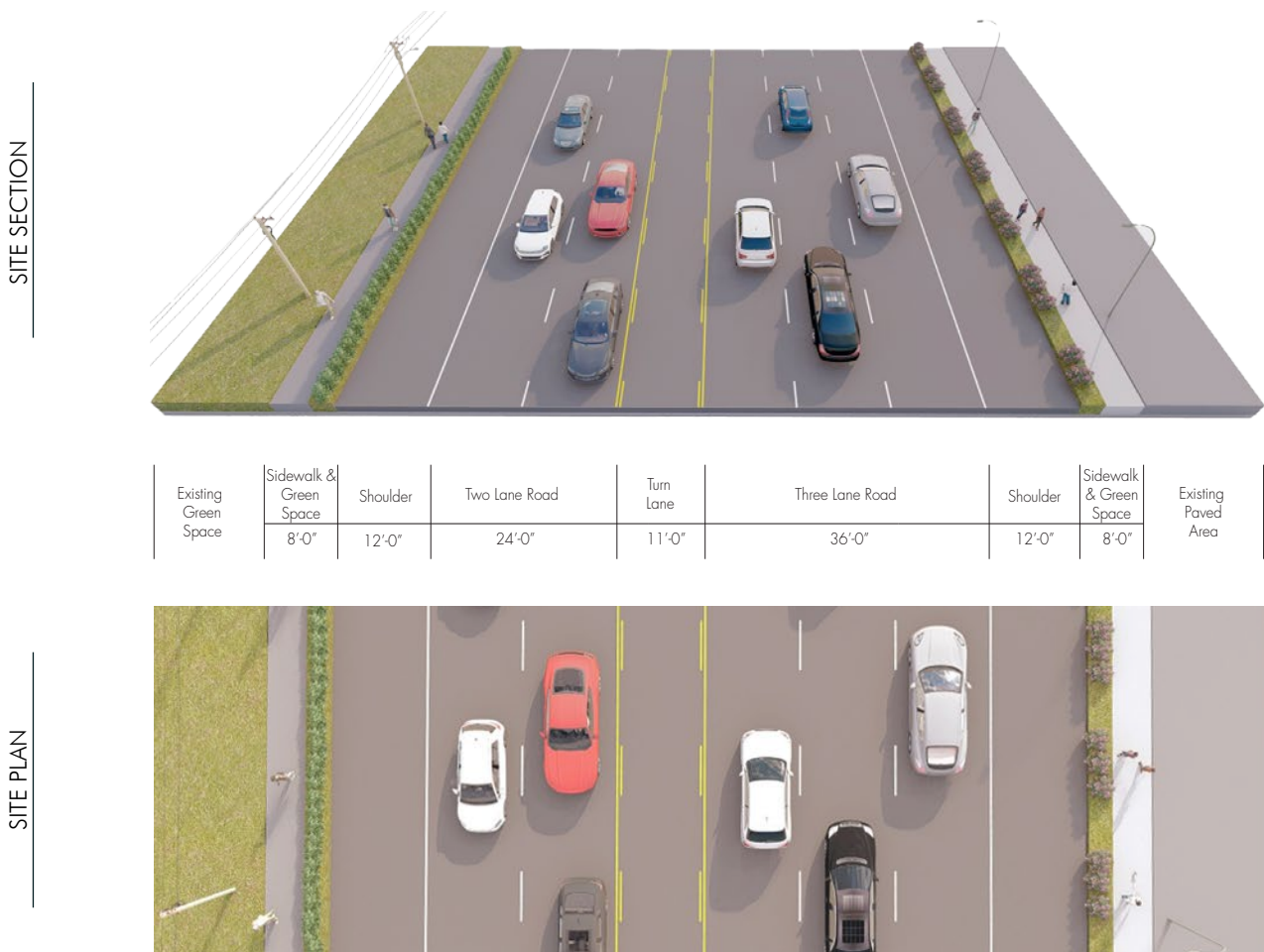
Broad St. to E. Center St.

Length: 1.8 mile

With existing infrastructure this addition of a bike boulevard would require minimal effort and would utilize the existing sidewalk. Located on site. Located within a neighborhood, this facility would allow for users to easily travel without impacting the experience of the pedestrian or vehicular user. In addition, this project has been identified as a key neighborhood connection in Central Kingsport.

Figure 2.11 East Stone Drive (US-11W) from Beechnut Drive to Kingsport Pavilion Access Road

Construction Cost: \$2,078,985.07



OPPORTUNITIES:

- Alternative means of transportation
- Access to sidewalks that provide opportunities for physical activity & environmental interaction

CONSTRAINTS:

- High traffic capacity
- Culvert on northwest side of road prior to Kingsport Pavilion Shopping Center
- Southeastern portion requires grading & clearing



Existing Sidewalk



Existing Parallel Parking

Beechnut Dr. to Kingsport Pavilion Access Rd. Length: 0.7 mile:

The addition of sidewalks to this location would provide an ability for users to utilize alternative means of transportation and allowing for greater connectivity.

Figure 2.12 Horse Creek Greenway

Construction Cost: \$2,695,887.32

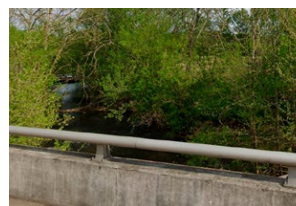


OPPORTUNITIES:

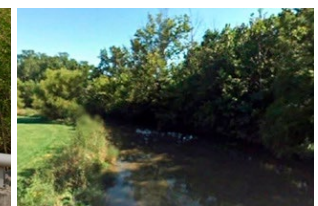
- Access to Horse Creek
- Create safe alternative route
- Increase opportunities for physical activity
- Potential to become a destination and amenity

CONSTRAINTS:

- Clearing & regular maintenance
- Maintain a healthy riparian zone
- Litter receptacle installation



Existing Creek Condition



Existing Creek Condition

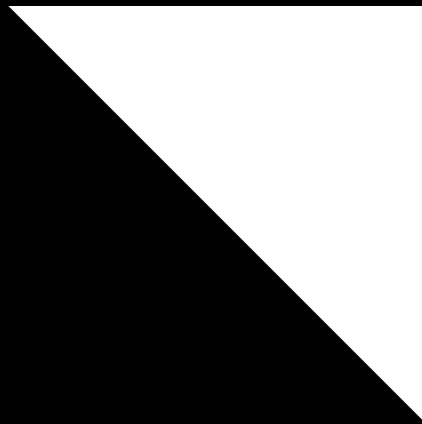
Riverport Rd. to Meadowview Pkwy.

Length: 2.35 miles

The creation of a greenway system would provide a beautiful location for users to visit and form a relationship with an existing interesting feature. Through this process and installation, this shared-use path could become an additional amenity and destination for the city of Kingsport and a strategic connection between the downtown and the convention center.

Bicycle and Pedestrian Policies and Programs

Section 3.0



Bicycle and Pedestrian Policies and Programs

Consistent with the MTPO's primary responsibility for transportation planning and programming, the Regional Bicycle and Pedestrian Plan includes a suite of bicycle and pedestrian project recommendations that will be considered for implementation going forward, largely as funding becomes available. However, there are also actions local jurisdictions within the MTPO's planning area can pursue to better promote bicycle and pedestrian mobility within their respective communities.

There are also actions local jurisdictions within the MTPO's planning area can pursue to better promote bicycle and pedestrian mobility within their respective communities.



Land Development Policies and Regulations

Local jurisdictions can use policy and regulatory tools to improve walking and bicycling in their communities – notably, zoning ordinances, subdivision regulations, and Complete Streets policies. It should be noted that the MTPO does not have direct authority or influence over policy and regulatory decisions at the local level. These decisions are made solely at the discretion of the elected representatives of each community. That said, local jurisdictions can work in partnership with the MTPO to better cultivate a culture of walking and bicycling across the region.

Complete Streets policies are an increasingly effective strategy to ensure that the needs of pedestrians and bicyclists are incorporated into all transportation planning, design, operation and maintenance decisions. The goal of a Complete Streets policy is to provide a transportation system that meets the needs of all users, regardless of age, ability, income, ethnicity, or mode of transportation. Appendix C includes a Complete Streets policy template that can be tailored to each jurisdiction.

While the effectiveness of Complete Streets policies varies across the country – more than 1,600 Complete Street policies have been adopted nationwide, the most successful policies emphasize:

- Applying the Complete Streets policy in all phases of transportation project development, including planning, programming, design, construction, operations and maintenance;
- Updating all department, agency and commission policies and standards for consistency with the Complete Streets policy; and
- Measuring outcomes, including design (e.g., %age of planned sidewalks constructed) and administrative (e.g., the number of exceptions granted) performance measures.

One of the most effective implementation strategies for each jurisdiction is to establish land development regulations and street design standards that promote Complete Streets and walkable and bikeable development. Table 3.1 lists best practices in land development policies and regulations that promote places for walking and biking.

Table 3.1 *Best Practices – Land Development Policies and Regulations*

| Best Practices | What is it? | Where is it typically applied? | How is it typically applied? |
|--------------------------------------|--|---|--|
| Access management standards | Requires minimum access spacing, connectivity, and cross-access to preserve operations and safety for all transportation modes. | Designated areas and streets | Zoning ordinance |
| Bicycle parking ordinance | Requires the provision of bicycle parking based on land use and location. | Designated areas and streets | Zoning ordinance |
| Development incentives | Provides developers with additional development rights in exchange for public benefits, such as plazas, parks, trails, and other pedestrian-oriented amenities. | Downtown, mixed-use districts, and neighborhood centers | Zoning ordinance |
| Form-based code | Regulates the built environment based primarily on building form rather than building use to achieve a pedestrian-oriented development pattern. | Downtown, mixed-use districts, and neighborhood centers | Zoning ordinance |
| Mixed-use zoning | Allows for the vertical and horizontal combination of commercial, residential, and civic uses in a given area, supporting walkable live-work-play districts. | Downtown, mixed-use districts, and neighborhood centers | Zoning ordinance |
| Sidewalk ordinance | Requires sidewalks in new development, redevelopment, and expansion based on land use and location. | Designated areas and streets | Zoning ordinance |
| Tree ordinance | Protects trees in public right-of-way and on private property and requires trees in new construction based on land use and location. | Designated areas and streets | Zoning ordinance |
| Greenway easement | Requires an easement for greenways identified in local and regional plans. | Communitywide | Subdivision regulations |
| Walkable subdivisions | Supports more walkable communities through improved connectivity, defined centers, increased housing choices, and well-designed public streets. | Communitywide | Subdivision regulations |
| Complete Streets ordinance or policy | Requires or encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. | Communitywide | Land use and transportation plans, policies, and standards |
| Traffic calming policy and program | Aims to reduce negative impacts of motor vehicle use, alter driver behavior, and improve conditions for pedestrians and bicyclists. | Designated areas and streets | Agency program |

Non-Infrastructure Program Recommendations

While the focus of a bicycle and pedestrian plan tends to concentrate on capital improvements, national best practices in bicycle and pedestrian planning and design underscore the importance of taking a comprehensive approach and highlighting what the League of American Bicyclists calls the five “Es:”

- Education;
- Encouragement;
- Equity;
- Evaluation and planning; and
- Engineering.

The non-infrastructure programs described in this section complement the plan’s engineering improvements – i.e. bike lanes, shared-use paths, and sidewalks – and give Kingsport-area residents and visitors the tools they need to safely and confidently walk and bike. A particular emphasis of the non-infrastructure

recommendations is providing more information and opportunities to traditionally-underrepresented communities in active transportation and recreation programs, such as non-white and non-English speaking residents and visitors.

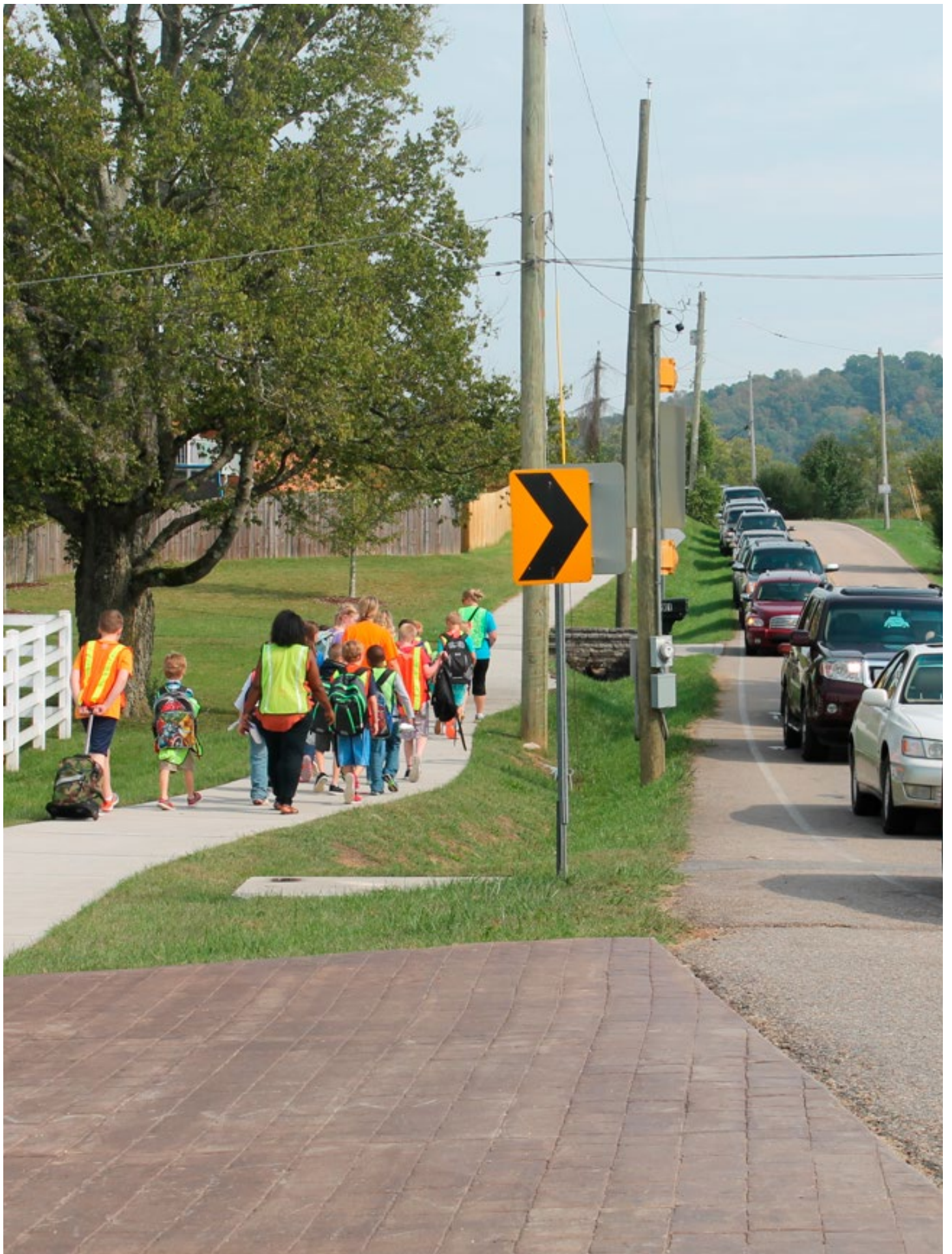
Implementation of the non-infrastructure programs relies heavily on partnerships – within the public and private sectors, and local and regional agencies, businesses, community organizations, and other civic groups will play a vital role in their success. These programs, like the land development policies and regulations, will likely be implemented at the local level with the MTPO playing a critical role in coordinating partnerships and funding. Table 3.2 describes non-infrastructure programs that can be implemented in the short-term, along with potential partners and funding sources.

Table 3.2 *Priority Short-Term Non-Infrastructure Programs*

| Program | Responsible Party/Partners | Funding Source(s) | |
|-----------------------|---|--|--|
| Education | Bike rodeos and classes for children | Cities; Counties; Law Enforcement Agencies; Bicycle Clubs; School Districts; Community Organizations | Grants; Local Parks & Recreation Budgets |
| | Pop-up demonstrations ("tactical urbanism") to test out potential infrastructure projects and generate community interest | Cities; Counties; Community Organizations | Cities; Counties; MTPO |
| | Bicycle/pedestrian safety awareness campaign for motorists | Cities; Counties; Law Enforcement Agencies; MTPO | Grants |
| Encouragement | Free bicycle and bicycle helmet program for low-income residents | Cities; Counties; Law Enforcement Agencies; School Districts; Community Organizations | Cities; Counties; Grants |
| | Pedestrian and bicycle maps and website | Cities; Counties; MTPO; Community Organizations | Cities; Counties; MTPO |
| | Open street events | Cities; Counties; Community Organizations | Cities; Counties; Sponsorships |
| Evaluation & Planning | Annual pedestrian and bicycle counts at key locations | Cities; Counties; MTPO; Community Organizations; TDOT; VDOT | Counties; MTPO; TDOT; VDOT |

Since many non-infrastructure programs typically depend on in-kind staff and resources, the key to building awareness, education, and participation is offering a regular schedule of events that engage both participants and volunteers. In addition to the short-term priorities, other potential non-infrastructure programs that can help improve walking and biking in the Kingsport region include the following.

| | |
|-----------------------|--|
| Education | <ul style="list-style-type: none">• Partner with local community organizations to host all-ages “how-to-ride” classes (e.g. Boys & Girls Club of Greater Kingsport)• Provide information and educational materials in Spanish, in addition to English• Offer Safe Routes to Schools programming, including National Walk to School Day |
| Encouragement | <ul style="list-style-type: none">• Host launch parties for new walking and biking facilities• Celebrate National Bike Month in May and “Walktober” events in the fall• Promote access to nature/ recreation opportunities (e.g. 5k runs, bicycle rental or bike share in/near parks for recreational use)• Start local chapters of organizations that promote walking and biking issues (e.g. Bike Walk Tennessee) |
| Evaluation & Planning | <ul style="list-style-type: none">• Conduct roadway audits with volunteers |



Implementation and Funding Strategies

Section 4.0



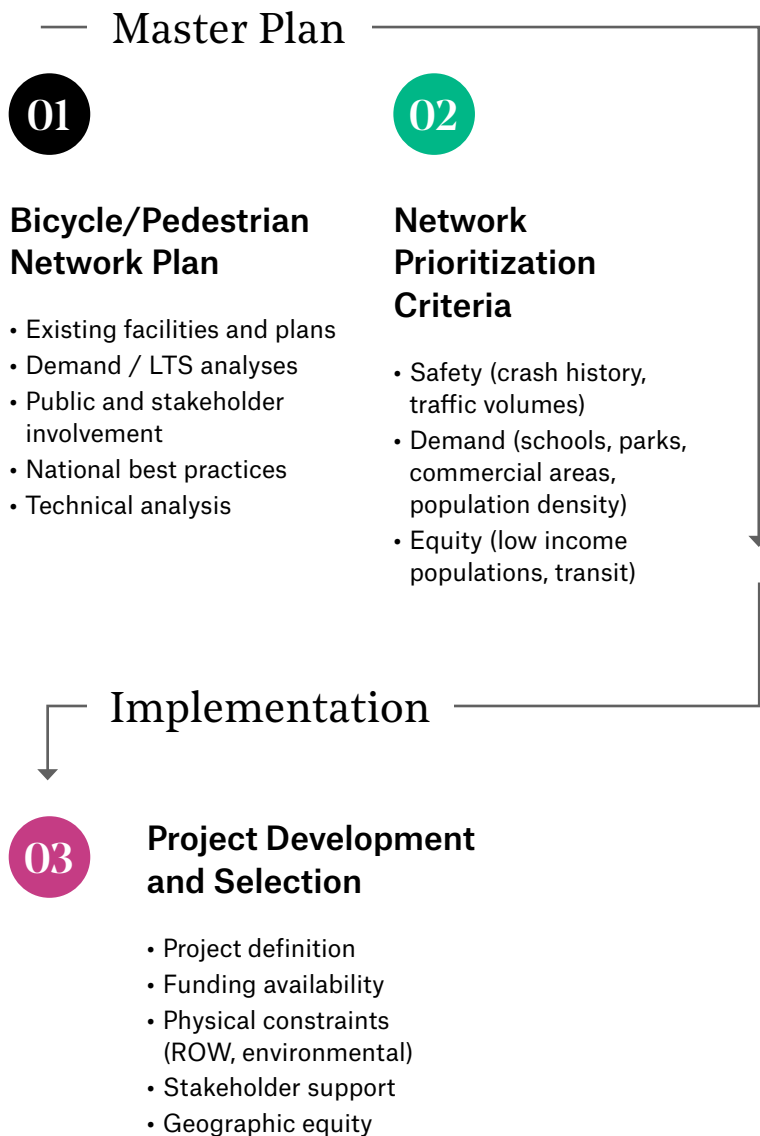
Implementation and Funding Strategies

The Regional Bicycle and Pedestrian Plan provides the overall framework for improving the multimodal transportation system in the Kingsport urbanized area going forward. While the lists of improvements in Section 2.0 identify recommendations by street or road, they do not necessarily represent specific projects, though the segmentation of the sidewalk, bikeways, and shared-use paths was conducted with an emphasis on project-scale recommendations. The project development process begins with project definition – typically describing the project’s purpose and need, its logical termini, and feasibility.

As part of the planning process, however, criteria were developed to help prioritize streets and roads in the network plans. Figure 4.1 depicts the relationship among the network plans, prioritization criteria, and project development. The full listings of projects ranked by the composite prioritization criteria are included in Appendix D.

Of course, project development ultimately depends on funding availability. While walking and bicycling facilities are typically included as part of larger public infrastructure and private development projects, increasingly, communities are undertaking targeted bicycle and pedestrian improvements to retrofit commercial districts and neighborhoods for economic and community development purposes.

The project development process begins with project definition - typically describing the project’s purpose and need, its logical termini, and feasibility.

Figure 4.1 Project Prioritization and Development Process

Funding for bicycle and pedestrian projects typically fall into two categories:

Multimodal Improvement Projects

The most cost-effective way to implement the recommendations in the plan is to coordinate walking and bicycling improvements with either local or state road projects during the project planning and programming processes. Opportunities for coordinating projects include:

- New roadway construction;
- Corridor resurfacing;
- Corridor reconstruction;
- Intersection and safety improvements;
- Drainage improvements; and
- Utility projects.

State / Federal Transportation Grant Programs

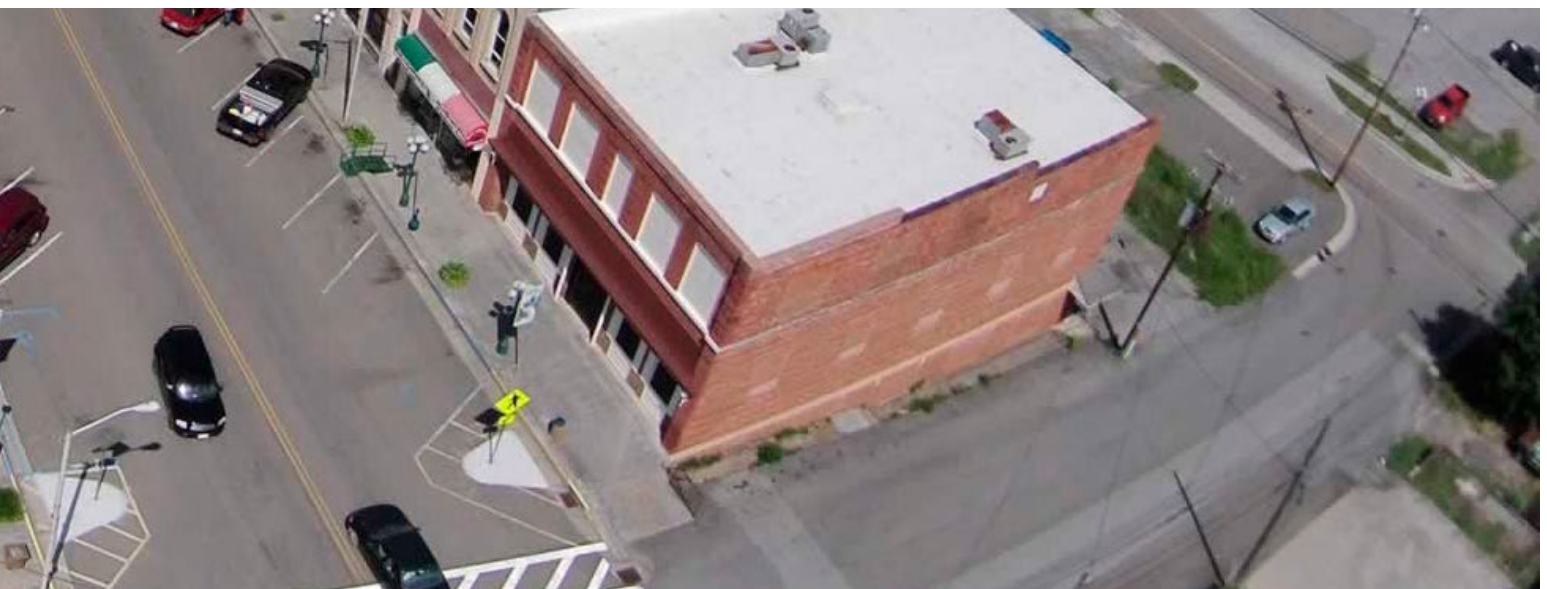
There are also several grant opportunities at the state and federal levels aimed at bicycle and pedestrian improvements. Table 4.1 summarizes several programs, including eligible activities.

Table 4.1 State and Federal Grant Programs

| Program Name / Administering Agency | Examples of Eligible Activities | Funding | How to Apply |
|---|---|---|--|
| Transportation Alternatives Program / Tennessee Department of Transportation | On- and off-road pedestrian and bicycle facilities, and safe routes to schools projects | 80% federal with a 20% non-federal construction share. Nonfederal share must be provided as a hard cash match, and all preliminary engineering (PE), design and right-of-way expenditures are solely the responsibility of the local governmental agency. | Application cycle is open from July to October each year. Application materials can be accessed on the TDOT website tn.gov/tdot/program-development-and-administration-home/local-programs/tap |
| Multimodal Access Grant / Tennessee Department of Transportation | Pedestrian crossing improvements, sidewalks, paved shoulders, bicycle lanes, ADA, multi-use paths, and pedestrian lighting. <i>Applies to projects along state routes only.</i> | 95% state with a 5% local match. Total project costs must not exceed \$1 million. | Application materials can be accessed on the TDOT website tn.gov/tdot/multimodal-transportation-resources/multimodal-access-grant |
| Spot Safety Improvements Program / Tennessee Department of Transportation | Signalization, school flashing signals, and flashing beacons on state routes or at intersections with state routes only. | Depending on the type of work, 80% to 100% federal with corresponding local match. | Application materials can be accessed on the TDOT website tdot.tn.gov/PublicDocuments/LocalPrograms/FundingGuidance/SpotSafetyGuidelines.pdf |
| Recreational Trails Program / Tennessee Department of Environment & Conservation | Land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and trail head support facilities. | 80% federal with a 20% nonfederal match. Maximum award is \$1,000,000. | Application materials can be accessed on the TDEC website tn.gov/content/tn/environment/program-areas/res-recreation-educational-services/res-recreation-educational-services-grants0 |
| Local Parks and Recreation Fund (LPRF) / Tennessee Department of Environment & Conservation | Development and/or renovation of public park and recreation facilities, and/or purchase of land for parks, natural areas, greenways and the purchase of land for recreational facilities. | 50% federal with 50% nonfederal match. Maximum award is \$1,000,000. | Application materials can be accessed on the TDEC website tn.gov/content/tn/environment/program-areas/res-recreation-educational-services/res-recreation-educational-services-grants0 |

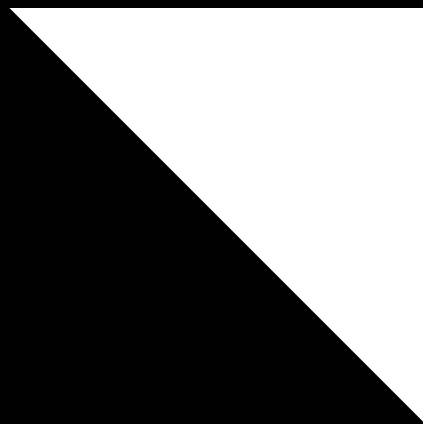


| Program Name / Administering Agency | Examples of Eligible Activities | Funding | How to Apply |
|--|---|--|--|
| Access to Health through Healthy Built Environments / Tennessee Department of Health | Greenways, trailhead signs, sidewalks, bikeways, crosswalks, and pedestrian/ bicycle traffic signs/signals. | 100% state with a maximum award of \$85,000, including a maximum of \$80,000 for design/construction. All applications must include an evaluation framework. | Application announcement is in the fall of each year. Application materials can be accessed on the TDH website tn.gov/health/health-program-areas/office-of-primary-prevention/redirect-opp/built-environment-and-health/built-environment-grants |
| Project Diabetes / Tennessee Department of Health | Greenways connecting schools and neighborhoods and park walking trails. | There are two levels of Project Diabetes funding. Category A grants are funded for up to 3 years for a maximum amount of \$150,000 per year. Category B grants are funded for up to 2 years for a maximum amount of \$15,000 per year. | Current funding cycle is for 2019 - 2022. Additional information can be accessed on the TDH website tn.gov/health/health-program-areas/mch-diabetes/project-diabetes |
| Multimodal Planning Grant Program / Virginia Office of Intermodal Planning and Investment | Implementable plans that advance context sensitive solutions; bicycle, pedestrian, and transit alternatives | | Application materials can be accessed on the following website: oipi.virginia.gov/planning-assistance/grants/default.asp |
| Growth and Accessibility Planning Technical (GAP) Assistance Program / Virginia Office of Intermodal Planning and Investment | Conduct multimodal planning within existing or planned Urban Development Areas, Growth Areas, outside Urbanized Areas | Maximum technical assistance amount equates to \$125,000 depending on the project category. No local match required. | Application materials can be accessed on the following website: http://oipi.virginia.gov/planning-assistance/grants/default.asp |



Summary

Section 5.0



Summary

Although implementation can be challenging, the Kingsport MTPo Regional Bicycle and Pedestrian Plan represents a critical step in achieving the region's vision for walking and bicycling – and making the case for funding. There are, of course, multiple transportation needs and demands for resources in every community. Because bicycle and pedestrian improvements fundamentally tie communities together – neighborhoods, commercial districts, schools, parks, and other civic spaces – they offer a unique opportunity to achieve many community goals and objectives simultaneously, and in the process, deliver a great return on investment. With the regional bicycle and pedestrian plan, the Kingsport region is poised to realize the benefits of great places to walk and bike.





Appendices



Appendix A

Public Engagement Summary



Kingsport Metropolitan Transportation Planning Organization Regional Bicycle and Pedestrian Plan Public Engagement Summary

Public Workshop #1

The Kingsport Metropolitan Transportation Planning Organization (MTPO), for its Regional Bicycle and Pedestrian Plan, hosted a virtual workshop to gather feedback on the plan goals and objectives and input on potential locations for new or improved active transportation facilities. The workshop consisted of both synchronous and asynchronous components. A live, virtual workshop was held on December 8, 2020, on the Microsoft Teams platform. The workshop consisted of a live presentation and discussion where attendees were encouraged to ask questions. Information about the asynchronous components was provided as well. The asynchronous components included a recorded version of the workshop presentation, an online survey, and an online interactive map.

The virtual workshop materials were available on the MTPO's website through January 8, 2021. During this time, additional public outreach was conducted through traditional media outlets, such as WJHL, and on social media by way of Facebook.

Online Survey

An online survey was hosted on the SurveyMonkey platform ([link](#)). The survey asked respondents to rank the draft project goals and objectives, as well as provide more open-ended input regarding their experiences walking and biking in the region. The responses to each of the questions presented are summarized below.

Livability (Questions 1 through 4)

Questions 1 through 4 focused on objectives associated with the Livability project goal. The responses are shown below.

| Objective | Responses | | | | |
|---|-------------------|--------------|------------------|------------------|--------------------|
| | Extremely Helpful | Very Helpful | Somewhat Helpful | Slightly Helpful | Not at All Helpful |
| Improve safety by reducing transportation-related fatalities and injuries | 18 | 9 | 5 | 2 | 2 |
| Make streets a place for all users, including vehicles, bicyclists, and pedestrians - "Complete Streets" | 22 | 8 | 2 | 3 | 1 |
| Increase opportunities for short trips to be made by non-motorized modes to promote active transportation | 19 | 10 | 3 | 0 | 4 |
| Increase transit and other transportation demand management opportunities | 9 | 9 | 11 | 5 | 2 |



Sustainability (Questions 5 through 7)

Questions 5 through 7 focused on objectives associated with the Sustainability project goal. The responses are shown below.

| Objective | Responses | | | | |
|---|-------------------|--------------|------------------|------------------|--------------------|
| | Extremely Helpful | Very Helpful | Somewhat Helpful | Slightly Helpful | Not at All Helpful |
| Maintain what we have - take a "state of good repair" approach to our community's transportation assets | 13 | 8 | 6 | 0 | 4 |
| Seek improvement options which minimize adverse impacts to historical, social, cultural, and natural environments | 11 | 13 | 6 | 1 | 1 |
| Promote investment solutions that reduce carbon and other harmful emissions from transportation | 10 | 11 | 6 | 3 | 2 |

Prosperity (Questions 8 through 10)

Questions 8 through 10 focused on objectives associated with the Prosperity project goal. The responses are shown below.

| Objective | Responses | | | | |
|--|-------------------|--------------|------------------|------------------|--------------------|
| | Extremely Helpful | Very Helpful | Somewhat Helpful | Slightly Helpful | Not at All Helpful |
| Strategically target transportation investments to areas supportive of and conducive to growth and redevelopment opportunities | 10 | 10 | 9 | 1 | 1 |
| Support land use and development patterns that reduce transportation costs and expenditures for all users | 16 | 7 | 5 | 3 | 0 |
| Continue to promote and foster an environment by which citizens, communities, jurisdictions, elected officials, and other stakeholders can collaboratively advance a sustainable multimodal transportation system that provides safe and secure connections throughout a livable and prosperous region | 17 | 6 | 5 | 4 | 0 |



Connectivity (Questions 11 through 14)

Questions 11 through 14 focused on objectives associated with the Connectivity project goal. The responses are shown below.

| Objective | Responses | | | | |
|---|-------------------|--------------|------------------|------------------|--------------------|
| | Extremely Helpful | Very Helpful | Somewhat Helpful | Slightly Helpful | Not at All Helpful |
| Ensure that all facilities are suitable for users of all ages and abilities, consistent with national best practices in facility planning and design | 17 | 9 | 4 | 2 | 0 |
| Include links to key origins and destinations, including homes, schools, major employment centers, and parks and recreational facilities, as well as areas with high development or redevelopment potential | 19 | 9 | 3 | 1 | 0 |
| Promote connectivity within and among jurisdictions | 10 | 11 | 8 | 2 | 1 |
| Coordinate components of the network with parks and recreation plans, and other relevant land use and development plans | 19 | 7 | 5 | 1 | 0 |

Visual Preference Survey (Questions 15 through 17)

Respondents were then presented with a visual preference survey to better understand the specific types of facilities they would most prefer in the plan. Facility types were presented for pedestrian, bikeway, and trail facilities. Respondents were directed to choose as many or as few as they liked. The responses are summarized below.

| Category | Facility Type | Responses |
|-----------|-------------------------|-----------|
| Sidewalks | Sidewalks | 23 |
| | Crosswalks | 17 |
| | Crossing Islands | 14 |
| | Street Trees & Lighting | 24 |
| Bikeways | Bike Lane | 5 |
| | Bike Boulevard | 10 |
| | Buffered Bike Lane | 12 |
| | Separated Bike Lane | 30 |
| Trails | Sidepaths | 22 |
| | Greenways | 24 |
| | Trailheads | 18 |
| | Parks & Plazas | 19 |



Key Factors in Transportation Choice (Question 18)

Respondents were presented with an open-ended question prompt: What key factors determine whether you will drive, walk, or bike to places in the Kingsport region? Responses are summarized below and, where appropriate, lightly edited for clarity.

- Traffic, Parking & Weather. STOP trading auto lanes for bike lanes... it has killed Downtown.
- Availability [of facilities]
- Safety and accessibility
- I always bike whenever possible, but if the Greenbelt or sidewalks don't offer me an outlet to where I'm headed, then it becomes difficult. Easy access to more public places is important! Like Walmart. Walmart needs some biking paths to it and bike racks outside! If I could bike everywhere, all the time, I absolutely would. But access is limited to a lot of places.
- If there is adequate room for me to do so while not having to worry about a car swerving and hitting me.
- If the path can safely take me to the places I need to go: stores, doctors' offices, restaurants, etc.
- Whether it is easily accessible, visible, well-lit at night, and a feeling of safety. Also, I like walking or biking in an area where I can stop, eat and shop such as in the Downtown area where there are the most businesses clustered together.
- How much time I have in between appointments.
- Can we get there on our bicycles without being on a major street? Is there a bike lane?
- Access to my neighborhood. Currently need a sidewalk along New Beason Well to Sussex to connect to other sidewalks and greenways.
- The key factor is safety from automobile traffic. I would bike to most places in the city if I felt safe doing so. Physical improvement of bicycle lanes would help, [along with] with educating the public about the benefits of cycling. Also motorists need to be much more aware and respectful of cyclists and pedestrians. Encouraging more exercise has the potential to positively impact the rates of obesity and its associated health care costs!
- Need to take bike lanes off Center Street. Very dangerous and backs up traffic during busiest time of day. Really interferes with the flow of traffic.
- Distance, weather and availability of bike lanes or sidewalks.
- If I can get there safely with my kids.
- Safe access and proximity are major factors for my family. For example, we live in Rotherwood Estates and will frequently ride our bikes into downtown to shop/eat. The only reason we are able to do that is because we have convenient and safe access to Downtown via the Greenbelt. Even though there are bike lanes in areas outside of Downtown, my family would NEVER try to walk/bike along these other areas for fear of being struck by a car. If there were more sidewalks or there was more of a buffer between the road and the bike lanes we might be willing to do that. But for now, we only feel comfortable biking to/from areas that are Greenbelt accessible.
- Connections, time available and ease of access.
- Distance, safety, lighting, policing, cameras, and signage. "Kingsport Can Do this with Unity working Together!" ~ Johnnie Mae Swagerty
- Safety, connections to major destinations and neighborhoods.



- I live on a hill in a neighborhood with no sidewalks, so I always drive.
- Availability of non-motorized routes. Recreation choice.
- Safe zone to ride the bike, outdoor beauty, and connections so you can easily ride from your house.
- I would love to ride my bike more and don't feel as comfortable with paths that share the road. Would love separate bike lanes for sure and more walking paths are also a plus!
- Safety such as bike lanes/paths, distance.
- Bikes are hazardous on our streets. I believe in having opportunities for biking, but they have taken away some of the turn lanes to ensure this, which I believe has made our streets a little more UNSAFE.
- Distance
- Distance between home, work and other businesses
- Distance, purpose (grocery shopping is not really an option for walking or biking because I typically have a large order), safety (prefer separation from vehicles when walking or biking), weather.

Additional Comments (Question 19)

Respondents were presented with a final opportunity to offer any additional comments about the plan. Responses are summarized below and, where appropriate, lightly edited for clarity.

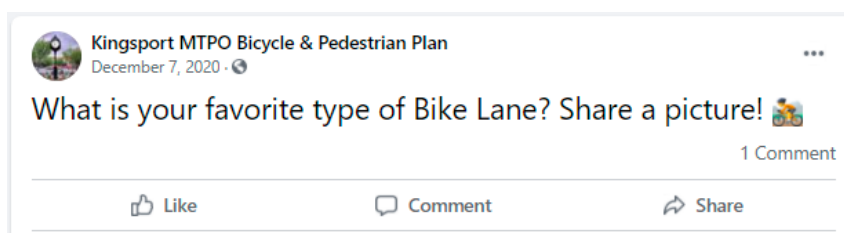
- Please make biking a sustainable way of transportation in Kingsport! I do my part to try and cut down on my carbon footprint, and it's difficult when I don't have easy biking access to many areas.
- Thank you for making biking safer!
- This is much needed for our City to continue to prosper and grow and offer quality of life for Kingsport's current citizens as well as those who are visiting and contemplating whether to move to Kingsport!
- I would love to see more multi-use greenways such as the Kingsport Greenbelt. Extending and enhancing the Greenbelt is a high priority for us.
- More rails to trails programs would be great too! I'd like to see city connections via such a trail system for long bike rides!
- I think it's awesome that Kingsport is looking to improve the livability of the City.

Facebook Comments

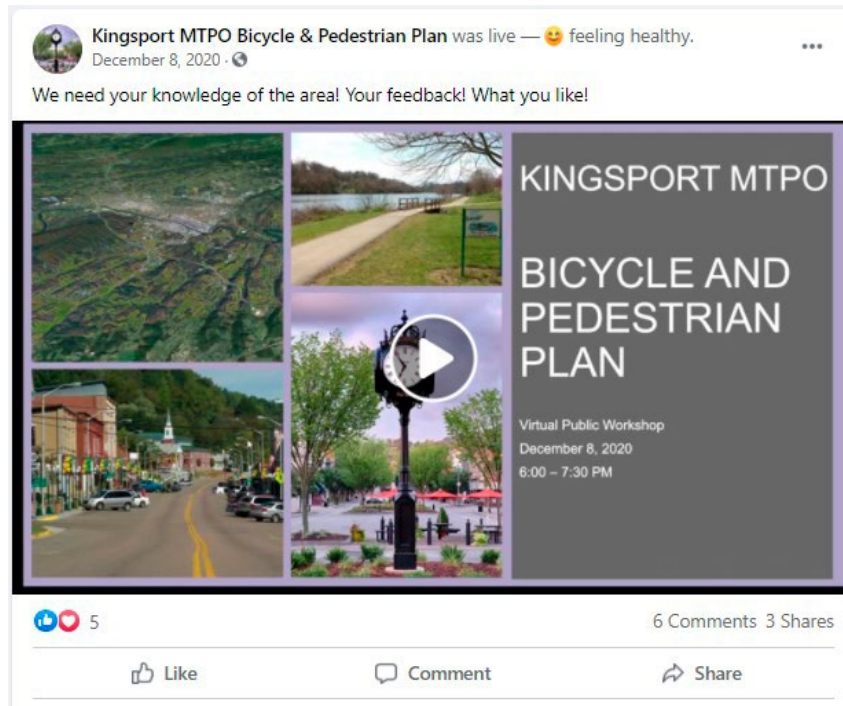
A Facebook page was created specifically for outreach related to the plan ([link](#)). As part of the outreach strategy, regular posts are provided to stimulate discussion or link to a topical article related to active transportation. Posts that generated comments are provided below, in chronological order from oldest to newest, as well as the comment(s) provided in response. Internal comments from team members are not included. (Please note that the names of the authors of comments are omitted here, though may be accessed by viewing the publicly-available Facebook site.)



- Any route that follows a natural creek or riverbed and utilizes any existing bridge crossing, whether active bridge or inactive. Those bridges can be focal points to shoot for in strolls and biking.



- I travel extensively...In all my travels I admire Milwaukee, Denver, and DC. DC near the national mall has some neat bike paths in the center of the street, buffered to prevent car, with their own street markings and lights. NYC is an example of horrible bike lanes, constantly fighting parked cars, pedestrians, trash bags, taxi, impatient drivers, police cruisers. Bike lanes need the bollard separation for safety and sanity.



- Desperately need a bike path or sidewalks connecting 11W at Netherland Inn road down to the big elm parking area. Of all the thousands of miles I've biked in Kingsport that tiny section has caused me more close encounters than I care to talk about. 11W already has a bike lane, and connecting the 2 safely opens the door to bike travel into town from Church Hill, Mt Carmel, etc.
- Sidewalks are needed on the north side of Stone Dr. from Fairmont to Bloomingdale. Also, from Stone Dr. to Lynn Garden Dr. to keep pedestrians off the ramps! Very dangerous, especially coming from Lynn Garden to Stone Dr. around sunset!
- Healthy Kingsport will help spread the word.



- My children have been riding all over the valley.
- Nope, but my son and I got in a nice walk [this] evening!

Online Interactive Map

An online interactive map was provided on the Wikimapping platform ([link](#)). Respondents were presented with a map of the Kingsport MTPO planning area and its existing bicycle and pedestrian facilities. Respondents were provided with tools to digitize preferred locations for sidewalks, bikeways, trail facilities, and crossing improvements. Tools were also included to identify key or preferred destinations and to provide a general comment. The input received is shown in Figure 1 and summarized below.

The majority of the facility recommendations were new sidewalk facilities. Generally speaking, the impetus for the recommendations focused largely on establishing connections to or among existing facilities and/or major destinations. Examples included connections to existing greenway or trail facilities, and practical, usually short, connections to everyday destinations such as grocery stores.

Proposed bikeway facilities included new connections in the downtown Kingsport area, along Riverport Road and Industry Drive to better connect the Eastman Chemical campus to the Greenbelt.

Trail facility recommendations included connections to the existing Greenbelt facility at several locations. A second series of recommendations emphasized the need for a greenway/trail facility along Rock Springs Branch, creating a new connection to Warriors Path State Park.



Point features included a few recommendations for new or improved crossings, access points to existing facilities, and comments regarding existing facilities that were omitted from the map.

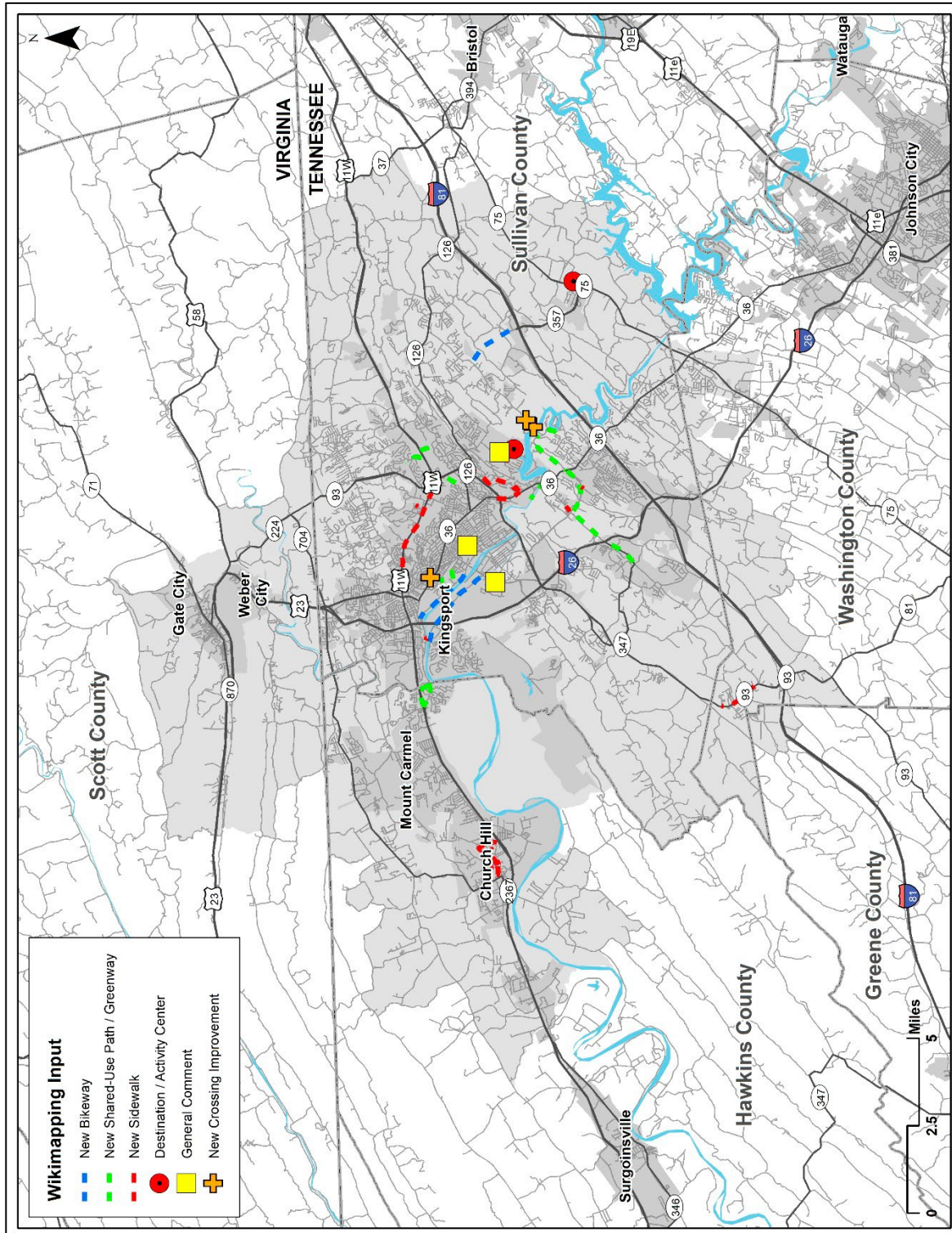
Key Findings

Taken together, the input received in the first round of public engagement provides actionable guidance for the development of the bicycle and pedestrian network recommendations. The overall key findings of the first round of engagement are summarized below.

- Respondents were clear on their preference for using the existing roadway network to provide active transportation connections to key origins and destinations, favoring a Complete Streets approach, when appropriate. Some respondents commented on the challenges of incorporating bikeway facilities onto roadways that currently lack them, underscoring the need for state-of-the-practice facilities that can effectively accommodate both automobiles and active transportation users.
- To this end, users expressed a preference for active transportation facilities that have separation from traffic and better user amenities, such as street trees and lighting. Parallel facilities, well-separated from automobile traffic, can balance the different and often competing needs of motorists and active transportation users.
- The presence of safe, accessible facilities that provide connections to desired destinations were the most often-identified key factor in people's transportation choice decisions.
- Respondents indicated that key connections to existing facilities or facilities that fill gaps in the existing network should be considered a priority.



Figure 1 – Wikimapping Input Summary – First Round





Public Workshop #2

The Kingsport Metropolitan Transportation Planning Organization (MTPO), for its Regional Bicycle and Pedestrian Plan, hosted a virtual workshop to gather feedback on the draft bikeway and pedestrian network recommendations. The workshop consisted of both synchronous and asynchronous components. A live, virtual workshop was held on April 8, 2021, on the Microsoft Teams platform. The workshop consisted of a live presentation and discussion where attendees were encouraged to ask questions. Information about the asynchronous components was provided as well. The asynchronous components included a recording of the synchronous workshop, maps depicting the draft network recommendations, and an online interactive map.

The virtual workshop materials were available on the MTPO's website through April 30, 2021. During this time, additional public outreach was conducted by way of Facebook.

Online Interactive Map

An online interactive map was provided on the Wikimapping platform ([link](#)). Respondents were presented with a map of the Kingsport MTPO planning area and the draft network recommendations. Respondents were presented with tools to digitize either a line or point to accompany a comment. The input received is shown in Figure 2 and summarized below.

- Please connect existing multi-use path on Harbor Chapel to sidewalk at Autumn Woods subdivision. There are many pedestrians already using the roadway on Cooks Valley Rd., and with the blind hill at 1390 Cooks Valley Rd.
- Please connect existing sidewalks between Autumn Wood Subdivision and Anchor Point subdivision, which also allows for safe walking access to the boat ramp area.
- Sidewalk needed [along University Boulevard]. I see people walking from apartments to ETSU often. Even an asphalt path would be great.
- Cement Hill Mountain Biking Park. Need something like Tannery Knobs or Urban Wilderness in Knoxville. [This is more of a Parks and Recreation issue] but still important.

[illegible]

Appendix B

Project Concept Construction Cost Estimates

Note: The cost estimates are for construction only and do not include Preliminary Engineering or Right-of-Way. The estimates are in today's dollars and do not include inflation.



West Jackson Street from Solon Street to Fir Street / Water Street

| FOR USE IN PRE-SCOPING AND SCOPING CONSTRUCTION ESTIMATES | | | | |
|---|------|----------|------------|------------------|
| (This is not intended to be a detailed pay item breakdown. It is intended to be tool that assists users in preparing early estimates prior to having developed plans. TRNSPRT should be utilized by the PFI stage.) | | | | |
| ITEM | Unit | Quantity | Unit Price | Amount |
| MOBILIZATION | LS | 1 | \$41,864 | \$41,864 |
| CONSTRUCTION SURVEYING | LS | 1 | \$8,000 | \$8,000 |
| GRADING ITEMS | | | | |
| CLEARING AND GRUBBING | ACRE | 0 | \$20,000 | \$0 |
| REGULAR EXCAVATION | CY | 0 | \$17 | \$0 |
| BORROW EXCAVATION | CY | 0 | \$15 | \$0 |
| UNSUITABLE MAT'L. (paid as Regular Excav.) | CY | 0 | \$17 | \$0 |
| BACKFILL STONE (NO. 1) FOR UNSUITABLE MATL. AREAS | TONS | 0 | \$20 | \$0 |
| DRY RIPRAP | TONS | 0 | \$40 | \$0 |
| Sub-Total | | | | \$0 |
| Grading Items Contingency | | - | | \$0 |
| DRAINAGE ITEMS | | | | |
| CONCRETE BOX CULVERT | LF | 0 | \$2,500 | \$0 |
| PIPES UNDER 36" | LF | 0 | \$125 | \$0 |
| PIPES OVER 36" | LF | 0 | \$250 | \$0 |
| END WALLS FOR PIPES OVER 36" | EA | 0 | \$300 | \$0 |
| DROP INLETS | EA | 0 | \$1,000 | \$0 |
| CURB AND GUTTER | LF | 0 | \$35 | \$0 |
| Sub-Total | | | | \$0 |
| Drainage Items Contingency | | - | | \$0 |
| PAVEMENT ITEMS | | | | |
| SURFACE COURSE | TONS | 1634 | \$150 | \$245,025 |
| INTERMEDIATE COURSE | TONS | 0 | \$100 | \$0 |
| BASE COURSE | TONS | 0 | \$90 | \$0 |
| SUBBASE COURSE | TONS | 0 | \$20 | \$0 |
| No.1 STONE | TONS | 0 | \$25 | \$0 |
| DEMOLITON OF PAVEMENT | SY | 0 | \$10 | \$0 |
| PLANNING 0"- 2" FOR OVERLAY SECTION | SY | 14850 | \$10 | \$148,500 |
| Sub-Total | | | | \$393,525 |
| Pavement Items Contingency | | - | | \$19,676 |
| INCIDENTAL ITEMS | | | | |
| RETAINING WALLS (CONC.) | CY | 0 | \$400 | \$0 |
| RURAL PRIVATE ENTRANCE | EA | 0 | \$2,000 | \$0 |
| URBAN PRIVATE ENTRANCE | EA | 0 | \$5,000 | \$0 |
| COMMERCIAL ENTRANCE | EA | 0 | \$10,000 | \$0 |
| Sub-Total | | | | \$0 |
| Incidental Items Contingency | | - | | \$0 |
| PROTECTIVE ITEMS | | | | |
| MAINTENANCE OF TRAFFIC (LUMP SUM) | LS | 1 | \$50,000 | \$50,000 |
| FIELD OFFICE | MO | 0 | \$2,000 | \$0 |
| SIDEWALK | SY | 0 | \$90 | \$0 |
| Sub-Total | | | | \$50,000 |
| Protective Items Contingency | | - | | \$2,500 |



| EROSION CONTROL | | | | |
|--|--------|---|-----------|-----------|
| STORM WATER MANAGEMENT FACILITY | EA | - | - | \$0 |
| SEEDING | LB | 0 | \$15 | \$0 |
| TEMP. SILT FENCE | LF | 0 | \$4 | \$0 |
| CHECK DAMS TY. I OR II | EA | 0 | \$500 | \$0 |
| Sub-Total | | | | \$0 |
| E&S Control Items Contingency | | - | | \$0 |
| UTILITIES | | | | |
| BELOW GROUND UTILITIES (LUMP SUM \$\$\$\$) | LF | 0 | \$75 | \$0 |
| Sub-Total | | | | \$0 |
| Right of Way Contingency (XX%) | | - | | \$0 |
| TRAFFIC AND SAFETY | | | | |
| PERMANENT SIGNAL (LUMP SUM) | EA | 0 | \$300,000 | \$0 |
| PAVEMENT MARKINGS (IF APPLICABLE) | LF | 0 | \$1 | \$0 |
| GUARDRAIL | LF | 0 | \$25 | \$0 |
| GUARDRAIL END TREATMENT | EA | 0 | \$2,500 | \$0 |
| GR-FOA'S IF BRIDGE IS ON PROJECT | EA | 0 | \$2,000 | \$0 |
| Sub-Total | | | | \$0 |
| Traffic Items Contingency | | - | | \$0 |
| BRIDGE | | | | |
| NS BRIDGE | SF | 0 | \$400 | \$0 |
| DEMOLITION OF EXISTING BRIDGE | LS | 0 | \$18 | \$0 |
| Sub-Total | | | | \$0 |
| Bridge Items Contingency | | - | | \$0 |
| STREAM/WETLAND MITIGATION THAT IS INCLUDED IN CONSTRUCTION | | | | |
| Stream Mitigation | LF | 0 | \$700 | \$0 |
| Wetland Mitigation | Acre | 0 | \$75,000 | \$0 |
| MISCELLANEOUS ITEMS SUMMARY FROM ALIGNMENT SUMMARY TABS | | | | |
| *Individual Misc. Items, Units, Quantity, and Unit Price must be input in "Alignment Summary Tabs" | | | | |
| Alignment 1 | LS | | \$0 | \$48,000 |
| Alignment 2 | LS | | \$0 | \$0 |
| Alignment 3 | LS | | \$0 | \$0 |
| Alignment 4 | LS | | \$0 | \$0 |
| Alignment 5 | LS | | \$0 | \$0 |
| Alignment 6 | LS | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| Contingency Total | | | | \$22,176 |
| Mobilization | | | | \$41,864 |
| Construction Survey | | | | \$8,000 |
| Sub-Total | | | | \$491,525 |
| Total | | | | \$563,566 |
| CEI & CONTINGENCY | | | | |
| CEI OF AT LEAST 12% AS A LUMP SUM ITEM | LS | 1 | 12.00% | \$67,628 |
| PROJECT CONTINGENCY | Tier I | | 5% | \$24,576 |
| GRAND TOTAL | | | | \$660,000 |

East Jackson Street from Jones Street to Solon Street



FOR USE IN PRE-SCOPING AND SCOPING CONSTRUCTION ESTIMATES

(This is not intended to be a detailed pay item breakdown. It is intended to be tool that assists users in preparing early estimates prior to having developed plans. TRNSPRT should be utilized by the PFI stage.)

| ITEM | Unit | Quantity | Unit Price | Amount |
|---|------|----------|------------|------------------|
| MOBILIZATION | LS | 1 | \$24,662 | \$24,662 |
| CONSTRUCTION SURVEYING | LS | 1 | \$4,000 | \$4,000 |
| GRADING ITEMS | | | | |
| CLEARING AND GRUBBING | ACRE | 0 | \$20,000 | \$0 |
| REGULAR EXCAVATION | CY | 0 | \$17 | \$0 |
| BORROW EXCAVATION | CY | 0 | \$15 | \$0 |
| UNSUITABLE MAT'L. (paid as Regular Excav.) | CY | 0 | \$17 | \$0 |
| BACKFILL STONE (NO. 1) FOR UNSUITABLE MATL. AREAS | TONS | 0 | \$20 | \$0 |
| DRY RIPRAP | TONS | 0 | \$40 | \$0 |
| Sub-Total | | | | \$0 |
| Grading Items Contingency | | - | | \$0 |
| DRAINAGE ITEMS | | | | |
| CONCRETE BOX CULVERT | LF | 0 | \$2,500 | \$0 |
| PIPES UNDER 36" | LF | 0 | \$125 | \$0 |
| PIPES OVER 36" | LF | 0 | \$250 | \$0 |
| END WALLS FOR PIPES OVER 36" | EA | 0 | \$300 | \$0 |
| DROP INLETS | EA | 0 | \$1,000 | \$0 |
| CURB AND GUTTER | LF | 0 | \$35 | \$0 |
| Sub-Total | | | | \$0 |
| Drainage Items Contingency | | - | | \$0 |
| PAVEMENT ITEMS | | | | |
| SURFACE COURSE | TONS | 788 | \$150 | \$118,217 |
| INTERMEDIATE COURSE | TONS | 0 | \$100 | \$0 |
| BASE COURSE | TONS | 0 | \$90 | \$0 |
| SUBBASE COURSE | TONS | 0 | \$20 | \$0 |
| No.1 STONE | TONS | 0 | \$25 | \$0 |
| DEMOLITON OF PAVEMENT | SY | 0 | \$10 | \$0 |
| PLANNING 0"- 2" FOR OVERLAY SECTION | SY | 7165 | \$10 | \$71,647 |
| Sub-Total | | | | \$189,864 |
| Pavement Items Contingency | | - | | \$9,493 |
| INCIDENTAL ITEMS | | | | |
| RETAINING WALLS (CONC.) | CY | 0 | \$400 | \$0 |
| RURAL PRIVATE ENTRANCE | EA | 0 | \$2,000 | \$0 |
| URBAN PRIVATE ENTRANCE | EA | 0 | \$5,000 | \$0 |
| COMMERCIAL ENTRANCE | EA | 0 | \$10,000 | \$0 |
| Sub-Total | | | | \$0 |
| Incidental Items Contingency | | - | | \$0 |
| PROTECTIVE ITEMS | | | | |
| MAINTENANCE OF TRAFFIC (LUMP SUM) | LS | 1 | \$50,000 | \$50,000 |
| FIELD OFFICE | MO | 0 | \$2,000 | \$0 |
| SIDEWALK | SY | 0 | \$90 | \$0 |
| Sub-Total | | | | \$50,000 |
| Protective Items Contingency | | - | | \$2,500 |



| EROSION CONTROL | | | | |
|--|--------|---|-----------|-----------|
| STORM WATER MANAGEMENT FACILITY | EA | - | - | \$0 |
| SEEDING | LB | 0 | \$15 | \$0 |
| TEMP. SILT FENCE | LF | 0 | \$4 | \$0 |
| CHECK DAMS TY. I OR II | EA | 0 | \$500 | \$0 |
| Sub-Total | | | | \$0 |
| E&S Control Items Contingency | | - | | \$0 |
| UTILITIES | | | | |
| BELOW GROUND UTILITIES (LUMP SUM \$\$\$\$) | LF | 0 | \$75 | \$0 |
| Sub-Total | | | | \$0 |
| Right of Way Contingency (XX%) | | - | | \$0 |
| TRAFFIC AND SAFETY | | | | |
| PERMANENT SIGNAL (LUMP SUM) | EA | 0 | \$300,000 | \$0 |
| PAVEMENT MARKINGS (IF APPLICABLE) | LF | 0 | \$1 | \$0 |
| GUARDRAIL | LF | 0 | \$25 | \$0 |
| GUARDRAIL END TREATMENT | EA | 0 | \$2,500 | \$0 |
| GR-FOA'S IF BRIDGE IS ON PROJECT | EA | 0 | \$2,000 | \$0 |
| Sub-Total | | | | \$0 |
| Traffic Items Contingency | | - | | \$0 |
| BRIDGE | | | | |
| NS BRIDGE | SF | 0 | \$400 | \$0 |
| DEMOLITION OF EXISTING BRIDGE | LS | 0 | \$18 | \$0 |
| Sub-Total | | | | \$0 |
| Bridge Items Contingency | | - | | \$0 |
| STREAM/WETLAND MITIGATION THAT IS INCLUDED IN CONSTRUCTION | | | | |
| Stream Mitigation | LF | 0 | \$700 | \$0 |
| Wetland Mitigation | Acre | 0 | \$75,000 | \$0 |
| MISCELLANEOUS ITEMS SUMMARY FROM ALIGNMENT SUMMARY TABS | | | | |
| *Individual Misc. Items, Units, Quantity, and Unit Price must be input in "Alignment Summary Tabs" | | | | |
| Alignment 1 | LS | | \$0 | \$22,300 |
| Alignment 2 | LS | | \$0 | \$0 |
| Alignment 3 | LS | | \$0 | \$0 |
| Alignment 4 | LS | | \$0 | \$0 |
| Alignment 5 | LS | | \$0 | \$0 |
| Alignment 6 | LS | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| Contingency Total | | | | \$11,993 |
| Mobilization | | | | \$24,662 |
| Construction Survey | | | | \$4,000 |
| Sub-Total | | | | \$262,164 |
| Total | | | | \$302,819 |
| CEI & CONTINGENCY | | | | |
| CEI OF AT LEAST 12% AS A LUMP SUM ITEM | LS | 1 | 12.00% | \$36,338 |
| PROJECT CONTINGENCY | Tier I | | 5% | \$13,108 |
| GRAND TOTAL | | | | \$350,000 |

West Stone Drive (US-11W) / Netherland Inn Road from Independence Avenue to Big Elm Road



Stage III – Construction (Add and remove lines as needed)

All projects must be competitively bid and awarded to the lowest responsive bidder

| TDOT LINE ITEM # | ITEM DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL | 80% FED. FUNDS | 20% LOCAL MATCH |
|--|---|---|-----------------|---------------|-----------------|-----------------|-----------------|
| Site Preparation & Demolition: | | | | | | | |
| 201-07.02 | REMOVAL AND DISPOSAL OF BRUSH & TREES | LS | 1 | \$ 80,000.00 | \$ 80,000.00 | \$ 64,000.00 | \$ 16,000.00 |
| Construction Items: | | | | | | | |
| 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | CY | 10000 | \$ 12.00 | \$ 120,000.00 | \$ 96,000.00 | \$ 24,000.00 |
| 203-06 | WATER | MG | 1 | \$ 81.77 | \$ 81.77 | \$ 65.42 | \$ 16.35 |
| 209-01.10 | EROSION AND SILTATION CONTROL | LS | 1 | \$ 60,000.00 | \$ 60,000.00 | \$ 48,000.00 | \$ 12,000.00 |
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 6120 | \$ 30.00 | \$ 183,600.00 | \$ 146,880.00 | \$ 36,720.00 |
| 307-01.08 | ASPHALT CONC MX(PG64-22)(BPM-B-HM)GR C-M2 | TON | 2800 | \$ 90.81 | \$ 254,268.00 | \$ 203,414.40 | \$ 50,853.60 |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 7.1 | \$ 1,350.00 | \$ 9,585.00 | \$ 7,668.00 | \$ 1,917.00 |
| 411-01.07 | ACS MIX (PG64-22) GRADING E SHOULDER | TON | 2833 | \$ 94.68 | \$ 268,228.44 | \$ 214,582.75 | \$ 53,645.69 |
| 602-03.03 | PEDESTRIAN BRIDGE | LS | 0 | \$ 327,750.00 | \$ - | \$ - | \$ - |
| 604-08.10 | RETAINING WALL | SF | 6000 | \$ 100.00 | \$ 600,000.00 | \$ 480,000.00 | \$ 120,000.00 |
| 607-05.02 | 24" CONCRETE PIPE CULVERT (CLASS III) | L.F. | 4000 | \$ 100.00 | \$ 400,000.00 | \$ 320,000.00 | \$ 80,000.00 |
| 611-07.57 | 24IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 20 | \$ 3,000.00 | \$ 60,000.00 | \$ 48,000.00 | \$ 12,000.00 |
| 611-12.02 | CATCH BASINS, TYPE 12, > 4' - 8' DEPTH | EACH | 50 | \$ 4,500.00 | \$ 225,000.00 | \$ 180,000.00 | \$ 45,000.00 |
| 630-01.16 | 6" CONCRETE BOLLARD/GUARD POST | EACH | 20 | \$ 500.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| 701-02.03 | CONCRETE CURB RAMP | S.F. | 2000 | \$ 10.00 | \$ 20,000.00 | \$ 16,000.00 | \$ 4,000.00 |
| 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | 758.3136 | \$ 375.00 | \$ 284,367.60 | \$ 227,494.08 | \$ 56,873.52 |
| 713-16.20 | SIGNS | EACH | 20 | \$ 250.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | LF | 600 | \$ 25.00 | \$ 15,000.00 | \$ 12,000.00 | \$ 3,000.00 |
| 730-00.00 | SIGNALS | EACH | 2 | \$ 15,000.00 | \$ 30,000.00 | \$ 24,000.00 | \$ 6,000.00 |
| **Landscaping: | | | | | | | |
| 803-01 | SODDING (NEW SOD) | SY | 4694 | \$ 4.27 | \$ 20,043.38 | \$ 16,034.70 | \$ 4,008.68 |
| Pedestrian Amenities: | | | | | | | |
| 721-01.01 | BENCH | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 721-01.02 | TRASH RECEPTACLE | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| SUBTOTAL of Itemized Quantities above | | | | | \$ 2,645,174.19 | \$ 2,116,139.35 | \$ 529,034.84 |
| Mobilization and Engineering Services: | | | | | | | |
| | Contractor Mobilization | LS | 1 | \$ 132,258.71 | \$ 132,258.71 | \$ 105,806.97 | \$ 26,451.74 |
| | Traffic Control | LS | 1 | \$ 105,806.97 | \$ 105,806.97 | \$ 84,645.57 | \$ 21,161.39 |
| | Flexible Drums (Channelizing) | EA | 75 | \$ 25.00 | \$ 1,875.00 | \$ 1,500.00 | \$ 375.00 |
| | Signs (Construction) | S.F. | 200 | \$ 25.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| | CNST. Stakes, Lines and Grades | LS | 1 | \$ 100,000.00 | \$ 100,000.00 | \$ 80,000.00 | \$ 20,000.00 |
| | TDOT Materials & Test | LS | 1 | \$ 10,000.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| | Construction Contingency | 10% | of construction | \$ 264,517.42 | \$ 264,517.42 | \$ 211,613.94 | \$ 52,903.48 |
| | TDOT Engineering Services | \$1,000 for every 30 days of construction | | \$ 9,000.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| | Construction Engineering Inspection (CEI) | 20% | of construction | \$ 529,034.84 | \$ 529,034.84 | \$ 423,227.87 | \$ 105,806.97 |
| TOTAL of reimbursable construction expenses | | | | | \$ 3,802,667.12 | \$ 3,042,133.70 | \$ 760,533.42 |

* Relocating or undergrounding utilities is limited to 33% of eligible reimbursable costs in accordance with T.C.A. § 13-20-303 and 23 CFR 635.107

**Landscaping activities must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 25% of eligible and reimbursable construction costs.

North John B. Dennis Highway from Bloomingdale Road to Pavilion Drive



Stage III – Construction (Add and remove lines as needed)

All projects must be competitively bid and awarded to the lowest responsive bidder

| TDOT LINE ITEM # | ITEM DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL | 80% FED. FUNDS | 20% LOCAL MATCH |
|--|--|---|-----------------|---------------|-----------------|-----------------|-----------------|
| Site Preparation & Demolition: | | | | | | | |
| 201-07.02 | REMOVAL AND DISPOSAL OF BRUSH & TREES | LS | 1 | \$ 80,000.00 | \$ 80,000.00 | \$ 64,000.00 | \$ 16,000.00 |
| Construction Items: | | | | | | | |
| 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | CY | 10000 | \$ 12.00 | \$ 120,000.00 | \$ 96,000.00 | \$ 24,000.00 |
| 203-06 | WATER | MG | 1 | \$ 81.77 | \$ 81.77 | \$ 65.42 | \$ 16.35 |
| 209-01.10 | EROSION AND SILTATION CONTROL | LS | 1 | \$ 60,000.00 | \$ 60,000.00 | \$ 48,000.00 | \$ 12,000.00 |
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 6120 | \$ 30.00 | \$ 183,600.00 | \$ 146,880.00 | \$ 36,720.00 |
| 307-01.08 | ASPHALT CONC MX(PG64-22)(BPM-B-HM)GR C-M2 | TON | 2800 | \$ 90.81 | \$ 254,268.00 | \$ 203,414.40 | \$ 50,853.60 |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 7.1 | \$ 1,350.00 | \$ 9,585.00 | \$ 7,668.00 | \$ 1,917.00 |
| 411-01.07 | ACS MIX (PG64-22) GRADING E SHOULDER | TON | 2833 | \$ 94.68 | \$ 268,228.44 | \$ 214,582.75 | \$ 53,645.69 |
| 602-03.03 | PEDESTRIAN BRIDGE | LS | 0 | \$ 327,750.00 | \$ - | \$ - | \$ - |
| 604-08.10 | RETAINING WALL | SF | 3900 | \$ 100.00 | \$ 390,000.00 | \$ 312,000.00 | \$ 78,000.00 |
| 607-05.02 | 24" CONCRETE PIPE CULVERT (CLASS III) | L.F. | 4000 | \$ 100.00 | \$ 400,000.00 | \$ 320,000.00 | \$ 80,000.00 |
| 611-07.57 | 24IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 20 | \$ 3,000.00 | \$ 60,000.00 | \$ 48,000.00 | \$ 12,000.00 |
| 611-12.02 | CATCH BASINS, TYPE 12, > 4' - 8' DEPTH | EACH | 50 | \$ 4,500.00 | \$ 225,000.00 | \$ 180,000.00 | \$ 45,000.00 |
| 630-01.16 | 6" CONCRETE BOLLARD/GUARD POST | EACH | 20 | \$ 500.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| 701-02.03 | CONCRETE CURB RAMP | S.F. | 2000 | \$ 10.00 | \$ 20,000.00 | \$ 16,000.00 | \$ 4,000.00 |
| 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | 758.3136 | \$ 375.00 | \$ 284,367.60 | \$ 227,494.08 | \$ 56,873.52 |
| 713-16.20 | SIGNS | EACH | 20 | \$ 250.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | LF | 300 | \$ 25.00 | \$ 7,500.00 | \$ 6,000.00 | \$ 1,500.00 |
| 716-04.13 | PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL) | EACH | 20 | \$ 150.00 | \$ 3,000.00 | \$ 2,400.00 | \$ 600.00 |
| 716-12.06 | THERMO (40 MIL 4IN) | L.M | 4 | \$ 1,025.00 | \$ 4,100.00 | \$ 3,280.00 | \$ 820.00 |
| 730-00.00 | SIGNALS | EACH | 3 | \$ 15,000.00 | \$ 45,000.00 | \$ 36,000.00 | \$ 9,000.00 |
| **Landscaping: | | | | | | | |
| 803-01 | SODDING (NEW SOD) | SY | 4694 | \$ 4.27 | \$ 20,043.38 | \$ 16,034.70 | \$ 4,008.68 |
| Pedestrian Amenities: | | | | | | | |
| 721-01.01 | BENCH | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 721-01.02 | TRASH RECEPTACLE | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| SUBTOTAL of Itemized Quantities above | | | | | \$ 2,449,774.19 | \$ 1,959,819.35 | \$ 489,954.84 |
| Mobilization and Engineering Services: | | | | | | | |
| | Contractor Mobilization | LS | 1 | \$ 122,488.71 | \$ 122,488.71 | \$ 97,990.97 | \$ 24,497.74 |
| | Traffic Control | LS | 1 | \$ 97,990.97 | \$ 97,990.97 | \$ 78,392.77 | \$ 19,598.19 |
| | Flexible Drums (Channelizing) | EA | 75 | \$ 25.00 | \$ 1,875.00 | \$ 1,500.00 | \$ 375.00 |
| | Signs (Construction) | S.F. | 200 | \$ 25.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| | CNST. Stakes, Lines and Grades | LS | 1 | \$ 100,000.00 | \$ 100,000.00 | \$ 80,000.00 | \$ 20,000.00 |
| | TDOT Materials & Test | LS | 1 | \$ 10,000.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| | Construction Contingency | 10% | of construction | \$ 244,977.42 | \$ 244,977.42 | \$ 195,981.94 | \$ 48,995.48 |
| | TDOT Engineering Services | \$1,000 for every 30 days of construction | | \$ 9,000.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| | Construction Engineering Inspection (CEI) | 20% | of construction | \$ 489,954.84 | \$ 489,954.84 | \$ 391,963.87 | \$ 97,990.97 |
| TOTAL of reimbursable construction expenses | | | | | \$ 3,531,061.12 | \$ 2,824,848.90 | \$ 706,212.22 |

* Relocating or undergrounding utilities is limited to 33% of eligible reimbursable costs in accordance with T.C.A. § 13-20-303 and 23 CFR 635.107

**Landscaping activities must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 25% of eligible and reimbursable construction costs.

Fort Henry Drive (SR-36) from Colonial Heights Road to Wilmont Drive



Stage III – Construction (Add and remove lines as needed)

All projects must be competitively bid and awarded to the lowest responsive bidder

| TDOT LINE ITEM # | ITEM DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL | 80% FED. FUNDS | 20% LOCAL MATCH |
|--|--|---|-----------------|---------------|-----------------|----------------|-----------------|
| Site Preparation & Demolition: | | | | | | | |
| 201-07.02 | REMOVAL AND DISPOSAL OF BRUSH & TREES | LS | 1 | \$ 40,000.00 | \$ 40,000.00 | \$ 32,000.00 | \$ 8,000.00 |
| Construction Items: | | | | | | | |
| 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | CY | 2000 | \$ 12.00 | \$ 24,000.00 | \$ 19,200.00 | \$ 4,800.00 |
| 203-06 | WATER | MG | 1 | \$ 81.77 | \$ 81.77 | \$ 65.42 | \$ 16.35 |
| 209-01.10 | EROSION AND SILTATION CONTROL | LS | 1 | \$ 40,000.00 | \$ 40,000.00 | \$ 32,000.00 | \$ 8,000.00 |
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 750 | \$ 30.00 | \$ 22,500.00 | \$ 18,000.00 | \$ 4,500.00 |
| 307-01.08 | ASPHALT CONC MX(PG64-22)(BPM-B-HM)GR C-M2 | TON | 0 | \$ 90.81 | \$ - | \$ - | \$ - |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 0 | \$ 1,350.00 | \$ - | \$ - | \$ - |
| 411-01.07 | ACS MIX (PG64-22) GRADING E SHOULDER | TON | 0 | \$ 94.68 | \$ - | \$ - | \$ - |
| 602-03.03 | PEDESTRIAN BRIDGE | LS | 0 | \$ 327,750.00 | \$ - | \$ - | \$ - |
| 604-08.10 | RETAINING WALL | SF | 0 | \$ 100.00 | \$ - | \$ - | \$ - |
| 607-05.02 | 24" CONCRETE PIPE CULVERT (CLASS III) | L.F. | 200 | \$ 100.00 | \$ 20,000.00 | \$ 16,000.00 | \$ 4,000.00 |
| 611-07.57 | 24IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 2 | \$ 3,000.00 | \$ 6,000.00 | \$ 4,800.00 | \$ 1,200.00 |
| 611-12.02 | CATCH BASINS, TYPE 12, > 4' - 8' DEPTH | EACH | 3 | \$ 4,500.00 | \$ 13,500.00 | \$ 10,800.00 | \$ 2,700.00 |
| 630-01.16 | 6" CONCRETE BOLLARD/GUARD POST | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 701-01.01 | CONCRETE SIDEWALK (4") | S.F. | 27200 | \$ 8.00 | \$ 217,600.00 | \$ 174,080.00 | \$ 43,520.00 |
| 701-02 | CONCRETE DRIVERWAY | S.F. | 11520 | \$ 15.00 | \$ 172,800.00 | \$ 138,240.00 | \$ 34,560.00 |
| 701-02.03 | CONCRETE CURB RAMP | S.F. | 2500 | \$ 10.00 | \$ 25,000.00 | \$ 20,000.00 | \$ 5,000.00 |
| 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | 66.7833 | \$ 375.00 | \$ 25,043.74 | \$ 20,034.99 | \$ 5,008.75 |
| 713-16.20 | SIGNS | EACH | 20 | \$ 250.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | LF | 600 | \$ 25.00 | \$ 15,000.00 | \$ 12,000.00 | \$ 3,000.00 |
| 716-04.13 | PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL) | EACH | 10 | \$ 150.00 | \$ 1,500.00 | \$ 1,200.00 | \$ 300.00 |
| 716-12.06 | THERMO (40 MIL 4IN) | L.M | 0 | \$ 1,025.00 | \$ - | \$ - | \$ - |
| **Landscaping: | | | | | | | |
| 803-01 | SODDING (NEW SOD) | SY | 4694 | \$ 4.27 | \$ 20,043.38 | \$ 16,034.70 | \$ 4,008.68 |
| Pedestrian Amenities: | | | | | | | |
| 721-01.01 | BENCH | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 721-01.02 | TRASH RECEPTACLE | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| SUBTOTAL of Itemized Quantities above | | | | | \$ 648,068.89 | \$ 518,455.11 | \$ 129,613.78 |
| Mobilization and Engineering Services: | | | | | | | |
| | Contractor Mobilization | LS | 1 | \$ 32,403.44 | \$ 32,403.44 | \$ 25,922.76 | \$ 6,480.69 |
| | Traffic Control | LS | 1 | \$ 25,922.76 | \$ 25,922.76 | \$ 20,738.20 | \$ 5,184.55 |
| | Flexible Drums (Channelizing) | EA | 75 | \$ 25.00 | \$ 1,875.00 | \$ 1,500.00 | \$ 375.00 |
| | Signs (Construction) | S.F. | 200 | \$ 25.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| | CNST. Stakes, Lines and Grades | LS | 1 | \$ 75,000.00 | \$ 75,000.00 | \$ 60,000.00 | \$ 15,000.00 |
| | TDOT Materials & Test | LS | 1 | \$ 10,000.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| | Construction Contingency | 10% | of construction | \$ 64,806.89 | \$ 64,806.89 | \$ 51,845.51 | \$ 12,961.38 |
| | TDOT Engineering Services | \$1,000 for every 30 days of construction | | \$ 9,000.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| | Construction Engineering Inspection (CEI) | 20% | of construction | \$ 129,613.78 | \$ 129,613.78 | \$ 103,691.02 | \$ 25,922.76 |
| TOTAL of reimbursable construction expenses | | | | | \$ 1,001,690.75 | \$ 801,352.60 | \$ 200,338.15 |

* Relocating or undergrounding utilities is limited to 33% of eligible reimbursable costs in accordance with T.C.A. § 13-20-303 and 23 CFR 635.107

**Landscaping activities must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 25% of eligible and reimbursable construction costs.

Warm Springs Road / Apple Orchard Road from Yuma Road to Carters Valley Road

**FOR USE IN PRE-SCOPING AND SCOPING CONSTRUCTION ESTIMATES**

(This is not intended to be a detailed pay item breakdown. It is intended to be tool that assists users in preparing early estimates prior to having developed plans. TRNSPRT should be utilized by the PFI stage.)

| ITEM | Unit | Quantity | Unit Price | Amount |
|---|------|----------|------------|--------------------|
| MOBILIZATION | LS | 1 | \$426,962 | \$426,962 |
| CONSTRUCTION SURVEYING | LS | 1 | \$120,000 | \$120,000 |
| GRADING ITEMS | | | | |
| CLEARING AND GRUBBING | ACRE | 7 | \$20,000 | \$133,609 |
| REGULAR EXCAVATION | CY | 7500 | \$17 | \$127,500 |
| BORROW EXCAVATION | CY | 0 | \$15 | \$0 |
| UNSUITABLE MAT'L. (paid as Regular Excav.) | CY | 5185 | \$17 | \$88,148 |
| BACKFILL STONE (NO. 1) FOR UNSUITABLE MATL. AREAS | TONS | 10500 | \$20 | \$210,000 |
| DRY RIPRAP | TONS | 0 | \$40 | \$0 |
| Sub-Total | | | | \$559,257 |
| Grading Items Contingency | | - | | \$111,851 |
| DRAINAGE ITEMS | | | | |
| CONCRETE BOX CULVERT | LF | 200 | \$2,500 | \$500,000 |
| PIPES UNDER 36" | LF | 1000 | \$125 | \$125,000 |
| PIPES OVER 36" | LF | 200 | \$250 | \$50,000 |
| END WALLS FOR PIPES OVER 36" | EA | 6 | \$300 | \$1,800 |
| DROP INLETS | EA | 2 | \$1,000 | \$2,000 |
| CURB AND GUTTER | LF | 0 | \$35 | \$0 |
| Sub-Total | | | | \$678,800 |
| Drainage Items Contingency | | - | | \$33,940 |
| PAVEMENT ITEMS | | | | |
| SURFACE COURSE | TONS | 2438 | \$150 | \$365,750 |
| INTERMEDIATE COURSE | TONS | 5098 | \$135 | \$688,275 |
| BASE COURSE | TONS | 0 | \$90 | \$0 |
| SUBBASE COURSE | TONS | 10574 | \$25 | \$264,338 |
| No.1 STONE | TONS | 0 | \$25 | \$0 |
| DEMOLITON OF PAVEMENT | SY | 0 | \$10 | \$0 |
| PLANNING 0"- 2" FOR OVERLAY SECTION | SY | 0 | \$2 | \$0 |
| Sub-Total | | | | \$1,318,363 |
| Pavement Items Contingency | | - | | \$131,836 |
| INCIDENTAL ITEMS | | | | |
| RETAINING WALLS (CONC.) | CY | 8710 | \$400 | \$3,483,822 |
| RURAL PRIVATE ENTRANCE | EA | 0 | \$2,000 | \$0 |
| URBAN PRIVATE ENTRANCE | EA | 0 | \$5,000 | \$0 |
| COMMERCIAL ENTRANCE | EA | 0 | \$10,000 | \$0 |
| Sub-Total | | | | \$3,483,822 |
| Incidental Items Contingency | | - | | \$174,191 |
| PROTECTIVE ITEMS | | | | |
| MAINTENANCE OF TRAFFIC (LUMP SUM) | LS | 1 | \$150,000 | \$150,000 |
| FIELD OFFICE | MO | 0 | \$2,000 | \$0 |
| SIDEWALK | SY | 0 | \$90 | \$0 |
| Sub-Total | | | | \$150,000 |
| Protective Items Contingency | | - | | \$7,500 |



| EROSION CONTROL | | | | |
|--|---------|-------|-----------|--------------|
| STORM WATER MANAGEMENT FACILITY | EA | - | - | \$250,000 |
| SEEDING | LB | 3800 | \$20 | \$76,000 |
| TEMP. SILT FENCE | LF | 38000 | \$4 | \$152,000 |
| CHECK DAMS TY. I OR II | EA | 380 | \$500 | \$190,000 |
| Sub-Total | | | | \$668,000 |
| E&S Control Items Contingency | | - | | \$133,600 |
| UTILITIES | | | | |
| BELOW GROUND UTILITIES (LUMP SUM \$\$\$) | LF | 0 | \$75 | \$0 |
| Sub-Total | | | | \$0 |
| Right of Way Contingency (XX%) | | - | | \$0 |
| TRAFFIC AND SAFETY | | | | |
| PERMANENT SIGNAL (LUMP SUM) | EA | 0 | \$300,000 | \$0 |
| PAVEMENT MARKINGS (IF APPLICABLE) | LF | 76000 | \$1 | \$76,000 |
| GUARDRAIL | LF | 0 | \$25 | \$0 |
| GUARDRAIL END TREATMENT | EA | 0 | \$2,500 | \$0 |
| GR-FOA'S IF BRIDGE IS ON PROJECT | EA | 4 | \$2,000 | \$8,000 |
| Sub-Total | | | | \$84,000 |
| Traffic Items Contingency | | - | | \$4,200 |
| BRIDGE | | | | |
| NS BRIDGE | SF | 1260 | \$400 | \$504,000 |
| DEMOLITION OF EXISTING BRIDGE | LS | 0 | \$18 | \$0 |
| Sub-Total | | | | \$504,000 |
| Bridge Items Contingency | | - | | \$25,200 |
| STREAM/WETLAND MITIGATION THAT IS INCLUDED IN CONSTRUCTION | | | | |
| Stream Mitigation | LF | 700 | \$700 | \$490,000 |
| Wetland Mitigation | Acre | 0 | \$75,000 | \$0 |
| MISCELLANEOUS ITEMS SUMMARY FROM ALIGNMENT SUMMARY TABS | | | | |
| *Individual Misc. Items, Units, Quantity, and Unit Price must be input in "Alignment Summary Tabs" | | | | |
| Alignment 1 | LS | | \$0 | \$3,000 |
| Alignment 2 | LS | | \$0 | \$0 |
| Alignment 3 | LS | | \$0 | \$0 |
| Alignment 4 | LS | | \$0 | \$0 |
| Alignment 5 | LS | | \$0 | \$0 |
| Alignment 6 | LS | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| | | | \$0 | \$0 |
| Contingency Total | | | | \$622,319 |
| Mobilization | | | | \$426,962 |
| Construction Survey | | | | \$120,000 |
| Sub-Total | | | | \$7,939,242 |
| Total | | | | \$9,108,523 |
| CEI & CONTINGENCY | | | | |
| CEI OF AT LEAST 12% AS A LUMP SUM ITEM | LS | 1 | 12.00% | \$1,093,023 |
| PROJECT CONTINGENCY | Tier II | | 10% | \$793,924 |
| GRAND TOTAL | | | | \$10,700,000 |

Watauga Street from Broad Street to East Center Street

Stage III – Construction (Add and remove lines as needed)

All projects must be competitively bid and awarded to the lowest responsive bidder

| TDOT LINE ITEM # | ITEM DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL | 80% FED. FUNDS | 20% LOCAL MATCH |
|---|--|---|-----------------|---------------|--------------|----------------|-----------------|
| Site Preparation & Demolition: | | | | | | | |
| 201-07.02 | REMOVAL AND DISPOSAL OF BRUSH & TREES | LS | 1 | \$ 5,000.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| 202-01.xx | REMOVAL OF PIPE | LF | 0 | \$ 35.00 | \$ - | \$ - | \$ - |
| 202-01.50 | REMOVAL OF STRUCTURES (END WALL) | EACH | 0 | \$ 1,000.00 | \$ - | \$ - | \$ - |
| 202-03 | REMOVAL OF RIGID PAVEMENT | SY | 0 | \$ 12.45 | \$ - | \$ - | \$ - |
| 202-03.01 | REMOVAL OF ASPHALT PAVEMENT | SY | 0 | \$ 11.00 | \$ - | \$ - | \$ - |
| Construction Items: | | | | | | | |
| 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | CY | 0 | \$ 20.00 | \$ - | \$ - | \$ - |
| 203-06 | WATER | MG | 0 | \$ 81.77 | \$ - | \$ - | \$ - |
| 209-01.10 | EROSION AND SILTATION CONTROL | LS | 0 | \$ 48,000.00 | \$ - | \$ - | \$ - |
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 0 | \$ 30.00 | \$ - | \$ - | \$ - |
| 307-02.07 | ASPHALT CONCRETE MIX, GRADING B-M | TON | 0 | \$ 190.00 | \$ - | \$ - | \$ - |
| 411.01.10 | ACS MIX (PG64-22) GRADING D RDWY | TON | 0 | \$ 160.00 | \$ - | \$ - | \$ - |
| 402-02 | AGGREGATE FOR COVER MATERIAL (PC) | TON | 0 | \$ 7.00 | \$ - | \$ - | \$ - |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 0 | \$ 1,350.00 | \$ - | \$ - | \$ - |
| 602-03.03 | PEDESTRIAN BRIDGE | LS | 0 | \$ 612,000.00 | \$ - | \$ - | \$ - |
| 630-01.16 | 6" CONCRETE BOLLARD/GUARD POST | EACH | 0 | \$ 1,000.00 | \$ - | \$ - | \$ - |
| 701-01.01 | CONCRETE SIDEWALK (4") | S.F. | 0 | \$ 5.00 | \$ - | \$ - | \$ - |
| 701-02.03 | CONCRETE CURB RAMP | S.F. | 0 | \$ 10.00 | \$ - | \$ - | \$ - |
| 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | LF | 60 | \$ 25.00 | \$ 1,500.00 | \$ 1,200.00 | \$ 300.00 |
| 716-04.13 | PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW) | EACH | 40 | \$ 200.00 | \$ 8,000.00 | \$ 6,400.00 | \$ 1,600.00 |
| 713-16.20 | SIGNS | EACH | 40 | \$ 250.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| **Landscaping: | | | | | | | |
| 803-01 | SODDING (NEW SOD) | SY | 0 | \$ 4.27 | \$ - | \$ - | \$ - |
| Pedestrian Amenities: | | | | | | | |
| 714-08.09 | DECORATIVE LIGHT STANDARD | EACH | 0 | \$ 3,700.00 | \$ - | \$ - | \$ - |
| 721-01.01 | BENCH | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 721-01.02 | TRASH RECEPTACLE | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| SUBTOTAL of Itemized Quantities above | | | | | \$ 24,500.00 | \$ 19,600.00 | \$ 4,900.00 |
| Mobilization and Engineering Services: | | | | | | | |
| Contractor Mobilization | | LS | 1 | \$ 1,225.00 | \$ 1,225.00 | \$ 980.00 | \$ 245.00 |
| Traffic Control | | LS | 1 | \$ 980.00 | \$ 980.00 | \$ 784.00 | \$ 196.00 |
| Flexible Drums (Channelizing) | | EA | 25 | \$ 25.00 | \$ 625.00 | \$ 500.00 | \$ 125.00 |
| Signs (Construction) | | S.F. | 120 | \$ 25.00 | \$ 3,000.00 | \$ 2,400.00 | \$ 600.00 |
| CNST. Stakes, Lines and Grades | | LS | 1 | \$ 5,000.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| TDOT Materials & Test | | LS | 1 | \$ 10,000.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| Construction Contingency | | 10% | of construction | \$ 2,450.00 | \$ 2,450.00 | \$ 1,960.00 | \$ 490.00 |
| TDOT Engineering Services | | \$1,000 for every 30 days of construction | | \$ 9,000.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| Construction Engineering Inspection (CEI) | | 20% | of construction | \$ 4,900.00 | \$ 4,900.00 | \$ 3,920.00 | \$ 980.00 |
| TOTAL of reimbursable construction expenses | | | | | \$ 61,680.00 | \$ 49,344.00 | \$ 12,336.00 |

* Relocating or undergrounding utilities is limited to 33% of eligible reimbursable costs in accordance with T.C.A. § 13-20-303 and 23 CFR 635.107

**Landscaping activities must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 25% of eligible and reimbursable construction costs.

East Stone Drive (US-11W) from Beechnut Drive to Kingsport Pavilion Access Road



Stage III – Construction (Add and remove lines as needed)

All projects must be competitively bid and awarded to the lowest responsive bidder

| TDOT LINE ITEM # | ITEM DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL | 80% FED. FUNDS | 20% LOCAL MATCH |
|--|--|---|-----------------|---------------|-----------------|-----------------|-----------------|
| Site Preparation & Demolition: | | | | | | | |
| 201-07.02 | REMOVAL AND DISPOSAL OF BRUSH & TREES | LS | 1 | \$ 50,000.00 | \$ 50,000.00 | \$ 40,000.00 | \$ 10,000.00 |
| Construction Items: | | | | | | | |
| 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | CY | 2500 | \$ 12.00 | \$ 30,000.00 | \$ 24,000.00 | \$ 6,000.00 |
| 203-06 | WATER | MG | 1 | \$ 81.77 | \$ 81.77 | \$ 65.42 | \$ 16.35 |
| 209-01.10 | EROSION AND SILTATION CONTROL | LS | 1 | \$ 55,000.00 | \$ 55,000.00 | \$ 44,000.00 | \$ 11,000.00 |
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 1170 | \$ 30.00 | \$ 35,100.00 | \$ 28,080.00 | \$ 7,020.00 |
| 307-01.08 | ASPHALT CONC MX(PG64-22)(BPMB-HM)GR C-M2 | TON | 0 | \$ 90.81 | \$ - | \$ - | \$ - |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 0 | \$ 1,350.00 | \$ - | \$ - | \$ - |
| 411-01.07 | ACS MIX (PG64-22) GRADING E SHOULDER | TON | 0 | \$ 94.68 | \$ - | \$ - | \$ - |
| 602-03.03 | PEDESTRIAN BRIDGE (and Box Culvert) | LS | 2 | \$ 100,000.00 | \$ 200,000.00 | \$ 160,000.00 | \$ 40,000.00 |
| 604-08.10 | RETAINING WALL | SF | 0 | \$ 100.00 | \$ - | \$ - | \$ - |
| 607-05.02 | 24" CONCRETE PIPE CULVERT (CLASS III) | L.F. | 2000 | \$ 100.00 | \$ 200,000.00 | \$ 160,000.00 | \$ 40,000.00 |
| 611-07.57 | 24IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 5 | \$ 3,000.00 | \$ 15,000.00 | \$ 12,000.00 | \$ 3,000.00 |
| 611-12.02 | CATCH BASINS, TYPE 12, > 4' - 8' DEPTH | EACH | 27 | \$ 4,500.00 | \$ 121,500.00 | \$ 97,200.00 | \$ 24,300.00 |
| 630-01.16 | 6" CONCRETE BOLLARD/GUARD POST | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 701-01.01 | CONCRETE SIDEWALK (4") | S.F. | 42240 | \$ 8.00 | \$ 337,920.00 | \$ 270,336.00 | \$ 67,584.00 |
| 701-02 | CONCRETE DRIVERWAY | S.F. | 7920 | \$ 15.00 | \$ 118,800.00 | \$ 95,040.00 | \$ 23,760.00 |
| 701-02.03 | CONCRETE CURB RAMP | S.F. | 1800 | \$ 10.00 | \$ 18,000.00 | \$ 14,400.00 | \$ 3,600.00 |
| 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | 379.1568 | \$ 375.00 | \$ 142,183.80 | \$ 113,747.04 | \$ 28,436.76 |
| 713-16.20 | SIGNS | EACH | 8 | \$ 250.00 | \$ 2,000.00 | \$ 1,600.00 | \$ 400.00 |
| 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | LF | 1200 | \$ 25.00 | \$ 30,000.00 | \$ 24,000.00 | \$ 6,000.00 |
| 716-04.13 | PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL) | EACH | 0 | \$ 150.00 | \$ - | \$ - | \$ - |
| 716-12.06 | THERMO (40 MIL 4IN) | L.M | 0 | \$ 1,025.00 | \$ - | \$ - | \$ - |
| 730-00.00 | SIGNALS | EACH | 2 | \$ 30,000.00 | \$ 60,000.00 | \$ 48,000.00 | \$ 12,000.00 |
| **Landscaping: | | | | | | | |
| 803-01 | SODDING (NEW SOD) | SY | 1760 | \$ 4.27 | \$ 7,515.20 | \$ 6,012.16 | \$ 1,503.04 |
| Pedestrian Amenities: | | | | | | | |
| 721-01.01 | BENCH | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| 721-01.02 | TRASH RECEPTACLE | EACH | 0 | \$ 500.00 | \$ - | \$ - | \$ - |
| SUBTOTAL of Itemized Quantities above | | | | | \$ 1,423,100.77 | \$ 1,138,480.62 | \$ 284,620.15 |
| Mobilization and Engineering Services: | | | | | | | |
| | Contractor Mobilization | LS | 1 | \$ 71,155.04 | \$ 71,155.04 | \$ 56,924.03 | \$ 14,231.01 |
| | Traffic Control | LS | 1 | \$ 56,924.03 | \$ 56,924.03 | \$ 45,539.22 | \$ 11,384.81 |
| | Flexible Drums (Channelizing) | EA | 75 | \$ 25.00 | \$ 1,875.00 | \$ 1,500.00 | \$ 375.00 |
| | Signs (Construction) | S.F. | 200 | \$ 25.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| | CNST. Stakes, Lines and Grades | LS | 1 | \$ 75,000.00 | \$ 75,000.00 | \$ 60,000.00 | \$ 15,000.00 |
| | TDOT Materials & Test | LS | 1 | \$ 10,000.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| | Construction Contingency | 10% | of construction | \$ 142,310.08 | \$ 142,310.08 | \$ 113,848.06 | \$ 28,462.02 |
| | TDOT Engineering Services | \$1,000 for every 30 days of construction | | \$ 9,000.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| | Construction Engineering Inspection (CEI) | 20% | of construction | \$ 284,620.15 | \$ 284,620.15 | \$ 227,696.12 | \$ 56,924.03 |
| TOTAL of reimbursable construction expenses | | | | | \$ 2,078,985.07 | \$ 1,663,188.06 | \$ 415,797.01 |

* Relocating or undergrounding utilities is limited to 33% of eligible reimbursable costs in accordance with T.C.A. § 13-20-303 and 23 CFR 635.107

**Landscaping activities must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 25% of eligible and reimbursable construction costs.

Horse Creek Greenway



Stage III – Construction

(Add and remove lines as needed)

All projects must be competitively bid and awarded to the lowest responsive bidder

| TDOT LINE ITEM # | ITEM DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | TOTAL | 80% FED. FUNDS | 20% LOCAL MATCH |
|--|---|---|-----------------|---------------|-----------------|-----------------|-----------------|
| Site Preparation & Demolition: | | | | | | | |
| 201-07.02 | REMOVAL AND DISPOSAL OF BRUSH & TREES | LS | 1 | \$ 100,000.00 | \$ 100,000.00 | \$ 80,000.00 | \$ 20,000.00 |
| Construction Items: | | | | | | | |
| 203-01 | ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED) | CY | 4595.555556 | \$ 15.00 | \$ 68,933.33 | \$ 55,146.67 | \$ 13,786.67 |
| 203-06 | WATER | MG | 2 | \$ 81.77 | \$ 163.54 | \$ 130.83 | \$ 32.71 |
| 209-01.10 | EROSION AND SILTATION CONTROL | LS | 1 | \$ 75,000.00 | \$ 75,000.00 | \$ 60,000.00 | \$ 15,000.00 |
| 209-03.42 | STREAM MITIGATION - LIVE BRUSH LAYERING | LF | 1000 | \$ 170.00 | \$ 170,000.00 | \$ 136,000.00 | \$ 34,000.00 |
| 209-03.68 | STREAM MITIGATION - BOULDER TOE | LF | 1000 | \$ 250.00 | \$ 250,000.00 | \$ 200,000.00 | \$ 50,000.00 |
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 5150 | \$ 30.00 | \$ 154,500.00 | \$ 123,600.00 | \$ 30,900.00 |
| 307-01.08 | ASPHALT CONC MX(PG64-22)(BPMB-HM)GR C-M2 | TON | 2340 | \$ 90.81 | \$ 212,495.40 | \$ 169,996.32 | \$ 42,499.08 |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 6 | \$ 1,350.00 | \$ 8,100.00 | \$ 6,480.00 | \$ 1,620.00 |
| 411-01.07 | ACS MIX (PG64-22) GRADING E SHOULDER | TON | 2380 | \$ 94.68 | \$ 225,338.40 | \$ 180,270.72 | \$ 45,067.68 |
| 602-03.03 | PEDESTRIAN BRIDGE (and Box Culverts) | LS | 2 | \$ 100,000.00 | \$ 200,000.00 | \$ 160,000.00 | \$ 40,000.00 |
| 604-08.10 | RETAINING WALL | SF | 1800 | \$ 100.00 | \$ 180,000.00 | \$ 144,000.00 | \$ 36,000.00 |
| 607-05.02 | 24" CONCRETE PIPE CULVERT (CLASS III) | L.F. | 800 | \$ 100.00 | \$ 80,000.00 | \$ 64,000.00 | \$ 16,000.00 |
| 611-07.57 | 24IN ENDWALL (CROSS DRAIN) 3:1 | EACH | 16 | \$ 3,000.00 | \$ 48,000.00 | \$ 38,400.00 | \$ 9,600.00 |
| 611-12.02 | CATCH BASINS, TYPE 12, > 4' - 8' DEPTH | EACH | 2 | \$ 4,500.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| 630-01.16 | 6" CONCRETE BOLLARD/GUARD POST | EACH | 14 | \$ 500.00 | \$ 7,000.00 | \$ 5,600.00 | \$ 1,400.00 |
| 701-02 | CONCRETE DRIVERWAY | S.F. | 1440 | \$ 15.00 | \$ 21,600.00 | \$ 17,280.00 | \$ 4,320.00 |
| 701-02.03 | CONCRETE CURB RAMP | S.F. | 400 | \$ 10.00 | \$ 4,000.00 | \$ 3,200.00 | \$ 800.00 |
| 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | | \$ 375.00 | \$ - | \$ - | \$ - |
| 713-16.20 | SIGNS | EACH | 10 | \$ 250.00 | \$ 2,500.00 | \$ 2,000.00 | \$ 500.00 |
| 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | LF | 150 | \$ 25.00 | \$ 3,750.00 | \$ 3,000.00 | \$ 750.00 |
| 730-00.00 | SIGNALS | EACH | 0 | \$ 15,000.00 | \$ - | \$ - | \$ - |
| **Landscaping: | | | | | | | |
| 803-01 | SODDING (NEW SOD) | SY | 5515 | \$ 4.27 | \$ 23,549.05 | \$ 18,839.24 | \$ 4,709.81 |
| Pedestrian Amenities: | | | | | | | |
| 721-01.01 | BENCH | EACH | 5 | \$ 500.00 | \$ 2,500.00 | \$ 2,000.00 | \$ 500.00 |
| 721-01.02 | TRASH RECEPTACLE | EACH | 5 | \$ 500.00 | \$ 2,500.00 | \$ 2,000.00 | \$ 500.00 |
| SUBTOTAL of Itemized Quantities above | | | | | \$ 1,848,929.72 | \$ 1,479,143.78 | \$ 369,785.94 |
| Mobilization and Engineering Services: | | | | | | | |
| | Contractor Mobilization | LS | 1 | \$ 92,446.49 | \$ 92,446.49 | \$ 73,957.19 | \$ 18,489.30 |
| | Traffic Control | LS | 1 | \$ 73,957.19 | \$ 73,957.19 | \$ 59,165.75 | \$ 14,791.44 |
| | Flexible Drums (Channelizing) | EA | 75 | \$ 25.00 | \$ 1,875.00 | \$ 1,500.00 | \$ 375.00 |
| | Signs (Construction) | S.F. | 200 | \$ 25.00 | \$ 5,000.00 | \$ 4,000.00 | \$ 1,000.00 |
| | CNST. Stakes, Lines and Grades | LS | 1 | \$ 100,000.00 | \$ 100,000.00 | \$ 80,000.00 | \$ 20,000.00 |
| | TDOT Materials & Test | LS | 1 | \$ 10,000.00 | \$ 10,000.00 | \$ 8,000.00 | \$ 2,000.00 |
| | Construction Contingency | 10% | of construction | \$ 184,892.97 | \$ 184,892.97 | \$ 147,914.38 | \$ 36,978.59 |
| | TDOT Engineering Services | \$1,000 for every 30 days of construction | | \$ 9,000.00 | \$ 9,000.00 | \$ 7,200.00 | \$ 1,800.00 |
| | Construction Engineering Inspection (CEI) | 20% | of construction | \$ 369,785.94 | \$ 369,785.94 | \$ 295,828.76 | \$ 73,957.19 |
| TOTAL of reimbursable construction expenses | | | | | \$ 2,695,887.32 | \$ 2,156,709.85 | \$ 539,177.46 |

* Relocating or undergrounding utilities is limited to 33% of eligible reimbursable costs in accordance with T.C.A. § 13-20-303 and 23 CFR 635.107

**Landscaping activities must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 25% of eligible and reimbursable construction costs.

Appendix C

Model Complete Streets Ordinance

ORDINANCE NUMBER _____ AN ORDINANCE TO ADOPT A “COMPLETE STREETS” POLICY IN [JURISDICTION]

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in [TENNESSEE / VIRGINIA]; and

WHEREAS, [JURISDICTION] will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, [JURISDICTION] recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, [JURISDICTION] will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

BE IT ORDAINED BY THE MAYOR AND [LEGISLATIVE BODY] OF [JURISDICTION], AS FOLLOWS:

Section 1. [JURISDICTION] will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, use transit and/or drive, while promoting safe operation for all users, as provided for below.

Section 2. Definitions

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.

2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.

- 3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.
- 4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.
- 5) “Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.
- 6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that “Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.
- 7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

Section 3. Requirements

[JURISDICTION] will implement the Complete Streets principles as follows:

- 1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:
 - a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.
 - b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.
 - c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.
 - d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.
 - f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the Sidewalk and Pedestrian Study or another adopted plan.
 - g) [LEGISLATIVE BODY] issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.
- 2) Pedestrian improvements and shared-use facilities that have been identified as priorities in the Sidewalk and Pedestrian Study and any previous and subsequent planning documents shall be given particular consideration for implementation.
- 3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*, the Federal Highway Administration’s *Small Town and Rural Multimodal Networks* guide, the American Association of State Highway and Transportation Officials’ *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted Sidewalk and Pedestrian Study.

2) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

3) As feasible, the [CITY / TOWN / COUNTY] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.

4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.

5) The appropriate [CITY / TOWN / COUNTY] departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

Section 4. Statutory Construction and Severability

1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any [CITY / TOWN / COUNTY] agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.

2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

3) In undertaking the enforcement of this Ordinance, [JURISDICTION] is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

Section 5. That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.

The foregoing Ordinance having been reduced to writing, the same was introduced by Council person _____, seconded by Council person _____, and was adopted by the following vote to-wit:

YEAS:

NAYS:

The President thereby declared the motion carried and the foregoing Ordinance adopted and approved, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

CLERK OF COUNCIL

ADOPTED:

PRESIDENT

The above foregoing Ordinance having been submitted to and approved by the Mayor, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

[CITY / TOWN / COUNTY] CLERK

APPROVED:

[BOARD PRESIDENT/MAYOR]

Appendix D

Prioritized Bikeway Facilities

| Road | From | To | County | Linear Feet | Facility Type | Unit Cost (per linear foot) | Estimated Construction Cost | Safety | | Demand | | | | | Equity | | Safety | | Demand | | | | | Equity | | Ranking |
|--|---------------------|--------------------------|---------------------|-------------|---------------|-----------------------------|-----------------------------|------------|--------------|----------------|--------------|--------------------|---------------------------|------------|-------------------|----------------|------------------------------|--------------------------------|----------------------------------|--------------------------------|--------------------------------------|---|------------------------------|-------------------------------------|----------------------------------|---------|
| | | | | | | | | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | |
| | | | | | | | | ADT Weight | Crash Weight | Schools Weight | Parks Weight | Pop Density Weight | Commercial /Retail Weight | O/D Weight | Low-Income Weight | Transit Weight | ADT Norm. Weighted Criterion | Crash Norm. Weighted Criterion | Schools Norm. Weighted Criterion | Parks Norm. Weighted Criterion | Pop Density Norm. Weighted Criterion | Commercial /Retail Norm. Weighted Criterion | O/D Norm. Weighted Criterion | Low-Income Norm. Weighted Criterion | Transit Norm. Weighted Criterion | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E Center St | Fort Henry Dr | Memorial Blvd | Sullivan | 7,230 | B/SL | \$30 | \$216,893 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 9.0000 |
| Fort Henry Dr | E Center St | N John B Dennis Hwy | Sullivan | 9,945 | B/BL | \$30 | \$298,339 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 8.6667 |
| E Center St | E Sullivan St | Fort Henry Dr | Sullivan | 6,151 | B/SUP | \$150 | \$922,650 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 8.6667 |
| Lynn Garden Dr | Melvin St | Clarke Ave | Sullivan | 3,869 | B/BL | \$30 | \$116,081 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 1.0000 | 0.6667 | 1.0000 | 1.0000 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 8.3333 |
| W Center St | Fort Robinson Dr | Clinchfield St | Sullivan | 4,403 | B/SUP | \$150 | \$660,488 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 1 | 1.0000 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.3333 | 8.0000 |
| Bloomingtondale Rd / Bloomingtondale Pke | Wadlow Gap Hwy | US 11 W | Sullivan | 15,622 | B/PS | \$20 | \$312,442 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 0.6667 | 1.0000 | 1.0000 | 0.6667 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 7.6667 |
| W Stone Dr / Netherland Inn Rd | Independence Ave | Big Elm Rd | Hawkins | 11,367 | B/SUP | \$150 | \$1,705,044 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 3 | 1.0000 | 0.3333 | 0.6667 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 7.3333 |
| Watauga St | Broad St | E Center St | Sullivan | 9,573 | B/SL | \$30 | \$287,187 | 0 | 1 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 7.3333 |
| Lynn Garden Dr | US 11 W | W Center St | Sullivan | 3,426 | B/BL | \$30 | \$102,792 | 2 | 3 | 3 | 3 | 2 | 2 | 0 | 3 | 3 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 7.3333 |
| E Main St | Cherokee St | N Wilcox Dr | Sullivan | 4,174 | B/BL | \$30 | \$125,226 | 1 | 1 | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 0.3333 | 0.3333 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 7.3333 |
| S Wilcox Dr | Wilcox Dr | S John B Dennis Hwy | Sullivan | 24,588 | B/PS | \$20 | \$491,762 | 3 | 3 | 3 | 3 | 1 | 2 | 2 | 3 | 0 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 7.3333 |
| US 11 W | N John B Dennis Hwy | Ollis Bowers Hill Rd | Sullivan | 26,865 | B/BL | \$30 | \$805,935 | 3 | 2 | 1 | 3 | 1 | 2 | 2 | 1 | 3 | 1.0000 | 0.6667 | 0.3333 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 0.3333 | 1.0000 | 6.6667 |
| N Wilcox Dr | E Center St | Martin Luther King Jr Dr | Sullivan | 3,128 | B/BL | \$30 | \$93,846 | 2 | 1 | 3 | 3 | 3 | 2 | 0 | 3 | 2 | 0.6667 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 1.0000 | 0.6667 | 6.6667 |
| Konnarock Rd / Warpath Dr | Lincoln St | Memorial Blvd | Sullivan | 7,370 | B/SL | \$30 | \$221,099 | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 0.3333 | 0.6667 | 0.6667 | 0.3333 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 6.6667 |
| Industry Dr | Netherland Inn Rd | S Wilcox Dr | Sullivan | 10,949 | B/SUP | \$150 | \$1,642,395 | 2 | 1 | 2 | 3 | 2 | 2 | 2 | 3 | 0 | 0.6667 | 0.3333 | 0.6667 | 1.0000 | 0.6667 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 6.3333 |
| Broad St | E Sullivan St | W Main St | Sullivan | 1,808 | B/BL | \$30 | \$54,254 | 1 | 0 | 3 | 3 | 0 | 2 | 2 | 3 | 3 | 0.3333 | 0.0000 | 1.0000 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 6.3333 |
| N John B Dennis Hwy | Bloomingtondale Rd | Hospital Entrance | Sullivan | 11,238 | B/PS | \$20 | \$224,756 | 3 | 1 | 3 | 1 | 1 | 2 | 2 | 3 | 1 | 1.0000 | 0.3333 | 1.0000 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.3333 | 6.3333 |
| Springfield Ave | Reedy Creek | Linville St | Sullivan | 3,223 | B/SUP | \$150 | \$483,473 | 0 | 0 | 3 | 3 | 3 | 2 | 2 | 3 | 1 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.3333 | 6.3333 |
| Lincoln St | S Wilcox Dr | Konnarock Rd | Sullivan | 6,842 | B/SUP | \$150 | \$1,026,327 | 2 | 0 | 2 | 3 | 0 | 2 | 2 | 3 | 2 | 0.6667 | 0.0000 | 0.6667 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 6.0000 |
| Rock Springs Rd | Moreland Dr | Cox Hollow Rd | Sullivan | 12,728 | B/SUP | \$150 | \$1,909,155 | 2 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 0 | 0.6667 | 0.3333 | 0.6667 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 6.0000 |
| Union St | Danbury St | W Stone Dr | Sullivan | 4,269 | B/SUP | \$150 | \$483,473 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 3 | 3 | 0.3333 | 0.3333 | 0.3333 | 0.6667 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 6.0000 |
| Pinebrook Dr | Bermuda Dr | Reedy Creek | Sullivan | 3,824 | B/SUP | \$150 | \$1,705,044 | 0 | 1 | 1 | 3 | 1 | 2 | 2 | 3 | 3 | 0.0000 | 0.3333 | 0.3333 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 6.0000 |
| Fort Henry Dr | Wilmont Dr | SR 75 | Sullivan/Washington | 37,000 | B/PS | \$20 | \$740,000 | 3 | 3 | 1 | 1 | 1 | 2 | 2 | 2 | 0 | 1.0000 | 1.0000 | 0.3333 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 5.6667 |
| Shared-Use Path | N John B Dennis Hwy | Memorial Blvd | Sullivan | 3,350 | B/SUP | \$150 | \$502,484 | 0 | 0 | 2 | 3 | 1 | 2 | 2 | 3 | 2 | 0.0000 | 0.0000 | 0.6667 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 5.6667 |
| Big Elm Rd | Carters Valley Rd | Netherland Inn Rd | Hawkins | 16,522 | B/SL | \$30 | \$571,317 | 0 | 1 | 1 | 3 | 1 | 2 | 2 | 3 | 2 | 0.0000 | 0.3333 | 0.3333 | 1.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 5.6667 |
| Meadowview Pkwy | I-26 | Wilcox Dr | Sullivan | 2,961 | B/PS | \$20 | \$59,213 | 2 | 0 | 0 | 3 | 0 | 2 | 2 | 3 | 3 | 0.6667 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 5.6667 |
| Fort Henry Dr | Colonial Heights Rd | Wilmont Dr | Sullivan | 2,699 | B/BL | \$30 | \$80,970 | 3 | 3 | 2 | 1 | 2 | 2 | 0 | 2 | 1 | 1.0000 | 1.0000 | 0.6667 | 0.3333 | 0.6667 | 1.0000 | 0.0000 | 0.6667 | 0.3333 | 5.6667 |
| US 11 W | Fudges Chapel Rd | Garland Ave | Hawkins | 24,769 | B/PS | \$20 | \$495,382 | 3 | 0 | 3 | 0 | 1 | 2 | 2 | 3 | 0 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 5.3333 |
| Moreland Dr | S John B Dennis Hwy | Fort Henry Dr | Sullivan | 16,701 | B/PS | \$20 | \$334,028 | 2 | 1 | 3 | 1 | 1 | 2 | 0 | 3 | 2 | 0.6667 | 0.3333 | 1.0000 | 0.3333 | 0.3333 | 1.0000 | 0.0000 | 1.0000 | 0.6667 | 5.3333 |
| Bloomingtondale Rd | Packing House Rd | Wadlow Gap Hwy | Sullivan | 7,688 | B/PS | \$20 | \$153,761 | 1 | 2 | 3 | 0 | 1 | 2 | 2 | 3 | 0 | 0.3333 | 0.6667 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 5.3333 |
| E Sullivan St / E Sullivan Ct | N Wilcox Dr | Lamont St | Sullivan | 2,098 | B/SL | \$30 | \$62,949 | 0 | 1 | 2 | 2 | 3 | 2 | 0 | 2 | 3 | 0.0000 | 0.3333 | 0.6667 | 0.6667 | 1.0000 | 1.0000 | 0.0000 | 0.6667 | 1.0000 | 5.3333 |
| US-11W | Garland Ave | Independence Ave | Hawkins | 1,682 | B/SUP | \$150 | \$252,300 | 3 | 1 | 3 | 0 | 1 | 2 | 2 | 2 | 0 | 1.0000 | 0.3333 | 1.0000 | | | | | | | |

Prioritized Bikeway Facilities (cont.)

| Road | From | To | County | Linear Feet | Facility Type | Unit Cost (per linear foot) | Estimated Construction Cost | Safety | | Demand | | | | | Equity | | Safety | | Demand | | | | | Equity | | Ranking |
|---|---------------------------|--------------------------|----------------------|-------------|---------------|-----------------------------|-----------------------------|------------|--------------|----------------|--------------|--------------------|---------------------------|------------|-------------------|----------------|------------------------------|--------------------------------|----------------------------------|--------------------------------|--------------------------------------|---|------------------------------|-------------------------------------|----------------------------------|---------|
| | | | | | | | | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | |
| | | | | | | | | ADT Weight | Crash Weight | Schools Weight | Parks Weight | Pop Density Weight | Commercial /Retail Weight | O/D Weight | Low-Income Weight | Transit Weight | ADT Norm. Weighted Criterion | Crash Norm. Weighted Criterion | Schools Norm. Weighted Criterion | Parks Norm. Weighted Criterion | Pop Density Norm. Weighted Criterion | Commercial /Retail Norm. Weighted Criterion | O/D Norm. Weighted Criterion | Low-Income Norm. Weighted Criterion | Transit Norm. Weighted Criterion | |
| | | | | | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | |
| Barton St | Keller St | South Fork Holston River | Sullivan | 525 | B/SUP | \$150 | \$78,727 | 0 | 0 | 1 | 3 | 2 | 0 | 2 | 2 | 0 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.6667 | 0.0000 | 1.0000 | 0.6667 | 0.0000 | 3.6667 |
| Rock Springs Dr | Rock Springs Rd | Blakley Dr | Sullivan | 2,793 | B/PS | \$20 | \$55,866 | 2 | 0 | 0 | 3 | 1 | 0 | 2 | 2 | 0 | 0.6667 | 0.0000 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 1.0000 | 0.6667 | 0.0000 | 3.6667 |
| Main Blvd | Highland Ave | Old Mill Race Rd | Hawkins | 2,709 | B/BL | \$30 | \$495,651 | 1 | 0 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 3.6667 |
| N Central Ave | Grandview St | Main Blvd | Hawkins | 878 | B/PS | \$20 | \$86,083 | 1 | 0 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 3.6667 |
| N Central Ave | Lane St | Grandview St | Hawkins | 3,211 | B/PS | \$20 | \$152,689 | 1 | 0 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 3.6667 |
| Fall Creek Rd | Rose Trace Ct | Hemlock Rd | Sullivan | 17,855 | B/PS | \$20 | \$357,100 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0.3333 | 0.3333 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 3.3333 |
| Lebanon Rd | Fort Henry Dr | Kendrick Creek Rd | Sullivan | 2769.18 | B/PS | \$20 | \$221,208 | 1 | 0 | 3 | 1 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.3333 | 0.3333 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 3.3333 |
| Kendrick Creek Rd | Lebanon Rd | Tri Cities Xing | Sullivan | 11,060 | B/PS | \$20 | \$246,472 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 3.3333 |
| Shared-Use Path | Reedy Creek | Houston Ave | Sullivan | 676 | B/SUP | \$150 | \$640,347 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 3 | 1 | 0.0000 | 0.0000 | 0.6667 | 1.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.3333 | 3.3333 |
| S John B Dennis Hwy | S Wilcox Dr | Lincoln St | Sullivan | 9,023 | B/PS | \$20 | \$180,459 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 2 | 0.0000 | 0.0000 | 0.3333 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 0.6667 | 3.3333 |
| Sullivan Garden Pkwy | Morgan Lane | I-81 | Sullivan | 12,707 | B/PS | \$20 | \$254,140 | 1 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 3.3333 |
| Main Blvd | Old Mill Race Rd | Gray Brothers Store Rd | Hawkins | 868.437 | B/PS | \$20 | \$203,332 | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 3.3333 |
| Carters Valley Rd | North Fork Holston River | Lynn Garden Dr | Sullivan | 10,167 | B/PS | \$20 | \$317,544 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0.6667 | 0.3333 | 0.3333 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.3333 |
| N Central Ave | Carters Valley Rd | Miller Wood Rd | Hawkins | 7,634 | B/PS | \$20 | \$367,832 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 3 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.3333 |
| Shared-Use Path | Cliffside Rd | Fort Henry Dr | Sullivan | 5,514 | B/SUP | \$150 | \$985,941 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 2 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.6667 | 3.3333 |
| Shared-Use Path | Aldi Access Drive | Kingsport Greenbelt | Sullivan | 969 | B/SUP | \$150 | \$145,339 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 1 | 2 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.6667 | 3.3333 |
| Horse Creek Greenway | Riverport Rd | Meadowview Pkwy | Sullivan | 9,955 | B/SUP | \$150 | \$1,493,271 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 2 | 0.0000 | 0.0000 | 0.0000 | 0.6667 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 0.6667 | 3.3333 |
| Ridgefields Rd | Netherland Inn Rd | Riveredge Dr | Sullivan | 661 | B/BL | \$30 | \$19,839 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0.6667 | 0.0000 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 3.0000 |
| N Central Ave | Miller Wood Rd | Lane St | Hawkins | 4,304 | B/PS | \$20 | \$209,832 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.0000 |
| Goshen Valley Rd / Gray Brothers Store Rd | Main Blvd | River Rd | Hawkins | 5,714 | B/PS | \$20 | \$114,281 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.0000 |
| Bristol Hwy / Wadlow Gap Hwy | US-23 | Whitt Dr | Scott | 10,696 | B/PS | \$20 | \$213,914 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 3.0000 |
| Yuma Rd | Frisco Yard Rd | US 23 | Scott | 19,018 | B/PS | \$20 | \$380,366 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.6667 |
| Buttermilk Rd | Old Mill Rd | Shipley Ferry Rd | Sullivan | 9,567 | B/PS | \$20 | \$191,339 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 2.6667 |
| Mill Creek Rd | Twin Hills Dr | Sullivan Garden Pkwy | Sullivan | 3,626 | B/PS | \$20 | \$72,521 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.6667 |
| Shared-Use Path | Lowrance Pl | E Stone Dr | Sullivan | 6,573 | B/SUP | \$150 | \$573,576 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0.3333 | 0.3333 | 0.3333 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 2.6667 |
| Shadowtown Rd | Shipley Ferry Rd | Memorial Blvd | Sullivan | 1,697 | B/PS | \$20 | \$33,943 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 1 | 0 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.3333 |
| Shipley Ferry Rd | Airport Pkwy | Shadowtown Rd | Sullivan | 15,986 | B/PS | \$20 | \$319,712 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 1 | 0 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.3333 |
| SR 75 | Robinwood Rd | Henry Ln | Sullivan | 2,118 | B/PS | \$20 | \$42,367 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.3333 |
| Tri Cities Xing / Snapps Ferry Rd | Kendrick Creek Rd | Rock Springs Rd | Sullivan | 12,324 | B/PS | \$20 | \$126,432 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 2.3333 |
| Sullivan Garden Pkwy | Derby Dr | Murrel Rd | Sullivan | 6,764 | B/SUP | \$150 | \$1,014,560 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0.6667 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.3333 |
| Sullivan Garden Pkwy | S Wilcox Dr | Lone Star Rd | Sullivan | 24,588 | B/PS | \$20 | \$491,762 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.3333 |
| River Rd | Dead End | Goshen Valley Rd | Hawkins | 16,245 | B/PS | \$20 | \$324,900 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.0000 |
| Wadlow Gap Hwy | Bristol Hwy | State Line | Scott | 17,225 | B/PS | \$20 | \$344,504 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.6667 | 0.0000 | 2.0000 |
| Poplar Grove Rd | Blakley Dr | Mill Creek Rd | Sullivan | 9,656 | B/PS | \$20 | \$193,118 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0.3333 | 0.3333 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.6667 | 0.0000 | 2.0000 |
| W Jackson St | Daniel Boone Heritage Hwy | Sue St | Scott | 3,742 | B/PS | \$20 | \$73,437 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.0000 |
| Old Mill Rd | Fall Creek Rd | Childress Ferry Rd | Sullivan | 4,276 | B/SL | \$30 | \$128,288 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 2.0000 |
| Island Rd | Memorial Blvd | Golf Ridge Dr | Sullivan | 5,440 | B/SUP | \$150 | \$816,047 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 1.6667 |
| Sullivan Garden Pkwy | Lone Star Rd | Derby Dr | Sullivan | 5,376 | B/PS | \$20 | \$107,523 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0.6667 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.6667 | 0.0000 | 1.6667 |
| Shipley Ferry Rd | Buttermilk Rd | Airport Pkwy | Sullivan | 9,610 | B/PS | \$20 | \$192,196 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 1.3333 |
| Sullivan Garden Pkwy | Murrel Rd | Morgan Lane | Sullivan, Washington | 6,303 | B/SUP | \$150 | \$945,524 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.6667 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.3333 |
| SR 75 | Henry Ln | Kingsport Hwy | Sullivan | 3,506 | B/PS | \$20 | \$70,127 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 1.3333 |
| Shared-Use Path | US 11 W | Browder Rd | Sullivan | 20,996 | B/SUP | \$150 | \$3,149,400 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 1.3333 |
| SR 75 | Stevenson Hill Rd | Robinwood Rd | Sullivan | 7,913 | B/PS | \$20 | \$158,265 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 |
| Frisco Yard Rd | Yuma Rd | Carters Valley Rd | Scott/Hawkins | 10,508 | B/SL | \$30 | \$315,252 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.6667 |
| Clicktown Rd | Big Elm Rd | Carters Valley Rd | Scott, Hawkins | 11,484 | B/SUP | \$150 | \$1,722,525 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.6667 |
| Apple Orchard Rd | Yuma Rd | Carters Valley Rd | Scott, Hawkins | 18,867 | B/SL | \$30 | \$565,995 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.3333 |
| Netherland Inn Rd | US 11 W | Riverwoods Pl | Hawkins | 3,696 | B/SUP | \$150 | \$554,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Prioritized Sidewalk Facilities

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost | Safety | | Demand | | | | | Equity | | Safety | | Demand | | | | | Equity | | Ranking |
|---------------------------------------|-------------------------------|-------------------------------|----------|-----------|-------------|-----------------------------|------------|--------------|----------------|--------------|--------------------|---------------------------|------------|-------------------|----------------|------------------------------|--------------------------------|----------------------------------|--------------------------------|--------------------------------------|----------------------------------|------------------------------|-------------------------------------|----------------------------------|---------|
| | | | | | | | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | |
| | | | | | | | ADT Weight | Crash Weight | Schools Weight | Parks Weight | Pop Density Weight | Commercial /Retail Weight | O/D Weight | Low-Income Weight | Transit Weight | ADT Norm. Weighted Criterion | Crash Norm. Weighted Criterion | Schools Norm. Weighted Criterion | Parks Norm. Weighted Criterion | Pop Density Norm. Weighted Criterion | /Retail Norm. Weighted Criterion | O/D Norm. Weighted Criterion | Low-Income Norm. Weighted Criterion | Transit Norm. Weighted Criterion | |
| | | | | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Virgil Ave | Wampler St | Lynn Garden Dr | Sullivan | Secondary | 4,254 | \$2,127,000 | 1 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 8.0833 |
| US 11 W | Independence Ave | Venture Park | Hawkins | Primary | 5,901 | \$2,950,500 | 3 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 3 | 1.0000 | 0.3333 | 0.6667 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 7.2500 |
| US 11 W | Donelson Dr | Clinchfield St | Sullivan | Primary | 3,209 | \$1,604,500 | 3 | 2 | 3 | 3 | 1 | 2 | 0 | 3 | 3 | 1.0000 | 0.6667 | 1.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.7500 | 6.9167 |
| US-11W | American Way | New Beason Wells Rd | Sullivan | Primary | 2,032 | \$1,016,000 | 3 | 3 | 1 | 3 | 1 | 2 | 0 | 3 | 4 | 1.0000 | 1.0000 | 0.3333 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 6.8333 |
| Virgil Ave | Fairview Ave | Wampler St | Sullivan | Secondary | 2,537 | \$1,268,500 | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 0.3333 | 0.6667 | 0.6667 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 6.7500 |
| Tranbarger Dr | Virgil Ave | Colfax Ave | Sullivan | Secondary | 4,482 | \$2,241,000 | 1 | 3 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 0.3333 | 1.0000 | 0.6667 | 0.3333 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 6.5833 |
| Sullivan Gardens Pkwy | Rock Springs Dr | Belsay Dr | Sullivan | Primary | 8,315 | \$4,157,500 | 3 | 0 | 3 | 3 | 1 | 2 | 2 | 3 | 0 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 6.5000 |
| Lewis Ln | Bellingham Dr | C.E. Brooks Jr Way | Hawkins | Secondary | 986 | \$493,000 | 1 | 0 | 2 | 3 | 1 | 2 | 2 | 3 | 3 | 0.3333 | 0.0000 | 0.6667 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 6.2500 |
| Netherland Inn Rd | Netherland Ter | W Center St | Sullivan | Primary | 6,389 | \$3,194,500 | 3 | 0 | 1 | 3 | 2 | 2 | 2 | 2 | 1 | 1.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.6667 | 0.2500 | 6.2500 | |
| US 11 W | Deneen Ln | Afton St | Sullivan | Primary | 2,427 | \$1,213,500 | 3 | 2 | 1 | 3 | 1 | 2 | 2 | 0 | 3 | 1.0000 | 0.6667 | 0.3333 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 0.0000 | 0.7500 | 6.2500 |
| US 11 W | Netherland Inn Rd | County Line | Hawkins | Primary | 2,491 | \$1,245,500 | 3 | 0 | 1 | 2 | 1 | 2 | 2 | 3 | 3 | 1.0000 | 0.0000 | 0.3333 | 0.6667 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 6.2500 |
| US 23 N | W Jackson St | Kane St | Scott | Primary | 13,825 | \$6,912,500 | 3 | 0 | 3 | 3 | 1 | 2 | 2 | 2 | 0 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 6.1667 |
| Fairview Ave | Granby Rd | Virgil Ave | Sullivan | Secondary | 1,517 | \$758,500 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 0.3333 | 0.3333 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.7500 | 6.0833 |
| Fort Henry Dr | SR-93 Interchange | Thornton Dr | Sullivan | Primary | 3,282 | \$1,641,000 | 3 | 1 | 1 | 3 | 2 | 2 | 0 | 2 | 3 | 1.0000 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 0.6667 | 0.7500 | 6.0833 |
| University Blvd | Bellingham Dr | US 11 W | Hawkins | Primary | 1,402 | \$701,000 | 1 | 1 | 3 | 3 | 1 | 2 | 0 | 3 | 3 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.7500 | 5.9167 |
| US 11 W | Silver Lake Rd | Independence Ave | Hawkins | Primary | 13,402 | \$6,701,000 | 3 | 1 | 3 | 1 | 1 | 2 | 2 | 2 | 0 | 1.0000 | 0.3333 | 1.0000 | 0.3333 | 0.5000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 5.8333 |
| US 23 N | Kane St | Wadlow Gap Hwy | Scott | Primary | 5,706 | \$2,853,000 | 3 | 0 | 3 | 2 | 1 | 2 | 2 | 2 | 0 | 1.0000 | 0.0000 | 1.0000 | 0.6667 | 0.5000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 5.8333 |
| Fort Henry Dr | Hemlock Rd | I-81 | Sullivan | Primary | 7,314 | \$3,657,000 | 3 | 3 | 2 | 1 | 2 | 2 | 0 | 1 | 1 | 1.0000 | 1.0000 | 0.6667 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 0.3333 | 0.2500 | 5.5833 |
| Bloomingtondale Rd / Bloomingdale Pke | Wadlow Gap Hwy | Larry Neil Way | Sullivan | Primary | 14,585 | \$7,292,500 | 0 | 0 | 3 | 3 | 2 | 2 | 2 | 0 | 3 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 0.7500 | 5.7500 |
| New Beason Well Rd | Tate Dr | Sussex Dr | Sullivan | Primary | 6,611 | \$3,305,500 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 0 | 0.3333 | 0.6667 | 0.6667 | 0.3333 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 5.5000 |
| US 11 W | County Line | Deneen Ln | Sullivan | Primary | 4,608 | \$2,304,000 | 3 | 3 | 0 | 3 | 0 | 2 | 2 | 0 | 2 | 1.0000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 1.0000 | 0.0000 | 0.5000 | 5.5000 |
| Sullivan Gardens Pkwy | Rock Springs Dr | Lone Star Rd | Sullivan | Primary | 3,594 | \$1,797,000 | 3 | 1 | 3 | 1 | 1 | 2 | 2 | 1 | 0 | 1.0000 | 0.3333 | 1.0000 | 0.3333 | 0.5000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 5.5000 |
| Lewis Ln | Ferndale Ln | Bellingham Dr | Hawkins | Secondary | 1,438 | \$719,000 | 0 | 0 | 2 | 3 | 1 | 2 | 2 | 2 | 2 | 0.0000 | 0.0000 | 0.6667 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 0.6667 | 0.5000 | 5.3334 |
| Sullivan Gardens Pkwy | Belsay Dr | I-26 | Sullivan | Primary | 4,497 | \$2,248,500 | 3 | 2 | 0 | 2 | 0 | 2 | 2 | 3 | 0 | 1.0000 | 0.6667 | 0.0000 | 0.6667 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 5.3333 |
| Fort Henry Dr | Thornton Dr | Ft Patrick Dam Maintenance Rd | Sullivan | Primary | 4,109 | \$2,054,500 | 3 | 1 | 0 | 3 | 1 | 2 | 0 | 2 | 3 | 1.0000 | 0.3333 | 0.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.7500 | 5.2500 |
| Jackson St | Red Hill Rd | Old Nickelsville Rd | Scott | Primary | 3,473 | \$1,736,500 | 2 | 0 | 2 | 3 | 1 | 2 | 2 | 1 | 0 | 0.6667 | 0.0000 | 0.6667 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 5.1667 |
| University Blvd | Wellington Blvd | Bellingham Dr | Hawkins | Primary | 1,224 | \$612,000 | 1 | 0 | 3 | 3 | 1 | 2 | 0 | 3 | 1 | 0.3333 | 0.0000 | 1.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.2500 | 5.0833 |
| Gravelly Rd | Lynn Garden Dr | Ridgecrest Ave | Sullivan | Secondary | 2,689 | \$1,344,500 | 1 | 1 | 3 | 3 | 1 | 2 | 0 | 1 | 2 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.5000 | 5.0000 |
| Fort Henry Dr | Ft Patrick Dam Maintenance Rd | VFW Rd | Sullivan | Primary | 2,722 | \$1,361,000 | 3 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 3 | 1.0000 | 0.0000 | 0.0000 | 0.6667 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.7500 | 4.9167 |
| Independence Ave | Meadow Springs Ln | US 11 W | Hawkins | Primary | 2,209 | \$1,104,500 | 1 | 0 | 2 | 1 | 1 | 2 | 2 | 3 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.3333 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 4.8333 |
| Reservoir Rd | Willowbrook Trce | New Moore Rd | Sullivan | Primary | 3,178 | \$1,588,885 | 1 | 0 | 0 | 3 | 1 | 2 | 2 | 3 | 0 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.5000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 4.8333 |
| Virgil Ave | Union St | Fairview Ave | Sullivan | Secondary | 2,640 | \$1,320,000 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 3 | 3 | 0.0000 | 0.3333 | 0.3333 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 1.0000 | 0.7500 | 4.7500 |
| US 11 W | Afg Rd | Tipton Ave | Hawkins | Primary | 6,880 | \$3,44,4 | | | | | | | | | | | | | | | | | | | |

Prioritized Sidewalk Facilities (cont.)

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost | Safety | | Demand | | | | | Equity | | Safety | | Demand | | | | | Equity | | Ranking |
|---------------------|------------------------|-----------------------|----------|-----------|-------------|-----------------------------|------------|--------------|----------------|--------------|--------------------|---------------------------|------------|-------------------|----------------|------------------------------|--------------------------------|----------------------------------|--------------------------------|--------------------------------------|----------------------------------|------------------------------|-------------------------------------|----------------------------------|---------|
| | | | | | | | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | |
| | | | | | | | ADT Weight | Crash Weight | Schools Weight | Parks Weight | Pop Density Weight | Commercial /Retail Weight | O/D Weight | Low-Income Weight | Transit Weight | ADT Norm. Weighted Criterion | Crash Norm. Weighted Criterion | Schools Norm. Weighted Criterion | Parks Norm. Weighted Criterion | Pop Density Norm. Weighted Criterion | /Retail Norm. Weighted Criterion | O/D Norm. Weighted Criterion | Low-Income Norm. Weighted Criterion | Transit Norm. Weighted Criterion | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kingsport Press Rd | US 11 W | Business Rd | Hawkins | Secondary | 3,227 | \$1,613,500 | 1 | 0 | 3 | 0 | 0 | 2 | 2 | 2 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 4.0000 |
| Wadlow Gap Hwy | US 23 S | Bristol Hwy | Scott | Primary | 1,410 | \$705,000 | 3 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 4.0000 |
| Fort Henry Dr | Wesley Rd | Fort Henry Dr | Sullivan | Primary | 1,648 | \$412,000 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 1.0000 | 0.0000 | 0.0000 | 0.6667 | 0.5000 | 0.0000 | 0.0000 | 1.0000 | 0.7500 | 3.9167 |
| Thornton Dr | Red Bud Dr | Atoka Cir | Sullivan | Secondary | 1,111 | \$555,500 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 2 | 3 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.7500 | 3.9167 |
| Lebanon Rd | Fort Henry Dr | Grove Dr | Sullivan | Primary | 2,823 | \$1,411,500 | 1 | 1 | 3 | 1 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.3333 | 1.0000 | 0.3333 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 3.8333 |
| Glen Alpine Rd | Princeton Rd | Sullivan Gardens Dr | Sullivan | Secondary | 1,491 | \$745,500 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 3 | 0 | 0.0000 | 0.0000 | 0.6667 | 0.6667 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.8333 |
| Gravelly Rd | Ridgecrest Ave | Kincaid St | Sullivan | Secondary | 1,838 | \$919,000 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 3 | 0 | 0.3333 | 0.3333 | 1.0000 | 0.6667 | 0.5000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 3.8333 |
| Manville Rd | Burnt Cabin Branch Dr | W Jackson St | Scott | Secondary | 3,504 | \$1,752,000 | 1 | 0 | 2 | 2 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.6667 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.8333 |
| Rock Springs Dr | Poplar Grove Rd | Cox Hollow Rd | Sullivan | Primary | 2,795 | \$1,397,500 | 2 | 0 | 0 | 3 | 1 | 0 | 2 | 2 | 0 | 0.6667 | 0.0000 | 0.0000 | 1.0000 | 0.5000 | 0.0000 | 1.0000 | 0.6667 | 0.0000 | 3.8333 |
| US 11 W | Garland Ave | Silver Lake Rd | Hawkins | Primary | 4,434 | \$2,217,000 | 3 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.8333 |
| US 11 W | New Canton Rd | Goshen Valley Rd | Hawkins | Primary | 10,307 | \$5,153,500 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.8333 |
| W Main Blvd | Grey Brothers Store Rd | S Central Ave | Hawkins | Primary | 1,640 | \$820,000 | 1 | 0 | 3 | 0 | 1 | 2 | 2 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.5000 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 3.8333 |
| Walnut St | Independence Ave | Residential House | Hawkins | Secondary | 424 | \$212,000 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.3333 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.8333 |
| Wilcox Dr | Meadowview Pwky | John B Dennis Hwy | Sullivan | Primary | 2,016 | \$1,008,000 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 1.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 0.5000 | 3.8333 |
| Netherland Inn Rd | County Line | Neterland Ter | Sullivan | Primary | 4,158 | \$2,079,000 | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 1 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.5000 | 1.0000 | 0.0000 | 0.0000 | 0.2500 | 3.7500 |
| S Wilcox Dr | Wilcox Dr | John B Dennis Hwy | Sullivan | Primary | 2,329 | \$1,164,500 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 3 | 0.6667 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 0.7500 | 3.7500 |
| Airport Pkwy | Harry Steadman Dr | SR-75 | Sullivan | Primary | 2,676 | \$1,338,000 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0.6667 | 0.0000 | 0.6667 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 3.6667 |
| Moreland Dr | Rock Springs Rd | Fort Henry Dr | Sullivan | Primary | 7,790 | \$3,895,000 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0.6667 | 0.3333 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.5000 | 3.6667 |
| New Moore Rd | Princeton Rd | Sullivan Gardens Pwky | Sullivan | Secondary | 763 | \$381,500 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 3 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 1.0000 | 1.0000 | 0.0000 | 3.6667 |
| Carters Valley Rd | Independence Ave | McCracken Ln | Hawkins | Primary | 4,986 | \$2,493,000 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 0.5000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 3.5000 |
| Fort Henry Dr | VFW Rd | Moreland Dr | Sullivan | Primary | 1,983 | \$991,500 | 3 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 1.0000 | 0.3333 | 0.3333 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.5000 | 3.5000 |
| Independence Ave | Tranbarger Rd | Walnut St | Hawkins | Primary | 3,163 | \$1,581,500 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.3333 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.5000 |
| US 11 W | Goshen Valley Rd | Garland Ave | Hawkins | Primary | 6,564 | \$3,282,000 | 3 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 3.5000 |
| US 11 W | New Beason Well Rd | Arcadia Dr | Sullivan | Primary | 13,110 | \$6,555,000 | 3 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1.0000 | 0.3333 | 0.0000 | 0.3333 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 3.5000 |
| E Main Blvd | Old Stage Rd | Silver Lake Rd | Hawkins | Primary | 3,931 | \$1,965,500 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.5000 |
| Forest View Rd | Myron St | Bloomingdale Rd | Sullivan | Secondary | 1,291 | \$645,500 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.5000 |
| W Carters Valley Rd | Harrison Ave | Tenneva St | Sullivan | Primary | 1,617 | \$808,500 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0.6667 | 0.3333 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.5000 |
| Essex Dr | North of Sheffield St | Beechnut Dr | Sullivan | Secondary | 1,423 | \$711,500 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 1 | 0.3333 | 0.0000 | 0.3333 | 0.6667 | 0.5000 | 0.0000 | 1.0000 | 0.3333 | 0.2500 | 3.4167 |
| Airport Pkwy | Centenary Rd | Harry Steadman Dr | Sullivan | Primary | 4,641 | \$2,320,500 | 2 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0.6667 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 3.3333 |
| US 11 W | Crown Cir | Ollis Bowers Hill Rd | Sullivan | Primary | 5,889 | \$2,944,500 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.3333 | 0.0000 | 3.3333 |
| Elm Springs Rd | Rogan St | Holliston Mills Rd | Hawkins | Secondary | 1,552 | \$776,000 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 0.0000 | 0.0000 | 0.6667 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.6667 | 0.0000 | 3.3333 |
| Harbor Chapel Rd | Memorial Blvd | Skyland Dr | Sullivan | Primary | 1,045 | \$522,500 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 3.3333 |
| Lane St | Old Union Rd | N Central Ave | Hawkins | Primary | 2,885 | \$1,442,500 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 3 | 0 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 3.3333 |
| Moreland Dr | John B Dennis Hwy | Pong Springs Rd | Sullivan | Primary | 4,254 | \$2,127,000 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | | | | | | | | | | | | |

Prioritized Sidewalk Facilities (cont.)

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost | Safety | | Demand | | | | | Equity | | Safety | | Demand | | | | | Equity | | Ranking |
|------------------------|-----------------------|------------------------|----------|-----------|-------------|-----------------------------|------------|--------------|----------------|--------------|--------------------|---------------------------|------------|-------------------|----------------|------------------------------|--------------------------------|----------------------------------|--------------------------------|--------------------------------------|----------------------------------|------------------------------|-------------------------------------|----------------------------------|---------|
| | | | | | | | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | |
| | | | | | | | ADT Weight | Crash Weight | Schools Weight | Parks Weight | Pop Density Weight | Commercial /Retail Weight | O/D Weight | Low-Income Weight | Transit Weight | ADT Norm. Weighted Criterion | Crash Norm. Weighted Criterion | Schools Norm. Weighted Criterion | Parks Norm. Weighted Criterion | Pop Density Norm. Weighted Criterion | /Retail Norm. Weighted Criterion | O/D Norm. Weighted Criterion | Low-Income Norm. Weighted Criterion | Transit Norm. Weighted Criterion | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Old Stage Rd | Deerfield Cir | E Main Blvd | Hawkins | Primary | 400 | \$200,000 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 0.0000 | 1.0000 | 0.6667 | 0.0000 | 2.8333 |
| Old Stage Rd | Silver Lake Rd | Carolyn Ave | Hawkins | Secondary | 2,444 | \$1,222,000 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.8333 |
| W Main Blvd | W Main Blvd | Chickasaw Cir | Hawkins | Secondary | 2,135 | \$1,067,500 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 2.8333 |
| Eastern Star Rd | Fordtown Rd | Mitchell Rd | Sullivan | Secondary | 3,653 | \$1,826,500 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 1.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.6667 |
| Fall Creek Rd | Steep Hill Rd | Emory Church Rd | Sullivan | Primary | 3,318 | \$1,659,000 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 2.5000 |
| Grey Brothers Store Rd | W Main Blvd | US 11 W | Hawkins | Primary | 1,153 | \$576,500 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.5000 |
| Harr Town Rd | Highridge Dr | Memorial Blvd | Sullivan | Secondary | 5,786 | \$2,893,000 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.5000 |
| Independence Ave | Walnut St | Meadow Springs Ln | Hawkins | Primary | 2,253 | \$1,126,500 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.3333 | 0.5000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 2.5000 |
| Lone Star Rd | Potato Hill Rd | Sullivan Gardens Pwky | Sullivan | Primary | 2,960 | \$1,480,000 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 2.5000 |
| Montgomery Ave | Cedar St | Beech St | Hawkins | Secondary | 1,891 | \$945,500 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.5000 |
| N Holston River Dr | Brentwood Dr | Granby Rd | Sullivan | Secondary | 8,628 | \$4,314,000 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.3333 | 0.5000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 2.5000 |
| Old Stage Rd | Carolyn Ave | Montgomery Ave | Hawkins | Secondary | 2,826 | \$1,413,000 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.5000 |
| S Central Ave | Hamilton St | Silver Lake Rd | Hawkins | Secondary | 2,707 | \$1,353,500 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.5000 |
| S Central Ave | US 11 W | Hamilton St | Hawkins | Secondary | 1,954 | \$977,000 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.5000 |
| Silver Lake Rd | Linville St | Riverview Dr | Hawkins | Secondary | 2,724 | \$1,362,000 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.5000 |
| Silver Lake Rd | Ordnance Dr | Linville St | Hawkins | Secondary | 2,060 | \$1,030,000 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.5000 |
| Silver Lake Rd | US 11 W | Ordnance Dr | Hawkins | Secondary | 744 | \$372,000 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.5000 |
| W Jackson St | US 23 N | Park St | Scott | Primary | 5,689 | \$2,844,500 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.5000 |
| W Main Blvd | Old Union Rd | Grey Brothers Store Rd | Hawkins | Secondary | 2,989 | \$1,494,500 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.5000 |
| N John B Dennis Hwy | Bloomingsdale Rd | Pavilion Dr | Sullivan | Primary | 11,239 | \$5,619,500 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.5000 |
| Airport Pkwy | I-81 | Shipley Ferry Rd | Sullivan | Primary | 2,319 | \$1,159,500 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0.6667 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.3333 |
| Airport Pkwy | Shipley Ferry Rd | Centenary Rd | Sullivan | Primary | 2,798 | \$1,399,000 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0.6667 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.3333 |
| US 11 W | Arcadia Dr | Crown Cir | Sullivan | Primary | 3,567 | \$1,783,500 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.3333 | 0.0000 | 2.3333 |
| Fordtown Rd | Breckenridge Trce | Lebanon Rd | Sullivan | Primary | 2,665 | \$1,332,500 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.3333 |
| Fordtown Rd | Kendrick Creek Rd | Breckenridge Trce | Sullivan | Primary | 3,444 | \$1,722,000 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.3333 |
| Lebanon Rd | Grove Dr | Chesterfield Dr | Sullivan | Primary | 3,549 | \$1,774,500 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 1.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 2.3333 |
| Mill Creek Rd | Sullivan Gardens Pkwy | Twin Hills Dr | Sullivan | Primary | 3,527 | \$1,763,500 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.6667 | 0.0000 | 2.3333 |
| Reservoir Rd | Bays Mountain Park Rd | Glen Alpine Rd | Sullivan | Primary | 5,109 | \$2,554,500 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 2.3333 |
| Reservoir Rd | Hood Rd | Bays Mountain Park Rd | Sullivan | Primary | 4,794 | \$2,397,000 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0.0000 | 0.0000 | 0.3333 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 2.3333 |
| Reservoir Rd | Hood Rd | Willowbrook Trce | Sullivan | Primary | 3,397 | \$1,698,500 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 1.0000 | 0.0000 | 2.3333 |
| Colonial Heights Rd | Hemlock Rd | Warrior Dr | Sullivan | Primary | 3,758 | \$1,879,000 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.3333 | 0.5000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 2.1667 |
| Cooks Valley Rd | Emory Church Rd | Palomino Dr | Sullivan | Primary | 5,718 | \$2,859,000 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 0.5000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 2.1667 |
| Emory Church Rd | Lake Park Dr | Fall Creek Rd | Sullivan | Primary | 2,703 | \$1,351,500 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 1.0000 | 0.3333 | 0.0000 | 2.1667 |
| Independence Ave | Carters Valley Rd | Redwood St | Hawkins | Primary | 5,088 | \$2,544,000 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0.3333 | | | | | | | | | |

Prioritized Sidewalk Facilities (cont.)

| Road | From | To | County | Network | Linear Feet | Estimated Construction Cost | Safety | | Demand | | | | | Equity | | Safety | | Demand | | | | | Equity | | Ranking |
|-----------------------|---------------------|------------------|----------|-----------|-------------|-----------------------------|------------|--------------|----------------|--------------|--------------------|---------------------------|------------|-------------------|----------------|------------------------------|--------------------------------|----------------------------------|--------------------------------|--------------------------------------|----------------------------------|------------------------------|-------------------------------------|----------------------------------|---------|
| | | | | | | | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | ADT | Crash | Schools | Parks | Pop Density | Commercial /Retail | O/D | Low-Income | Transit | |
| | | | | | | | ADT Weight | Crash Weight | Schools Weight | Parks Weight | Pop Density Weight | Commercial /Retail Weight | O/D Weight | Low-Income Weight | Transit Weight | ADT Norm. Weighted Criterion | Crash Norm. Weighted Criterion | Schools Norm. Weighted Criterion | Parks Norm. Weighted Criterion | Pop Density Norm. Weighted Criterion | /Retail Norm. Weighted Criterion | O/D Norm. Weighted Criterion | Low-Income Norm. Weighted Criterion | Transit Norm. Weighted Criterion | |
| | | | | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | |
| Lone Star Rd | Stardust Rd | Potato Hill Rd | Sullivan | Primary | 3,969 | \$1,984,500 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.5000 |
| Yuma Rd | Warm Springs Rd | US 23 | Scott | Secondary | 1,343 | \$335,750 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.5000 |
| Eastern Star Rd | Mitchell Rd | I-26 On-Ramp | Sullivan | Secondary | 1,284 | \$642,000 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 1.3333 |
| Fall Creek Rd | Park Ridge Ct | Hemlock Rd | Sullivan | Primary | 5,493 | \$2,746,500 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.3333 |
| Fordtown Rd | Deck St | Fondulac Dr | Sullivan | Primary | 3,531 | \$1,765,500 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.6667 | 1.3333 |
| Jackson St | Old Nickelsville Rd | Shotgun Dr | Scott | Primary | 3,286 | \$1,643,000 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.3333 |
| Poplar Grove Rd | Twin Hills Dr | Bell Hollow Rd | Sullivan | Primary | 4,282 | \$2,141,000 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.6667 | 0.0000 | 1.3333 |
| Twin Hills Dr | Mill Creek Rd | Poplar Grove Rd | Sullivan | Primary | 734 | \$367,000 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.6667 | 0.0000 | 1.3333 |
| W Main Blvd | US 11 W | W Main Blvd | Hawkins | Secondary | 1,927 | \$963,500 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 | 0.0000 | 1.3333 |
| Carters Valley Rd | Mt pleasant Rd | Independence Ave | Hawkins | Primary | 5,346 | \$2,673,000 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.1667 |
| E Carters Valley Rd | Carters Valley Gdns | State Line | Sullivan | Secondary | 818 | \$409,000 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.1667 |
| Fall Creek Rd | Pettyjohn Rd | Steep Hill Rd | Sullivan | Primary | 3,006 | \$1,503,000 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.1667 |
| Hemlock Rd | Colonial Heights Rd | Fall Creek Rd | Sullivan | Primary | 624 | \$312,000 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.3333 | 0.5000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.1667 |
| Independence Ave | Redwood St | Tranbarger Rd | Hawkins | Primary | 4,283 | \$2,141,500 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.1667 |
| Lebanon Rd | Sandridge Dr | Fordtown Rd | Sullivan | Primary | 1,316 | \$658,000 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.6667 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 1.0000 |
| Veterans Memorial Hwy | Golf Course Rd | Jackson St | Scott | Primary | 6,469 | \$3,234,500 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0.3333 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 1.0000 |
| Cooks Valley Rd | Harbor Springs Rd | Harbor Chapel Rd | Sullivan | Primary | 1,731 | \$865,500 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.8333 |
| Cooks Valley Rd | Memorial Blvd | Emory Church Rd | Sullivan | Primary | 3,902 | \$1,951,000 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.8333 |
| Emory Church Rd | Cedar Branch Rd | Lake Park Dr | Sullivan | Primary | 2,016 | \$1,008,000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.8333 |
| Emory Church Rd | Pettyjohn Rd | Cedar Branch Rd | Sullivan | Primary | 2,664 | \$1,332,000 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.8333 |
| Fall Creek Rd | Warrior Falls Dr | Park Ridge Ct | Sullivan | Primary | 2,557 | \$1,278,500 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.3333 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.6667 |
| Reservoir Rd | Glen Alpine Rd | Lone Star Rd | Sullivan | Primary | 8,777 | \$4,388,500 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.0000 | 0.0000 | 0.3333 | 0.0000 | 0.6667 |
| Emory Church Rd | Cooks Valley Rd | Pettyjohn Rd | Sullivan | Primary | 1,681 | \$840,500 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.5000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.5000 |
| May Ave | High Point Ave | Lynn Garden Dr | Sullivan | Secondary | 171 | \$85,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

