

Kingsport Greenbelt – West End



City of Kingsport Tennessee



FY2016 TRANSPORTATION ALTERNATIVES

APPLICATION (October 29, 2015)

TDOT - Transportation Alternatives Office
Suite 600 James K. Polk Building, 505 Deaderick Street
Nashville, Tennessee 37243-0341
Phone: 615-741-5314 Fax: 615-741-9673



FY2016

TRANSPORTATION ALTERNATIVES APPLICATION

Check box if this application is a re-submittal of a previously non-awarded application. Provide the year of last submission: _____

FOR TDOT USE ONLY
Do Not Write In This Box

- Eligible Applicant: ___ Yes ___ No
- Eligible Project: ___ Yes ___ No
- Adequate Scope: ___ Yes ___ No
- Adequate Map: ___ Yes ___ No
- Adequate Funding: ___ Yes ___ No
- TDOT Budget Template: ___ Yes ___ No
- TDOT Line Item Nos.: ___ Yes ___ No
- Public Involvement: ___ Yes ___ No
- Signed Application: ___ Yes ___ No

TDOT Approval _____ Date _____

Project Title: Kingsport Greenbelt – West End Extension	
Priority Ranking (If multiple applications submitted by applicant): 1	
Project County: Hawkins County	
Physical Project Address including 9-digit zip (not the address of applicant): 200 Bays Cove Trail, Kingsport, TN 37660-4237	
Current Applicant Population: 51,274	Applicant DUNS Number: 079027579

1. Total Construction Costs (100%): (excluding preliminary engineering/design and right-of-way expenses)	\$459,285.00
2. FEDERAL CONSTRUCTION FUNDS REQUESTED: (Maximum 80% of number 1)	\$367,428.00
3. Local Cash Match of Construction Funds: (Minimum 20% of number 1)	\$91,857.00

If the application is ultimately selected for funding, please provide both an appropriate outdoor and indoor location from which to formally announce and award the project. These locations must have a physical address and provide suitable parking and accessibility for the public.

Outdoor Location Name & Address: Front Steps – Alandale Mansion, 4444 West Stone Drive (SR 1 / U.S. 11-W)
Indoor Location Name & Address: Inside – Alandale Mansion, 4444 West Stone Drive (SR 1 / U.S. 11-W)

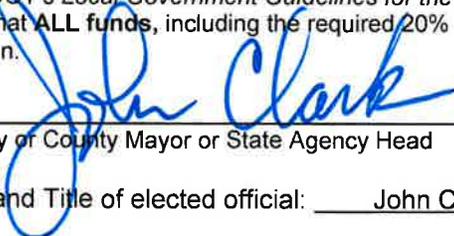
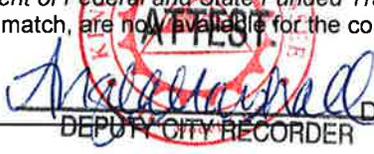
Name of City/County or State Agency Applicant: **City of Kingsport, Tennessee**

Address: **225 West Center Street, Kingsport, TN 37660**

Local Government Contact Name, Title, Phone Number and E-mail Address:
William A. Albright, Transportation Planning Manager, (423) 224-2677, billalbright@kingsporttn.gov

Other Applicable Contact Name, Title, Company, Phone Number and E-mail Address:
Kitty Frazier, Director-Parks & Recreation, City of Kingsport, TN, (423) 229-9408, KittyFrazier@KingsportTN.gov

I hereby certify that, to the best of my knowledge, the information submitted with this application is accurate, all rules & regulations contained in TDOT's Local Government Guidelines for the Management of Federal and State Funded Transportation Projects will be followed & that ALL funds, including the required 20% local cash match, are now available for the completion of the project as described herein.

Signature:  Date 10/28/15
City or County Mayor or State Agency Head  DEPUTY CITY RECORDER

Printed Name and Title of elected official: John Clark, Mayor - City of Kingsport, Tennessee

THE HIGHEST ELECTED OFFICIAL OF THE LOCAL GOVERNMENTAL AGENCY MUST SIGN THIS APPLICATION

SECTION 1: TRANSPORTATION ALTERNATIVES ACTIVITIES

Check only those that apply. Explanations of each activity can be found on page 4 of the instruction booklet.

<input checked="" type="checkbox"/>	<p>Pedestrian and Bicycle Facilities</p> <p>All facilities must be hard-surfaced, ADA compliant and provide adequate linear connectivity. Multi-modal facilities must be a minimum of 10-feet wide. TA funds can be used for sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; pedestrian safety/traffic calming; off-road trails; bike and pedestrian bridges and underpasses and ADA compliance. Funding may not be used for spot improvements, repairs or maintenance</p>	<input type="checkbox"/>	<p>Historic Preservation & Rehab of Historic Transportation Facilities</p> <p>Preservation of buildings and facades in historical districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites. Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals</p> <p style="color: red;">All applications are subject to State Historic Preservation Office review and approval</p>
<input type="checkbox"/>	<p>Safe Routes for Non-Drivers</p> <p>Access and accommodation for children, older adults and individuals with disabilities</p>	<input type="checkbox"/>	<p>Vegetation Management</p> <p>Improvement of roadway safety; prevention of invasive species; providing erosion control</p>
<input type="checkbox"/>	<p>Conversion of Abandoned Railway Corridors to Trails</p> <p>Acquisition of railroad rights-of-way; planning, design and construction of multi-use hard-surfaced, ADA accessible trails and rail-with-trail projects</p>	<input type="checkbox"/>	<p>Archaeological Activities</p> <p>Projects related to impacts from implementation of current highway construction projects</p>
<input type="checkbox"/>	<p>Scenic Turnouts and Overlooks</p> <p>Construction of scenic turnouts, overlooks and viewing areas</p>	<input type="checkbox"/>	<p>Stormwater Mitigation</p> <p>Pollution prevention and abatement activities to address stormwater management; water pollution prevention related to highway construction or due to highway runoff</p>
<input type="checkbox"/>	<p>Outdoor Advertising Management</p> <p>Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintain an inventory and control database and hiring of outside legal counsel</p>	<input type="checkbox"/>	<p>Wildlife Management</p> <p>Reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial and aquatic habitats</p>

SECTION 2: PROJECT DESCRIPTION INCLUDING PURPOSE AND NEED

PROJECT DESCRIPTION:

Kingsport Greenbelt – “West End”

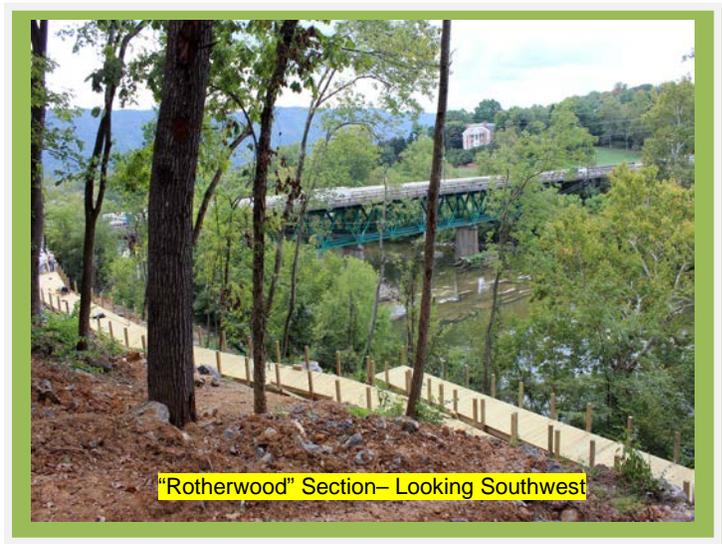
Following federal and state rules and regulations, the City of Kingsport (applicant) is proposing to construct a new section of the Kingsport Greenbelt, extending it from the current terminus in Hawkins County near the North Fork – Holston River to a point westward in front of the old National Guard Armory site on State Route 1 / U.S. 11-W (Map A). It is important to note that the project will pick up where the recently completed “Rotherwood” section ends at the trailhead on Rotherwood Drive. The “Rotherwood” section, in turn, is



also a continuation of the existing riverfront park section, which begins underneath the North Fork Bridge and works its way past the Rotherwood Mansion along the south side of Netherland Inn Road. Thus, the new “West End” section will extend the existing greenbelt further into Hawkins County, where it will terminate at the signalized intersection of State Route 1 (U.S. 11-W) and Lewis lane. It will provide an important link with the area’s motorized and non-motorized transportation system on the west end

of Kingsport, tying in with Stone Drive, Netherland Inn Road, and several local collector streets. Extending the Greenbelt westward also adds an attractive feature to Hawkins County and the City of Kingsport in terms of residential growth and quality of life. It offers a connection with several businesses and retail establishments, enhancing the value and accessibility of these sites as well.

The “West End” section will consist of a 10-foot wide concrete (or asphalt) pathway constructed primarily within the Netherland Inn Road (City) right-of-way, crossing east to west at Rotherwood Drive, Cannongate Drive, and Bays Cove Trail (Map A). Note the public right-of-way along this route is fairly wide and should accommodate most, if not all, of the entire project. Each crossing will be marked using MUTCD guidelines and include ADA ramps where needed to transition back to the 10 foot pathway. This section will terminate at the intersection with the Armory’s driveway and State Route 1 (West Stone Drive).



Greenbelt West End Extension



Michelle Bradburn
MTPO Project 50689



West Stone Drive Trailhead Parking



Netherland Inn/Bays Cove Trail Intersection



Netherland Inn/Canongate Road Intersection



Netherland Inn/Rotherwood Drive Termini

Map A. Kingsport Greenbelt – “West End” Project Alignment

Although preliminary review of the project site indicates there will not be any issues, adjustments in drainage features and slope requirements will be included, as needed. In addition, a “trailhead” will be established that includes parking located next to the intersection of Netherland Inn Road with the old National Guard Armory driveway and within the right-of-way, which is wide and has ample room at this location. The project length is approximately 2,930 feet.



“West End” Project and Surrounding Land Use

Citizens living and traveling within eastern Hawkins County will now have a more visible and convenient connection point for accessing the Kingsport Greenbelt. The terminus at Lewis Lane provides excellent trailhead ingress and egress and, with future traffic signal and crossing upgrades, accessing schools, shopping, restaurants, and service areas will be safer. Going eastward, the project will also offer a better transition to the existing Greenbelt and adjacent riverfront historic areas across the north fork Holston River. Alandale Mansion, Rotherwood Mansion, nearby neighborhoods, transit routes, bike routes, adjacent sidewalks, and parking areas all become multimodal connections by way of the proposed “West End” section (Map B).

PURPOSE AND NEED:

History and Previous Efforts

Over the past 25 years the City of Kingsport has been incrementally building sections of the Kingsport “Greenbelt”. The original section was built along the South Fork of the Holston River and within the riverfront park area, beginning at the confluence of the south and north forks eastward to a point 1.5 miles upstream and near the old Cherokee Icehouse. This section still exists today and was recently linked with other sections by way of new construction on either end (“Rotherwood” to the west and “Section 3” to the east).



Local funds (only) were used for the riverfront park section, as the federal Enhancement program (now “Transportation Alternative”) was not in existence in these early days. Beginning in the 1980’s the vision of the City was to develop the Greenbelt primarily eastward until it reached basically the City limits near Cleek Road and the Exchange Place historic site. Expanding westward into Hawkins County would come at a later date. A master plan was drafted by Hal Spoden, well-known architect, historian, and civic leader.



The first application submitted to TDOT for an “Enhancement” grant was in 1992 and included a copy of “Mr. Spoden’s” master plan. Through the dedicated efforts of Spoden and Wilson, the City of Kingsport’s Greenbelt Committee, City Staff, the Kingsport MTPO, and TDOT Staff in Nashville, numerous federal grants have since been awarded, allowing the City to fill in the gaps. The trunk line is now almost complete, extending the Greenbelt over 8 miles ! The grant application that is now being submitted will help construct the west end section that links back to State Route 1 (US 11-W), recently honored as the first state road in Tennessee, and also a part of the “state bikeway system”.

Transportation Alternative

Many greenways are found within city and county areas that meander through undeveloped properties. They do not have termini (and trailheads) that directly serve nearby populations and they sometimes do not provide efficient routing to or from strategic destinations, i.e. government centers, hospitals, commercial/ shopping areas, service areas (offices, banks, professional centers), and schools. However, Kingsport's Greenbelt bisects almost the entire city, running directly adjacent to, and easily accessible from, densely populated areas. The proposed "West End" project will enhance this feature even more by providing quick access to and from the heavily populated neighborhoods in this portion of Kingsport and Hawkins County, while providing an all-important link to the existing greenbelt and the adjacent highway system. Additionally, because the entire Greenbelt, including the proposed West End segment, runs parallel and within a quarter mile to State Route 1 (Stone Drive), the project also provides the final "missing link" in completing an alternative transportation route through almost all of Kingsport, potentially diverting vehicular traffic from an already congested highway. The entire West Stone Drive to East Stone Drive route will now be complete, from the old Armory site to Cleek Road (Map C).

Not only will it offer a different traveling environment, but the west end section will provide a connection to the riverfront area, to downtown, to Eastman and Domtar Paper, other state routes, several schools, Holston Valley Hospital (the Greenbelt runs directly behind the

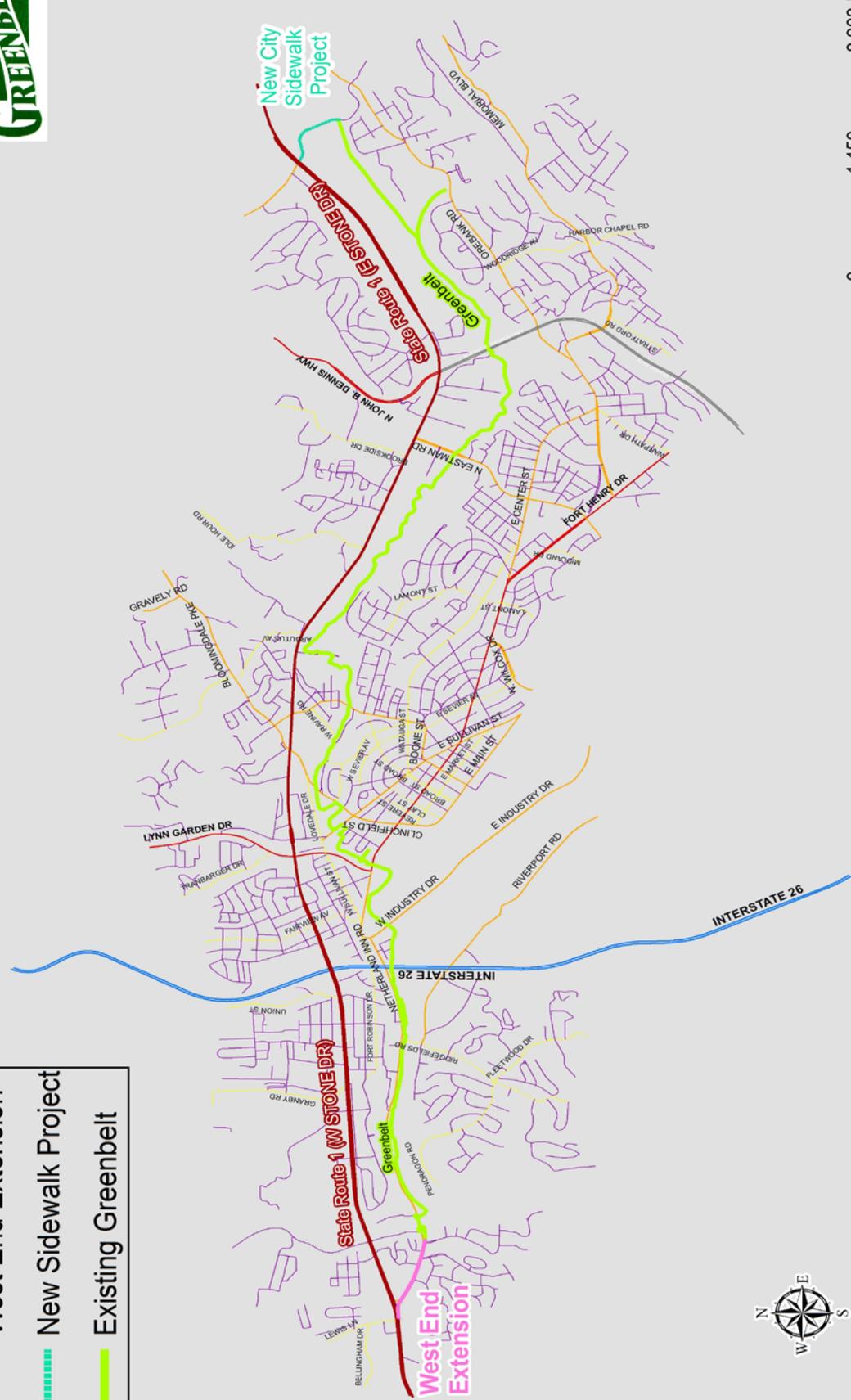


parking garage), Eastman Road shopping / restaurant complex, the Boys and Girls Club facilities, two elderly retirement complexes, four low income neighborhoods (Cloud Apts, Cherokee Village, Gibson Town, Fort Robinson) and numerous other neighborhoods. Almost all of these have tributary pathways (some paved, some gravel) directly tied to the Greenbelt. In essence, if you reside in a nearby neighborhood there is no need to get in an automobile because, by bicycle or by foot, you are within 10 minutes of the Greenbelt and numerous destinations. The West End project will connect to the existing tributaries, providing access to dozens of neighborhoods, numerous schools, hospital campuses, office/business areas, and commercial/shopping area. In essence, while recreational amenities are offered (parks, riverfronts, canopies), the uniqueness of Kingsport's Greenbelt is its strategic location in relation to motorized-oriented routes.



Kingsport Greenbelt and Proposed West End Extension

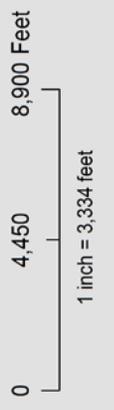
- West End Extension
- New Sidewalk Project
- Existing Greenbelt



Map C. West End Extension as Part of Entire Kingsport Greenbelt



Author: Michelle Bradburn
 Published: 10/7/15
 MPO Project: 56089

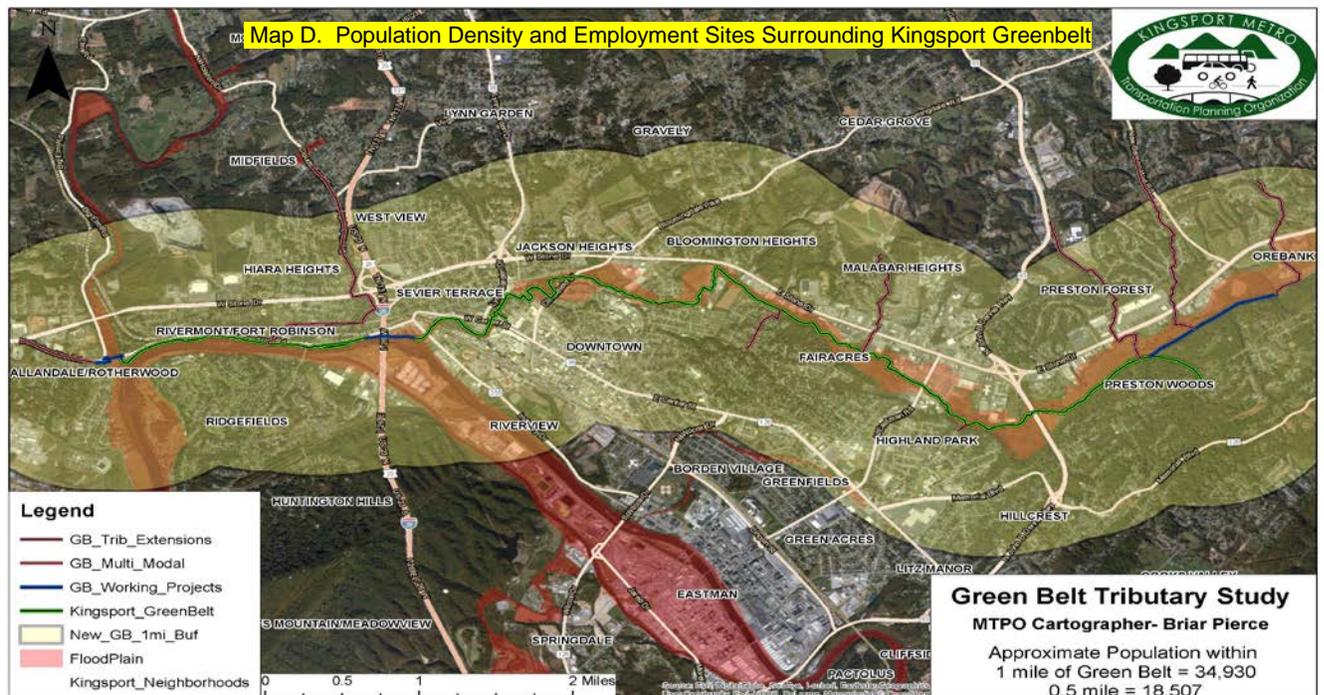


Safety Concerns

Currently, there are no safety concerns and/or hazards within the project area. Prior to submission of this application, crash records were collected and evaluated along the segment of Netherland Inn Road paralleling the project and there were no indications of any significant accident problems. The design phase of this project will pay special attention to neighborhood street crossing safety. Additional signal features at Lewis Lane will likely be installed at a later date, although developed independently from the grant project.

Long-Range Plan and Transportation Improvement Program

In past projects, and for this grant, the project will be included in the MPO's Transportation Improvement Program (TIP), which will detail the share of federal grant funds and local matching dollars necessary, including non-grant expenses, such as right-of-way and engineering costs. The Kingsport Greenbelt is also included in the MPO's long-range transportation plan, under the non-motorized / multi-modal section. The long-range plan emphasizes alternative forms of transportation and supports and promotes non-motorized multi-modal links throughout the entire system. Connection and coordination between many modes of transportation is the systematic approach to modern day urban systems. While the Greenbelt is utilized by many as a recreational facility, it truly provides an alternative form of travel and is particularly valuable because it is located near and serves such a large population base, supporting this systematic approach. It has a direct link to U.S. 23 / Lynn Garden Drive (at State Route 36) as well as Gibson Mill Road (minor arterial), Eastman Road (major arterial), John B. Dennis Highway (State Route 93 / major arterial), Netherland Inn Road (minor arterial), and Industry Drive (State Route 355 / minor arterial). It is located approximately 1 mile from Eastman Chemical (8,000 employees), Domtar Paper (400 employees), Holston Valley Hospital (2,500 employees), and countless number of neighborhoods. Over 35,000 people live within 1 mile of the Greenbelt (Map D). Daily usage is estimated at over 500 people per day and the parking lots at entrance/exit points are typically full on good weather days.



Federal and State Regulations

The City of Kingsport has been receiving Enhancement and Transportation Alternative grants for over 20 years and has become familiar with the rigorous requirements that come with federal grant programs. A substantial amount of preliminary regulatory work is required to complete the environmental review process, right-of-way acquisition, permitting, design, and construction. Federal and state regulations will be adhered to in the West End project, including the MUTCD, the "Uniform Act" (49 CFR 24), state design requirements, TDEC environmental review policies and procedures, the Local Government Guidelines Manual, and any other regulations pertaining to this project. Periodic meetings will be held by Staff and consultants in order to review and assure that federal and state as well as local regulations and procedures are being followed.

Other Plans and Economic Initiatives

The City's general (master) plan, which includes a substantial land use element, has a section on transportation that incorporates trails, sidewalks, and greenways. The City, through the Kingsport MPO, also has a Metro-Area Bicycle and Pedestrian Plan that incorporates the Greenbelt. This allows coordination between the current sidewalk system, the state bike route, local trails, the greenbelt, bike lanes on local city streets, school routes and crossings, and neighborhood streets.

The Kingsport Greenbelt serves as a major quality of life element for the metropolitan area and is also utilized, in part, as a marketing tool for attracting residential as well as commercial growth. Expanding the Greenbelt is very important in terms of economic development, as many new residential complexes, particular new apartments and retail sites have expressed interests in being close to the greenbelt (note; two new apartment complexes are currently being built directly beside existing sections). In essence, the relationship the greenbelt has to Kingsport's future plans is very important.

Safe Routes to School

In the past 3 or 4 years the City of Kingsport has received 2 "Safe Route to School" grants. The Jackson School project has a direct link to the Greenbelt and actually incorporates it into the routing plan. Sidewalks and ADA ramps have been installed from Jackson School to Clinchfield Street where it connects with the existing Greenbelt. Additional lighting and security measure have been added along the route. Parents and teachers have also received program materials on safe travel to school. The "West End" project will provide an indirect link to Washington Elementary School, which is located two blocks from the terminus and trailhead at the intersection of State Route 1 and Lewis lane. This will provide an alternative route to several neighborhoods located along the new as well as existing sections. Modifications to the cross-walks and pedestrian signals will eventually be made to accommodate pedestrians who want to access the Greenbelt from the Washington Elementary area (signal and cross-walk upgrades will likely be a local project).

Impact on Social / Economic Conditions

While the “West End” project is relatively short in length, it will pass by 4 large residential communities. Collector streets serve these areas that all intersect with the proposed route and public right-of-way along Netherland Inn Road. These connection points make accessibility easy and convenient for all neighborhoods, including Baysmont, Rotherwood Hills, and Bays Cove. Baysmont is a retirement community that already has a walking trail located near the west end project and could easily be extended to link with the Greenbelt. This complexity of demographics and income level makes the west end project attractive in that it will serve all incomes, all ages, and all demographics. Including the access to Stone Drive (SR 1) that will be provided upon completion of the new project, the Greenbelt will serve an even a larger population, particularly those that seek a an alternative cross-town route. Additionally, there will be no adverse effect from the west end project on any of these neighborhoods.

Project Schedule

Once the grant is received and approved and a notice to proceed is issued by TDOT, a local project manager will be assigned. The first step will be completion of the environmental review phase, which, because of the relative simplicity of the project site, will likely take 4 to 5 months. While this phase is being completed a project design/engineer and a certified engineer inspector (CEI) will be selected by the City and both approved by TDOT (certified list). Following the environmental review phase, preliminary design work should take approximately 4 months and once approved, the project right of way process will begin. If all of the project stays within the Netherland Inn Road and SR 1 rights-of-way, this phase would take about 6 months, concluding with TDOT’s right-of-way certification. During this time TDOT will likely be reviewing other permit and certification requests, i.e. utility, TVA, railroad, etcetera. The construction bid process will take place immediately upon TDOT’s Notice to Proceed for Construction. This should take about 3 months. The pre-construction development schedule, from grant award to beginning of construction, will require an estimated 18 months. Construction should be completed in approximately 4 months.

Design Basics

Construction on the “West End” project will begin at the edge of the Rotherwood Drive pavement. From that point the pathway will follow along the existing public plus possibly some acquired right-of-way adjacent to Netherland Inn Road and Stone Drive / SR 1 (a land survey at a later date will determine if any right-of-way will be purchased). Work will include installation of standard sub-grade material to accommodate a concrete or asphalt surface. Note curb and gutters will be provided where required by state and federal design guidelines for bike and ped facilities. These guidelines will be followed for all other design details throughout the project as well. Drainage ditches currently exist along the entire route and will be modified to fit the Greenbelt pathway alongside. With the exception of the Methodist Church driveway, there are no raised curbs on the intersecting local streets along the route, so ADA ramps and/or features will be minimal at the crossing points (truncated domes may be applied). A trailhead will be established adjacent to the old Armory driveway, facing Netherland Inn Road, and primarily within the current right-of-way (any easements on armory property will be determined later through the land survey process). Parking spaces at the trailhead will include handicap and ADA required features and designed in a manner to accommodate safe ingress and egress. The trailhead will also

include bike racks and other amenities, as necessary. Current slope conditions will not require complex features, i.e. ramps, switchbacks, etcetera. Safety features, i.e. additional crosswalk markings and signage, will be placed at intersecting streets and driveways. Some utility lines and related infrastructure along the route, primarily power poles, will have to be relocated. Additionally, it should be noted that there are no tunnels or bridges being built for this project.

Alternative Route (Bays Cove Trail to Termini)

Discussion with members of the Cross-Roads United Methodist Church has prompted consideration for an alternative route that would lead from Bays Cove Trail to the project termini or trailhead parking). An alternative route would direct the pathway from Netherland Inn Road towards the church side of Bays Cove Trail where it would circumvent the back of the church property and then follow along an existing access road to the National Guard Armory site linking with the trailhead parking area. This short alternative route “segment” would not change the scope of the project, but could offer a diversion from the Netherland Inn Road traffic and gain closer access to the nearby neighborhoods. This will be further evaluated after the second public hearing is held.



Map E. Alternative Route (in red) – from Bays Cove Trail to Trailhead

West End Greenbelt Cost Estimates

Stage I - Preliminary Engineering/ Design (PE)

ITEM DESCRIPTION	UNIT	QUANTITIY	UNIT PRICE	TOTAL	0% FED.	100% LOCAL
Preliminary Design Plans (up to 80%)	LS	1	5%	\$ 16,000.00		\$ 16,000.00
Local, State and Federal Permits	LS	1		\$ 5,000.00		\$ 5,000.00
Plans, Specs & Estimates (PS&E)	LS	1	12%	\$ 37,000.00		\$ 37,000.00
SUBTOTAL of non-reimbursable PE expenses				\$ 58,000.00		\$ 58,000.00

Stage II - Right-of Way / Utilities (ROW)

ITEM DESCRIPTION	UNIT	QUANTITIY	UNIT PRICE	TOTAL	0% FED.	100% LOCAL
ROW Design Plans	LS	1	5%	\$ 16,000.00		\$ 16,000.00
ROW Acquisition	LS	1		\$ -		\$ -
License Agreements, Easements, Record. Fees	LS	1		\$ 2,000.00		\$ 2,000.00
Utility Relocation & Certifications	LS	1		\$ 30,000.00		\$ 30,000.00
SUBTOTAL of non-reimbursable ROW expenses				\$ 48,000.00		\$ 48,000.00

0 S.F. of ROW TAKE or 0.00 Acres
 Average Cost assumed to be \$ 1.00 per S.F. or \$ 43,560.00 per acre

\$ -

	Fed 80%	Local Match
Total from this sheet:	\$ 106,000.00	\$ 106,000.00
Costs from Sheet 2:	\$ 367,428.00	\$ 91,857.00
Grand Totals:	\$ 565,285.00	\$ 197,857.00
	65.0%	35.0%

Stage III - Construction (CNST.)

Section 3: Project Budget

TDOT LINE ITEM #	ITEM DESCRIPTION	UNIT	QUANTITIY	UNIT PRICE	TOTAL	80% FED. FUNDS	20% LOCAL MATCH	
201-01	Clearing and Grubbing	LS	1	\$ 5,000.00	\$ 5,000.00	\$ 4,000.00	\$ 1,000.00	
202-03	Removal of Rigid Pavement, Sidewalk, Etc.	SY	15	\$ 5.00	\$ 75.00	\$ 60.00	\$ 15.00	
203-05	Undercutting	CY	540	\$ 4.00	\$ 2,160.00	\$ 1,728.00	\$ 432.00	
203-01	Earthwork	CY	200	\$ 5.00	\$ 1,000.00	\$ 800.00	\$ 200.00	
303-01	Mineral Aggregate, Type A, Grading D	TN	60	\$ 25.00	\$ 1,500.00	\$ 1,200.00	\$ 300.00	
303-10.01	MINERAL AGGREGATE (SIZE 57).	TN	850	\$ 54.00	\$ 45,900.00	\$ 36,720.00	\$ 9,180.00	
307-01.01	Asphalt Grading A	TN	30	\$ 105.00	\$ 3,150.00	\$ 2,520.00	\$ 630.00	
307-01.08	Asphalt Grading B-M2	TN	40	\$ 120.00	\$ 4,800.00	\$ 3,840.00	\$ 960.00	
701.02.03	Pedestrian ADA Ramps	SF	1200	\$ 9.00	\$ 10,800.00	\$ 8,640.00	\$ 2,160.00	
740-06.01	Geotextile (Type IV)	SY	1000	\$ 3.00	\$ 3,000.00	\$ 2,400.00	\$ 600.00	
701-01.01	Concrete Sidewalk (4")	SF	35000	\$ 6.00	\$ 210,000.00	\$ 168,000.00	\$ 42,000.00	
		LF	0	\$ -	\$ -	\$ -	\$ -	
801-01	Seeding (with Mulch)	UNIT	80	\$ 30.00	\$ 2,400.00	\$ 1,920.00	\$ 480.00	
801-03.01	Serviceberry Shrubs	EA	200	\$ 25.00	\$ 5,000.00	\$ 4,000.00	\$ 1,000.00	
721-01.01	Benches	EA	5	\$ 1,000.00	\$ 5,000.00	\$ 4,000.00	\$ 1,000.00	
	Bike Racks/Workstation	EA	3	\$ 1,500.00	\$ 4,500.00	\$ 3,600.00	\$ 900.00	
					\$ -	\$ -	\$ -	
					SUBTOTAL	\$ 304,285.00	\$ 243,428.00	\$ 60,857.00
717-01	Mobilization	7.00%			\$ 22,000.00	\$ 17,600.00	\$ 4,400.00	
	CNST. Survey & Layout	LS			\$ 12,000.00	\$ 9,600.00	\$ 2,400.00	
						\$ -	\$ -	
	Construction Contingency	10%			\$ 30,000.00	\$ 24,000.00	\$ 6,000.00	
	TDOT Engineering Services	10%			\$ 30,000.00	\$ 24,000.00	\$ 6,000.00	
	CEI	20%			\$ 61,000.00	\$ 48,800.00	\$ 12,200.00	
					SUBTOTAL	\$ 155,000.00	\$ 124,000.00	\$ 31,000.00
					TOTAL	\$ 459,285.00	\$ 367,428.00	\$ 91,857.00

SECTION 4: INVESTMENT OF PUBLIC FUNDS

The project being developed must be maintained by the applicant and remain open to the public for a sufficient time based upon the federal investment as shown below:

Federal Amount	Lease
\$1.00 - \$199,999	5 years from Federal close-out date
>\$200,000 - \$499,999	10 years from Federal close-out date
>\$500,000 - \$1,000,000	20 years from Federal close-out date

Projects over \$1,000,000 carry a minimum 25 year lease and will be subject to individual review.

City of Kingsport – Maintenance and Repair

The estimated project cost for the West End” project is approximately \$450,000. Per regulations, the City will cover 100% of the costs for non-construction activities, which includes environmental review costs, right-of-way acquisition, and design/engineering. While the City of Kingsport will provide these as well as matching funds for construction and certified engineering inspection (CEI), the City also commits to, as it has for many years, maintaining, repairing, and protecting any and all portions of the greenbelt developed with state transportation funds. The “West End” project area will be maintained with the same care and attention that the entire greenbelt has been receiving over the past 25 plus years. In addition, along with assistance from City public works crews, the City will continue to include greenbelt maintenance and operating funds in their annual budget as well.

SECTION 5: SUPPORT AND PUBLIC INVOLVEMENT

Include the local, statewide, and legislative support for the proposed project and attach any federal, state or local government mandates or resolutions for the project.

Please provide the legislative districts that correspond to the proposed project location, NOT the address of the applicant:

Senate District No. 8 House District No. 9 U.S. Congressional Representative District No. 1

Prior to submitting an application, all applicants must hold a design public involvement meeting to notify the local community of the intended project scope. In addition, correspondence must be sent to the appropriate Metropolitan Planning Organization (MPO) / Transportation Planning Organization (TPO) or Rural Planning Organization (RPO) describing the proposed activity and inviting input regarding the project. You must include the date(s) and time(s) of public meetings that were held as well as the sign-in sheet, the record of all public comments received and the disposition of said comments with the completed application

METROPOLITAN AREAS

Are you in a Metropolitan Area over 50,000 population? yes no

If yes, please provide the MPO/TPO name: Kingsport Tn/Va MPO

NOTE: If the project is selected for funding you must have MPO/TPO project endorsement and amendment into the applicable Transportation Improvement Plan (TIP)

Commitments, Local Support, and Public Involvement

Including the project represented in this application, for decades the City has been committed to providing the local matching funds for every section of Greenbelt where federal funds are involved. More recently, with rule changes at TDOT the City has also been committed to providing funds for expenses related to right-of-way acquisition, the environmental review process, and design/engineering activities (these are no longer eligible for soft match). Almost every year the Board of Mayor and Alderman has approved through the City budget a significant amount of funds to compliment the grants and help build new sections, including provisions in Fiscal Years '15 and '16.

For many years the Kingsport MPO has supported the greenbelt project by incorporating it into long-range plans and including it in the area Transportation Improvement Program. An evaluation of project funding has taken place periodically to determine where other sources of funding could be provided, including local STP funds. Currently, almost all available STP funds are dedicated to area roadway projects and are unavailable for enhancement and/or greenbelt projects. Consequently, the TA program, with added local dollars, is the current federal source available to extend the Greenbelt westward.

In addition to supporting federal funds through matching dollars, there have been several access points to the Greenbelt, i.e. sidewalks and tributary trails, that the City has built on their own (no federal or state funds) that have provided excellent connections from residential as well as commercial areas, hospitals, and other important destinations. This commitment has been demonstrated in recent projects, including sidewalks from the Ridgefields residential area, Exchange Place historic site, Netherland Inn historic site, and American Way commercial / business complex.

Public Hearing and Public Out-Reach

The City of Kingsport held an advertised public hearing in the Council Room of City Hall on October 15, 2015. A copy of the advertisement, attendance sheet, and written comments are included in this application. Kingsport City Staff felt that while the public hearing at a nearby site met the requirements of the application in term of public notification, that a closer, more direct out-reach effort could and should be made. To offer a better opportunity for community feedback, including (but not limited to) citizens living within subdivisions and/or one mile (+/-) of the new West End project a second public hearing/meeting will be conducted at a nearby church located along the project route and within the community. In essence, in order to engage the public more effectively City Staff plans to go one step further by hosting a second community meeting where more project details can be offered. This community outreach effort will be facilitated by sending out direct mailers (example of mailer / cards on page 23) describing the project and offering homeowner and dwellers direct invitation on the proposed project. Results of this meeting will be forwarded to TDOT at a later date.

**ADVERTISEMENT FOR OCTOBER 15
PUBLIC HEARING AT CROSSROADS METHODIST CHURCH**

Publish in Kingsport Time-News Classifieds – Monday, October 5, 2015

PUBLIC HEARING
City of Kingsport Tennessee - Development of "West End" Greenbelt Project
and
Application to TDOT for Federal Grant Funds

Notice is hereby given that the City of Kingsport will be holding a public hearing in the sanctuary foyer of the Crossroads United Methodist Church, 200 Bays Cove Trail, Kingsport Tn. on Thursday, October 15 from 5:00 p.m. to 7:30 p.m. to receive comments and questions from the public concerning the City's application to the Tennessee Department of Transportation for federal grant funds to assist in the development of the "West End" Greenbelt project. The proposed project extends the current Greenbelt from Rotherwood Drive to Lewis Lane along the south side of Netherland Inn Road and West Stone Drive (SR 1 / US 11-W). Citizens are encouraged to attend and provide input on this proposed project and grant application. Note ADA facilities are available, including transportation to and from this meeting. The project will be under the guidance of federal and state regulations, including Equal Opportunity and Title VI requirements. For further information about this public hearing and related questions regarding ADA facilities and transportation, please call William A. Albright or Troy Ebbert with the City of Kingsport at (423) 224-2677 or (423) 224-2670 or e-mail billalbright@kingsporttn.gov.

TRANSOR.COM 888-751-7507 X84

Legals

Legals

PUBLIC HEARING
City of Kingsport Tennessee - Development
of "West End" Greenbelt Project
and
Application to TDOT for Federal Grant Funds

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Legals

Legals

Kingsport Greenbelt "West End" Project
Public Hearing
Crossroads United Methodist Church
October 15, 2015

ATTENDANCE SHEET

ATTENDANCE SHEET AND WRITTEN COMMENTS FOR
OCTOBER 15, 2015 PUBLIC HEARING AT CROSSROADS METHODIST CHURCH

NAME (Please Print)	Address (Please Print)	Email
Garrett White	421 Old Hickory Cir 37645	garrett.white@charter.net
RANDY LANTZ	4320 Rock Rose Circle 37664	RANDY.LANTZ@YAHOO
Amy Pace	1206 Faye St. 37660	amypace@embarqmail.com
Milton Wood	2028 OAKLAND ST	
Jack Gillespie	438 South Central Ave C.H.	jgillespiech@yahoo.com
John Willis	409 Bays Cove Trl	cetvol@charter.net
RANDY DODSON	429 CLAY STREET, KINGSFORT	rldodson@MATTERWANDCRAIG.COM

Kingsport Greenbelt – “West End” Project

Public Comments

(Public Hearing – October 15, 2015)

PLEASE PRINT

Name: Garnett White Email: garnett.white@charbo.net

Address: 421 Old Hickory Cir

City: Mid Canal State: TN Zip: 37645

Phone (include area code): 423-276-3872

Which describes your primary interest in the project? Concerned Citizen _____ Affected Resident _____

Affected Landowner _____ Affected Business Name of Business Crossroads UMC

Do you have issues and/or concerns about the concepts and scope of work of this project? _____

If so, please explain. Greenbelt will cross the main entrance to our church. Should make certain this area is well marked

Are there any initial suggestions you would make for this project? _____

If so, please explain. _____

Any additional comments/suggestions/questions. I am pleased that the Plan is to bring the Greenbelt into this Area.

DIRECT MAILERS FOR FUTURE
COMMUNITY OUTREACH “PLANNING AND PUBLIC INPUT” MEETING

Planning and Public Input Meeting

City of Kingsport
“Greenbelt – West End Project”



Please be notified the City of Kingsport is developing plans to extend the Greenbelt pedestrian and Bike Pathway westward from the Rotherwood Mansion area to Lewis Lane at Stone Drive (SR 1 / US 11-W). You are invited to attend an informational and planning session that will allow the City to learn more about and receive your questions, comments, and recommendations on this project. This Planning and Public Input Meeting will be held at the Crossroads United Methodist Church “Fellowship Hall” on the church campus at the intersection of Bays Cove Trail and Netherland Inn Road from 5 p.m. to 8 p.m. on Thursday, November 10, 2016. For more information concerning this event please call City Staff at (423) 224-2677 or 224-2670 or email at MTPO@KingsportTN.gov. If you cannot attend you may forward or email comments to the Kingsport MTPO Offices at 225 West Center Street, Kingsport, TN 37660. Your input is being sought on this project!

Planning and Public Input Meeting

City of Kingsport
“Greenbelt – West End Project”



Please be notified the City of Kingsport is developing plans to extend the Greenbelt pedestrian and Bike Pathway westward from the Rotherwood Mansion area to Lewis Lane at Stone Drive (SR 1 / US 11-W). You are invited to attend an informational and planning session that will allow the City to learn more about and receive your questions, comments, and recommendations on this project. This Planning and Public Input Meeting will be held at the Crossroads United Methodist Church “Fellowship Hall” on the church campus at the intersection of Bays Cove Trail and Netherland Inn Road from 5 p.m. to 8 p.m. on Thursday, November 10, 2016. For more information concerning this event please call City Staff at (423) 224-2677 or 224-2670 or email at MTPO@KingsportTN.gov. If you cannot attend you may forward or email comments to the Kingsport MTPO Offices at 225 West Center Street, Kingsport, TN 37660. Your input is being sought on this project!

Community Support and Letters

The Kingsport Greenbelt is one of the most popular public facilities in the region and is heavily utilized. Because of this, the support from community organizations and businesses has been outstanding for many years. In this application are letters of support from several sources within the Kingsport area, including various businesses, organizations, community and state representatives, and the Kingsport MTPO. These are found in the following pages. Other letters may also be submitted at a later date (as allowed by application instructions).

October 8, 2015

Commissioner John Schroer
C/o Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

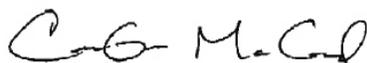
I am writing this letter to express support for the FY 2016 Transportation Alternatives Grant application submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route. Because of this strategic location the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

With TDOT support and funding, Kingsport will be able to provide direct benefits to residents, employees and visitors. It will connect people to local destinations and increase access to recreational opportunities, enhancing mobility options, as well as the health and wellness of local citizens. The project will also provide indirect benefits, such as strengthening sense of community, increasing social interaction, improving public health, improving safety, reducing congestion and pollution, and promoting social equity. The new Greenbelt extension will provide a safe and convenient route for all users, including children, older adults, and individuals with disabilities.

An increasing number of Eastman employees utilize and enjoy the Greenbelt. Several have expressed interest in extending it beyond its current state. This project ties in seamlessly to Eastman's focus on sustainability and community. It also compliments the company's health and wellness initiatives. We look forward to the opportunities this project will create for area residents, Eastman employees and contractors, and visitors to Northeast Tennessee. We would appreciate your thoughtful consideration of the request.

Sincerely,



CeeGee McCord
Director, Public Affairs
PO Box 431, 200 South Wilcox Drive
Kingsport, TN 37660
Office Phone: 423.229-6974
Email: ceegeemccord@eastman.com
www.eastman.com

STATE OF TENNESSEE

RONALD L. RAMSEY
LIEUTENANT GOVERNOR
ONE LEGISLATIVE PLAZA
NASHVILLE, TN 37243
(615) 741-4524



3311 HIGHWAY 126
BLOUNTVILLE, TN 37617
(423) 323-8700

OFFICE OF THE LIEUTENANT GOVERNOR
SPEAKER OF THE SENATE

October 12, 2015

Commissioner John Schroer
C/o Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

As Lieutenant Governor of Tennessee and the state senator for Sullivan County, I am writing this letter to express my support for the FY 2016 Transportation Alternatives Grant application submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route. Because of this strategic location the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

By receiving this grant, Kingsport will be able to provide direct benefits to residents, employees and visitors. It will connect people to local destinations and increase access to recreational opportunities, enhancing mobility options, as well as the health and wellness of local citizens. The project will also provide indirect benefits, such as strengthening sense of community, increasing social interaction, improving public health, improving safety, reducing congestion and pollution, and promoting social equity. The new Greenbelt extension will provide a safe and convenient route for all users, including children, older adults, and individuals with disabilities, to choose the means of transportation that best meets their needs and abilities for any given trip.

It is my pleasure to support this project and encourage the Tennessee Department of Transportation to consider the grant request, which is being submitted on behalf of the City of Kingsport and all area citizens. Your interest in this project is greatly appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "Ron Ramsey".

Ronald L. Ramsey
Lieutenant Governor, State of Tennessee



BUD HULSEY
STATE REPRESENTATIVE
2ND DISTRICT
PART OF SULLIVAN COUNTY

House of Representatives
State of Tennessee

COMMITTEES
AGRICULTURE AND NATURAL
RESOURCES COMMITTEE

DISTRICT OFFICE
1913 SEAVER ROAD
KINGSPORT, TN 37660

NASHVILLE

STATE GOVERNMENT
STATE GOVERNMENT
SUBCOMMITTEE

LEGISLATIVE OFFICE
204 WAR MEMORIAL BUILDING
NASHVILLE, TN 37243
(615) 741-2886 (o); (615) 253-0247 (f)

October 1, 2015

Commissioner John Schroer
TN Department of Transportation
Suite 700, James K. Polk Building
500 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

I am writing this letter to express my support for the FY 2016 Transportation Alternatives Grant application, which was submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route. Because of this strategic location the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

By receiving this grant, the City will be able to provide direct and valuable benefits to residents, employees and visitors. It will connect people to local destinations and increase access to recreational opportunities, enhancing mobility options, as well as the health and wellness of local citizens. The project will also provide indirect benefits, such as strengthening sense of community, increasing social interaction, improving public health, improving safety, reducing congestion and pollution, and promoting social equity. The new Greenbelt extension will provide

Page 2
Commissioner John Schroer
October 1, 2015

A safe and convenient route for all users, including children, older adults, and individuals with disabilities, to choose the means of transportation that best meets their needs and abilities for any given trip.

Again, I pledge my full support for any projects that develop the City of Kingsport's infrastructure and built environment in ways that will create alternative choices. I encourage the Tennessee Department of Transportation to seriously consider this grant request, which is being submitted on behalf of the City of Kingsport and all area citizens.

Thank you for your consideration of this crucial project.

Sincerely,

Bud Hulsey
State Representative

BH:bmf



October 1, 2015

Commissioner John Schroer
C/o Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

On behalf of Healthy Kingsport, I am writing this letter to express our support for the FY 2016 Transportation Alternatives Grant application submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route.

Because of this strategic location, the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

By receiving this grant, Kingsport will be able to provide direct benefits to residents, employees and visitors. It will connect people to local destinations and increase access to recreational opportunities, enhancing mobility options, as well as the health and wellness of local citizens. The project will also provide indirect benefits, such as strengthening sense of community, increasing social interaction, improving public health, improving safety, reducing congestion and pollution, and promoting social equity. The new Greenbelt extension will provide a safe and convenient route for all users, including children, older adults, and individuals with disabilities, to choose the means of transportation that best meets their needs and abilities for any given trip.

It is Healthy Kingsport's mission to support projects that develop our infrastructure and built environment in ways that create alternative choices. This project will help achieve our mission. Healthy Kingsport supports this project and encourages the Tennessee Department of Transportation to consider the grant request, which is being submitted on behalf of the City of Kingsport and all area citizens. Your interest in this project is greatly appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "Heather Cook", is written over a light blue horizontal line.

Heather Cook
Executive Director



Domtar Paper Company, LLC
Kingsport Mill
100 Clinchfield Street
Kingsport, TN 37660
www.domtar.com

September 30, 2015

Commissioner John Schroer
C/o Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

On behalf of Domtar Paper Company, LLC, I am writing to express our support for the FY 2016 Transportation Alternatives Grant application submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route. Because of this strategic location the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

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Domtar Paper Company, LLC, supports this project and encourages the Tennessee Department of Transportation to consider the grant request, which is being submitted on behalf of the City of Kingsport and all area citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "K. William MacPherson".

K. William MacPherson
Mill Manager - Kingsport Mill



KINGSPORT™
Chamber of Commerce

Wednesday, September 30, 2015

Partnership for Progress™

Commissioner John Schroer
C/o Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

On behalf of the Kingsport Chamber of Commerce and our nearly 1,000 business members, I am writing this letter to express our support for the FY 2016 Transportation Alternatives Grant application submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route. Because of this strategic location the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

By receiving this grant, Kingsport will be able to provide direct benefits to residents, employees and visitors. It will connect people to local destinations and increase access to recreational opportunities, enhancing mobility options, as well as the health and wellness of local citizens. The project will also provide indirect benefits, such as strengthening sense of community, increasing social interaction, improving public health, improving safety, reducing congestion and pollution, and promoting social equity. The new Greenbelt extension will provide a safe and convenient route for all users, including children, older adults, and individuals with disabilities, to choose the means of transportation that best meets their needs and abilities for any given trip.

The Kingsport Greenbelt is one of Kingsport's most enjoyable and popular attractions and is a huge marketing point for our City when we recruit people and businesses to move, live and work here. We strongly support this vital effort and we ask for the Tennessee Department of Transportation's serious consideration of this grant request, which is being submitted on behalf of the City of Kingsport and all area citizens.

Thank you for all you do for Kingsport and our state.

Respectfully,



Miles A. Burdine
President & CEO
Kingsport Chamber of Commerce

KINGSPORT CHAMBER OF COMMERCE PROGRAMS

Communications & Development • Education & Workforce Development • Fun Fest • Government Relations • Keep Kingsport Beautiful
Kingsport Convention & Visitors Bureau (KCVB) • Kingsport Leadership Programs: ENCORE, Leadership Kingsport, S.H.O.U.T.® Youth Leadership
Kingsport Office of Small Business Development & Entrepreneurship (KOSBE) • Membership • Move to Kingsport



Michael Harrison
State Representative
9th Legislative District

206-A War Memorial Building
Nashville, TN 37243-0109
TEL (615) 741-7480
FAX (615) 253-0307

Toll Free: 1-800-449-8366 Ext 17480

rep.mike.harrison@capitol.tn.gov

House of Representatives

State of Tennessee

NASHVILLE

115 Green Acres Drive
Rogersville, TN 37857
(423) 235-6803

MEMBER OF COMMITTEES

Finance, Ways & Means
Health

CHAIRMAN

Finance, Ways, and Means Subcommitt

September 30, 2015

Commissioner John Schroer
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

I am writing this letter in support of the Transportation Alternatives Grant FY 2016 application to be submitted by the City of Kingsport. The grant will provide much needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

The City of Kingsport in partnership with TDOT, has worked for many years to develop one of the premier walking, hiking, and bicycling trails in the region. As you are aware, multi-use trails provide people with the option to walk or bike which results in healthier lifestyles and helps improve the environment. In addition, trails are an investment in the future of communities and our public lands, while connecting people of all ages and backgrounds to the environment.

This project will be a tremendous benefit to residents, employees and visitors. Your favorable response to the City of Kingsport's grant application will be most appreciated.

Thanking you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Harrison".

Mike Harrison
State Representative

MH:ms



October 12, 2015

Commissioner John Schroer
C/o Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

On behalf of the Downtown Kingsport Association, I am writing this letter to express our support for the FY 2016 Transportation Alternatives Grant application submitted to the Tennessee Department of Transportation by the City of Kingsport. The grant will provide needed support to extend the Kingsport Greenbelt westward for approximately one-half mile and expand multi-modal connections in to Hawkins County.

For many years the City of Kingsport, in partnership with TDOT, has worked to develop one of the premier walking, hiking, and bicycling trails in the region. The 8-plus mile Kingsport "Greenbelt", which runs along portions of the Holston River and Reedy Creek, is noted for its beauty and natural features while connecting residential neighborhoods, traditional parks, downtown, commercial districts, schools, and activity centers. The majority of the Greenbelt system parallels State Route 1 (US 11W / Stone Drive), which is also a part of the Tennessee State Bike Route. Because of this strategic location the West End extension will help close the gap and complete a vital link between these facilities. Most importantly it will provide citizens, commuters, and tourists a uniquely attractive and healthy transportation alternative that now extends from one end of Kingsport to the other.

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It is the Downtown Kingsport Association's mission to support projects that develop our infrastructure and built environment in ways that create alternative choices. This project will help achieve our mission. The Downtown Kingsport Association supports this project and encourages the Tennessee Department of Transportation to consider the grant request, which is being submitted on behalf of the City of Kingsport and all area citizens. Your interest in this project is greatly appreciated.

Respectfully,

A handwritten signature in black ink that reads "Sherri Mosley". The signature is written in a cursive, flowing style.

Sherri Mosley
Executive Director
Downtown Kingsport Association

229 Broad Street
Kingsport, TN 37660
(423) 246-6550 office (423)246-6551 fax

KINGSPORT METROPOLITAN PLANNING ORGANIZATION

TENNESSEE: KINGSPORT, SULLIVAN COUNTY, HAWKINS COUNTY, MOUNT CARMEL, CHURCH HILL
VIRGINIA: SCOTT COUNTY, WEBER CITY, GATE CITY

October 9, 2015

Commissioner John Schroer
C/O Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Dear Commissioner Schroer:

For many years the Kingsport Metropolitan Transportation Planning Organization (MTPO) has worked closely with the City of Kingsport in planning and developing sections of the nationally-recognized Kingsport "Greenbelt" walking and bicycling pathway. Coordination between the MTPO and the City as well as other local governments and agencies is an important factor in supporting these types of projects. Because of this the MTPO also continues to work with federal and state partners on a consistent basis in order to achieve success in developing transportation facilities. The MTPO's goals and objective include the four basic themes that are followed in the planning process; safety, congestion mitigation, accessibility, and economic development. The 8-mile Greenbelt serves well in accomplishing all of these. Most importantly, it offers an alternative form of transportation for every citizen, connecting with dozens of important destinations along a heavily populated corridor. In addition, the health and welfare of area citizens is enhanced by having a facility that all can enjoy and use to their benefit.

The MTPO staff and board wholeheartedly supports the application submitted by the City of Kingsport to develop the next phase and section of the Greenbelt. In addition, the MTPO continues to offer thanks to the Tennessee Department of Transportation for previous grants and urge you to consider this project and application for funding as well. For further information about the MPO's role in this project and other non-motorized facilities please feel free to contact our offices at (423) 224-2677.

Sincerely,



Tilden J. Fleming, Chairman - Executive Board
Kingsport Metropolitan transportation Planning Organization
P: (423) 229-9400 e: jeffleming@kingsporttn.gov

*225 West Center Street – Kingsport, Tennessee 37660-4237 – Phone (423) 229-9400 Fax (423) 224-2590
www.ci.kingsport.tn.us*

SECTION 6: RIGHT-OF-WAY IMPACT

Is all land necessary for the project publically owned or leased?	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Is any part of the project to be constructed inside State or Federal highway right-of-way?	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Is the project along or adjacent to a State or Federal Highway?	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Will the project impact an existing or eligible National Register Historic Site or District?	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Does the project include a pedestrian/bike bridge or tunnel or impact an existing TDOT structure?	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Will any part of your project (including parallel pedestrian facilities) impact a rail or trolley line?	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no

TDOT will accept applications electronically via tdot.enhancements@tn.gov. The electronic submission must still include the scanned signature of the applicable Mayor or State Agency Head as well as all necessary detailed maps, photographs, preliminary sketches, plans and support letters. **Please note that only Word, PDF and JPG documents will be accepted for electronic submissions and limit only one application per e-mail.**

All applications must include the County, Applicant and Project Title in the subject line. Limit one application per e-mail. If more than one e-mail is necessary per application submittal, you must label each e-mail accordingly, e.g. County, Applicant, Title of Project, Part 1 of 2. NOTE: TDOT's mailbox limit is 15MB per e-mail.

If you choose not to submit electronically, you must submit one (1) CD containing the complete application. All CD's must be labeled County, Applicant and Title of Project. Submissions are to be made to:

TDOT - Transportation Alternatives Office
Suite 600 James K. Polk Building, 505 Deaderick Street
Nashville, Tennessee 37243-0341
Phone: 615-741-5314 Fax: 615-741-9673