

Roads and Transportation

Plans Review Workshop

August 20, 2007

It's not just roads

- Roads are a very important physical infrastructure
- They make it possible for most people most of the time to get where they want to go – they serve most of the transportation demand
- They also provide one element of physical form of a community
- However, roads are just one part of transportation

Transportation

- Transportation includes roads, railroads, airports, navigable waterways, bicycle lanes and pedestrian paths
- Transportation by roads includes movement of both people and objects
- Transportation may be by personal automobiles, passenger vans or busses, freight trucks, bicycles, and by foot (pedestrians)

Multi-Modal

- A complete look at transportation includes all modes of moving people and things in a community – multi-modal
- This presentation will focus mainly on roads, but will touch on other modes as appropriate to the discussion

Transportation Planning Organization TPO

- The Knoxville Regional Transportation Planning Organization (TPO) was established in 1977
- It is the federally designated Metropolitan Planning Organization (MPO) for the Knoxville Urban Area
- 2000 Census defines urbanized areas of Knox, Blount, Loudon, and Sevier Counties
- Also included are cities of Knoxville, Farragut, Maryville, Alcoa and Lenoir City.

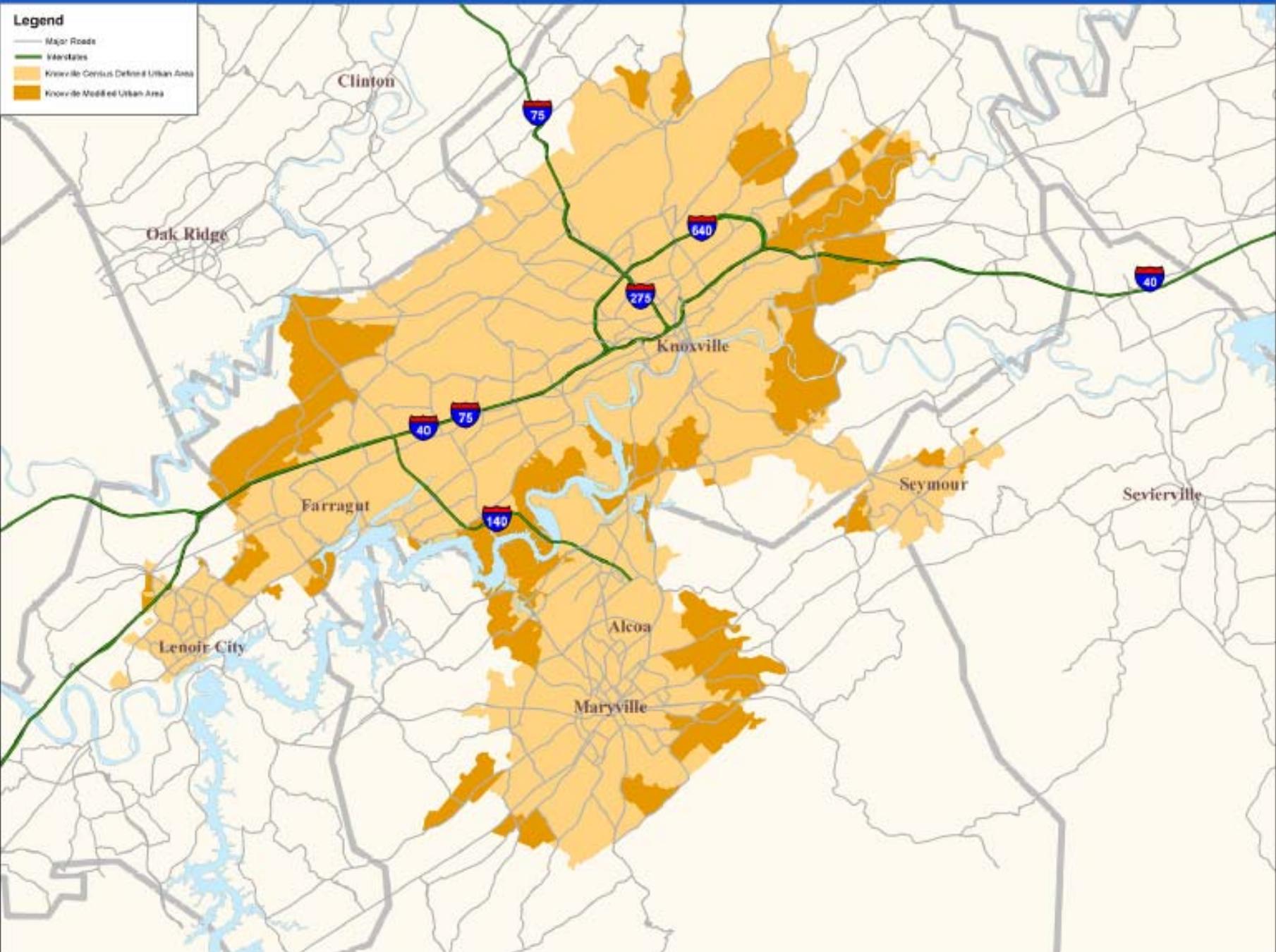
Knoxville Urban Area

October 2004



Legend

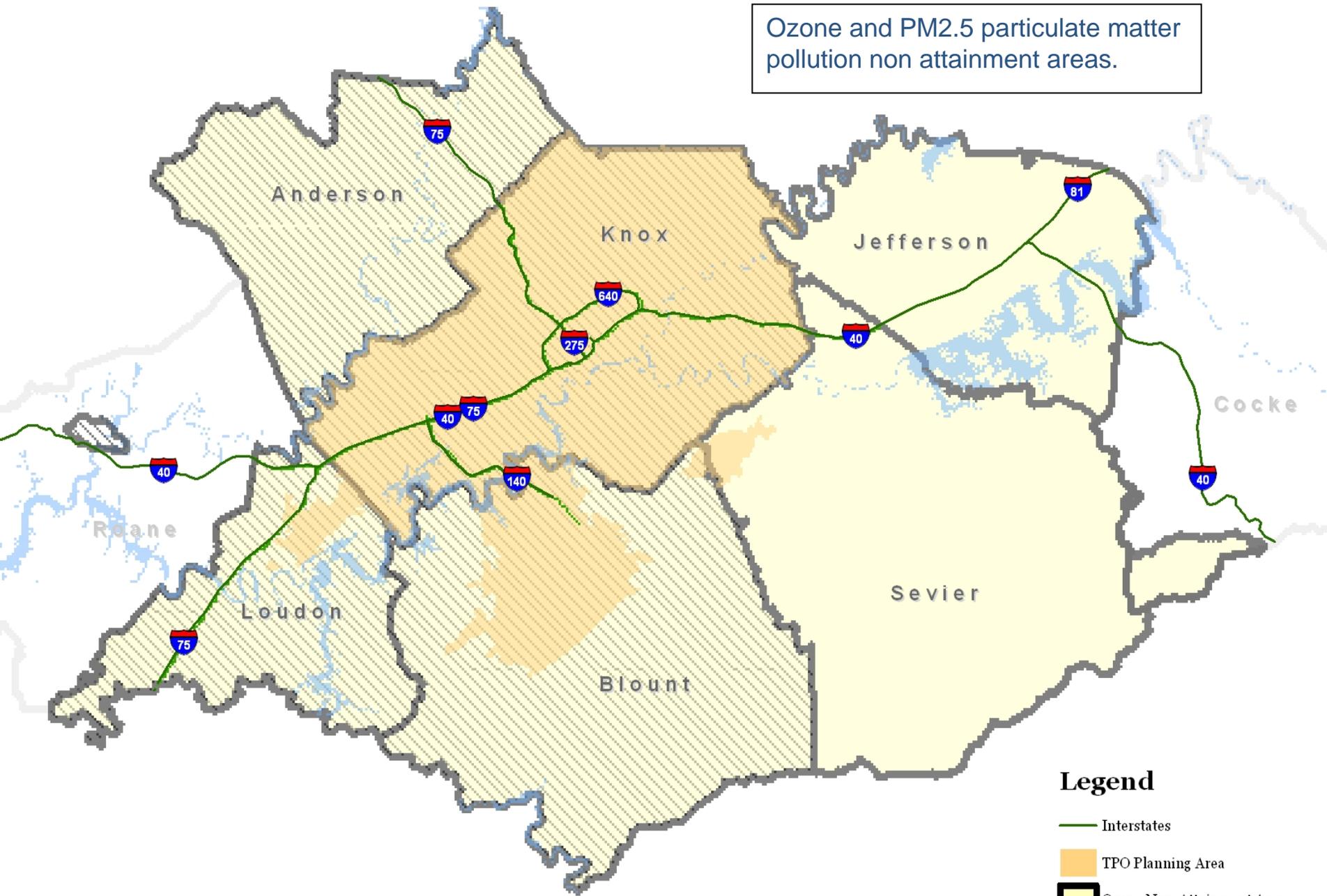
- Major Roads
- Interstates
- Knoxville Census Defined Urban Area
- Knoxville Modified Urban Area



TPO and Air Quality

- Areas outside but contiguous to the existing TPO boundary that have been designated in non-attainment of National Ambient Air Quality Standards (NAAQS) should be considered as part of the TPO's study area.
- This adds full county coverage for Blount, Loudon and Sevier Counties, and adds Anderson and Jefferson Counties and part of Cocke County in the GSMNP.

Ozone and PM2.5 particulate matter pollution non attainment areas.



Legend

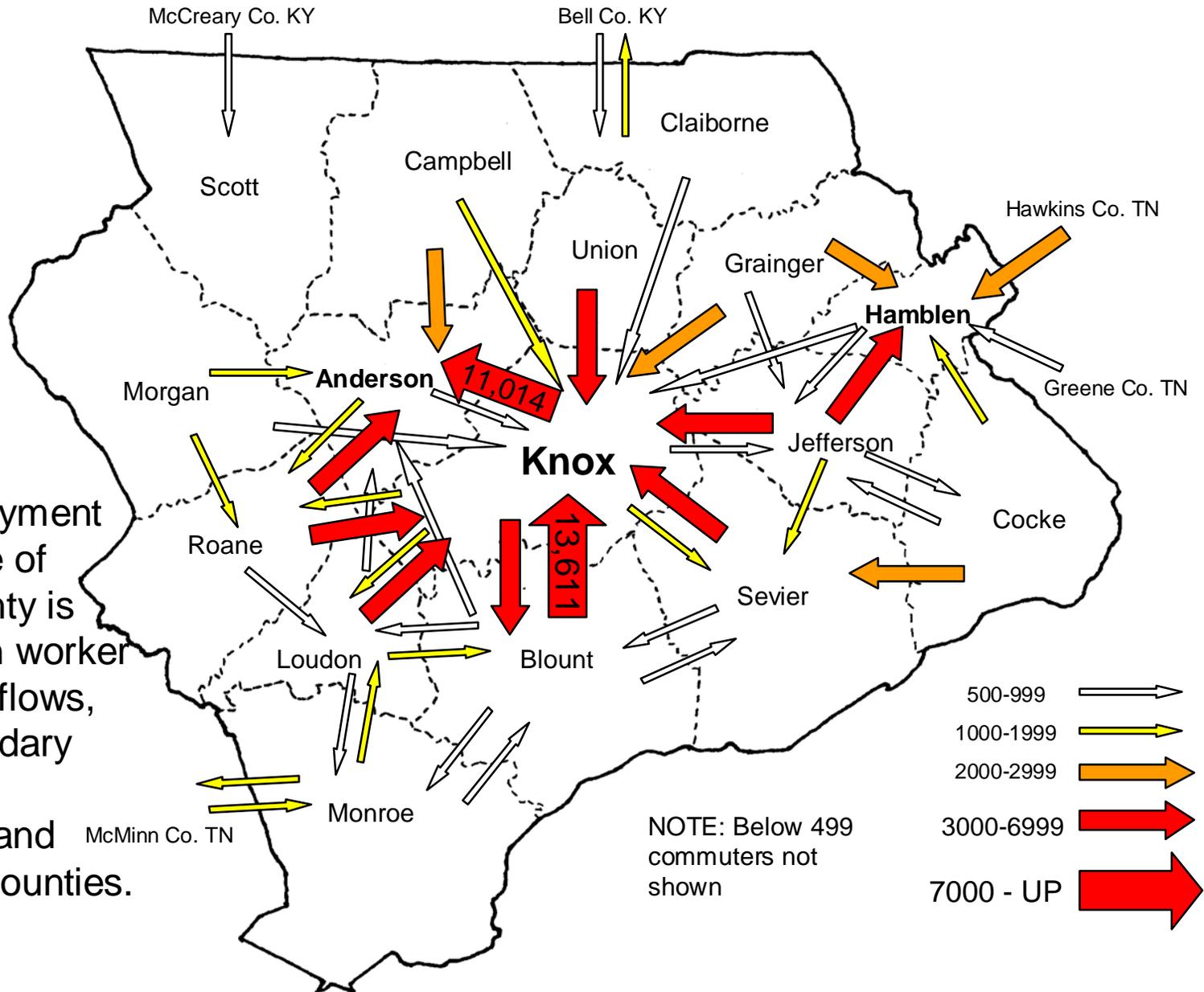
- Interstates
- TPO Planning Area
- Ozone Non-Attainment Area
- ▨ PM 2.5 Non-Attainment Area



TPO Plans and Studies

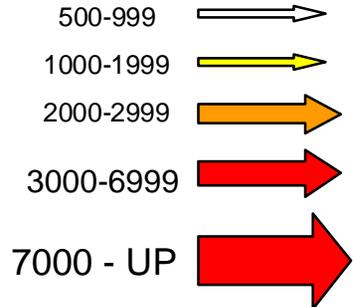
- TPO Plans and Studies can be found on the web at www.knoxtrans.org
- The main planning documents are the 2005-2030 Long Range Transportation Plan and the shorter range 2008-2011 Transportation Improvement Plan
- Other studies include air quality conformity analysis of plans, origin and destination studies, bicycle route plans, and various specialized plans and studies

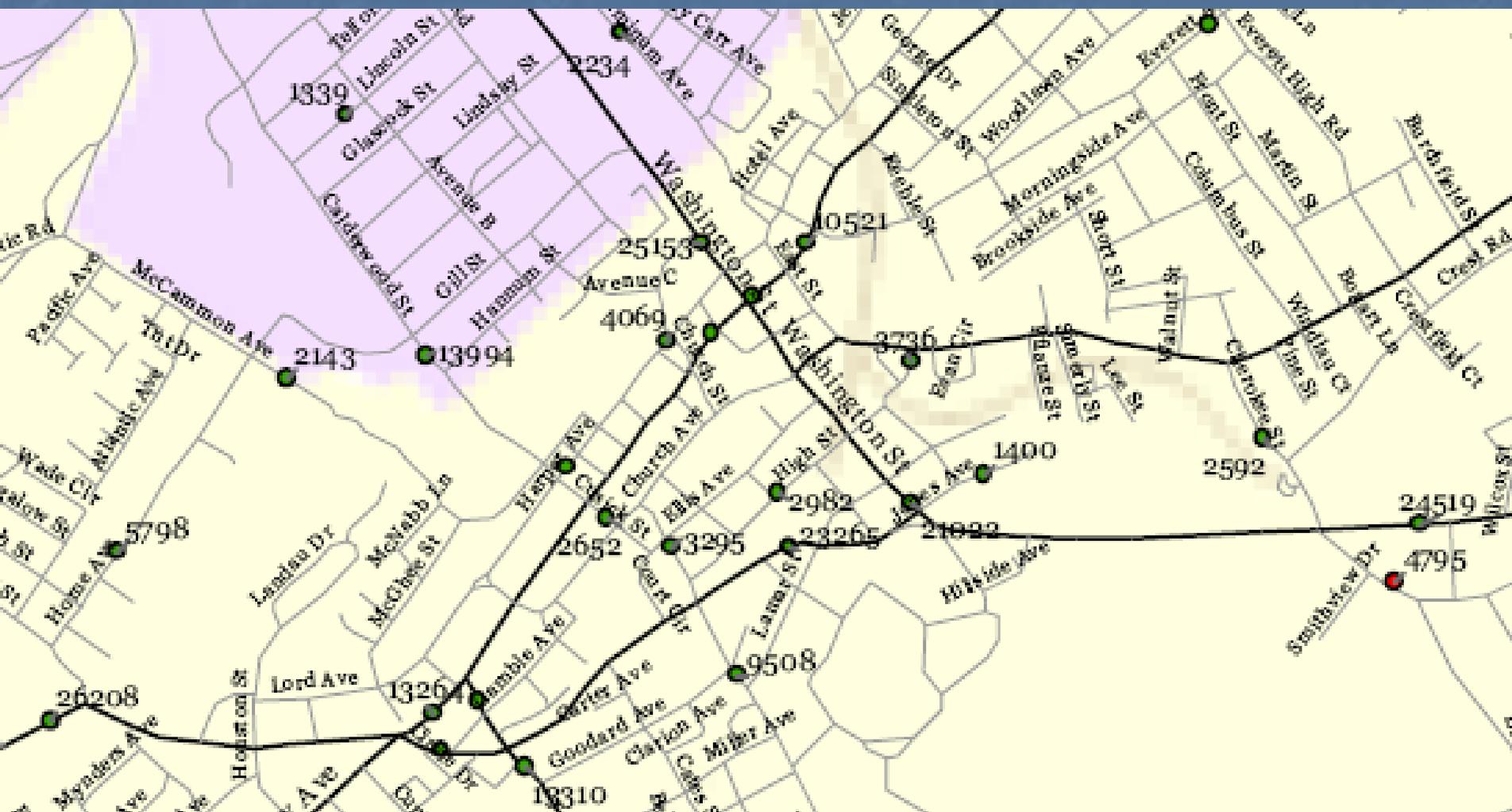
ETDD Counties Commuter Flows 2000 Census



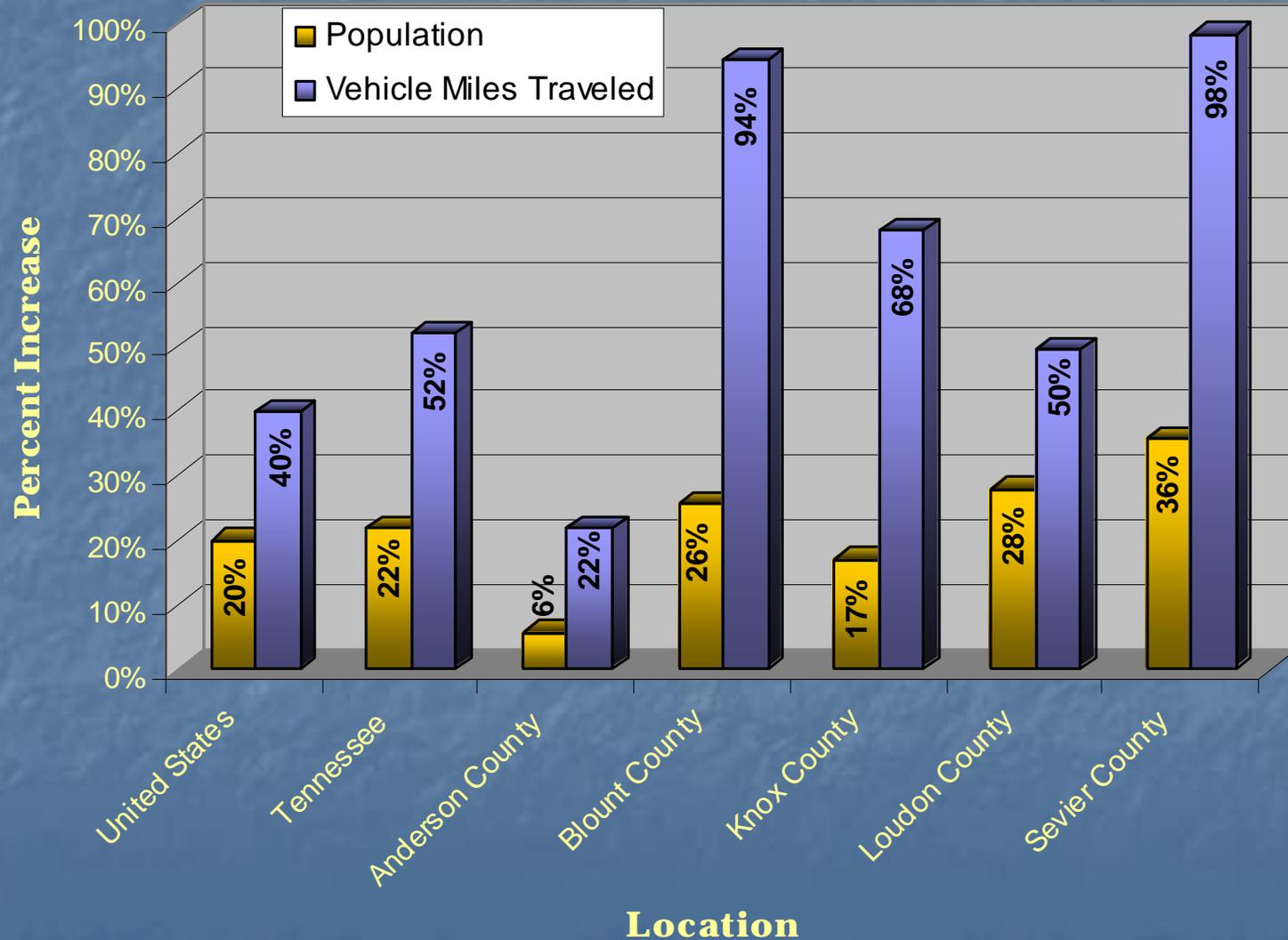
The employment dominance of Knoxville County is reflected in worker commuter flows, with secondary centers in Anderson and Hamblen counties.

NOTE: Below 499 commuters not shown

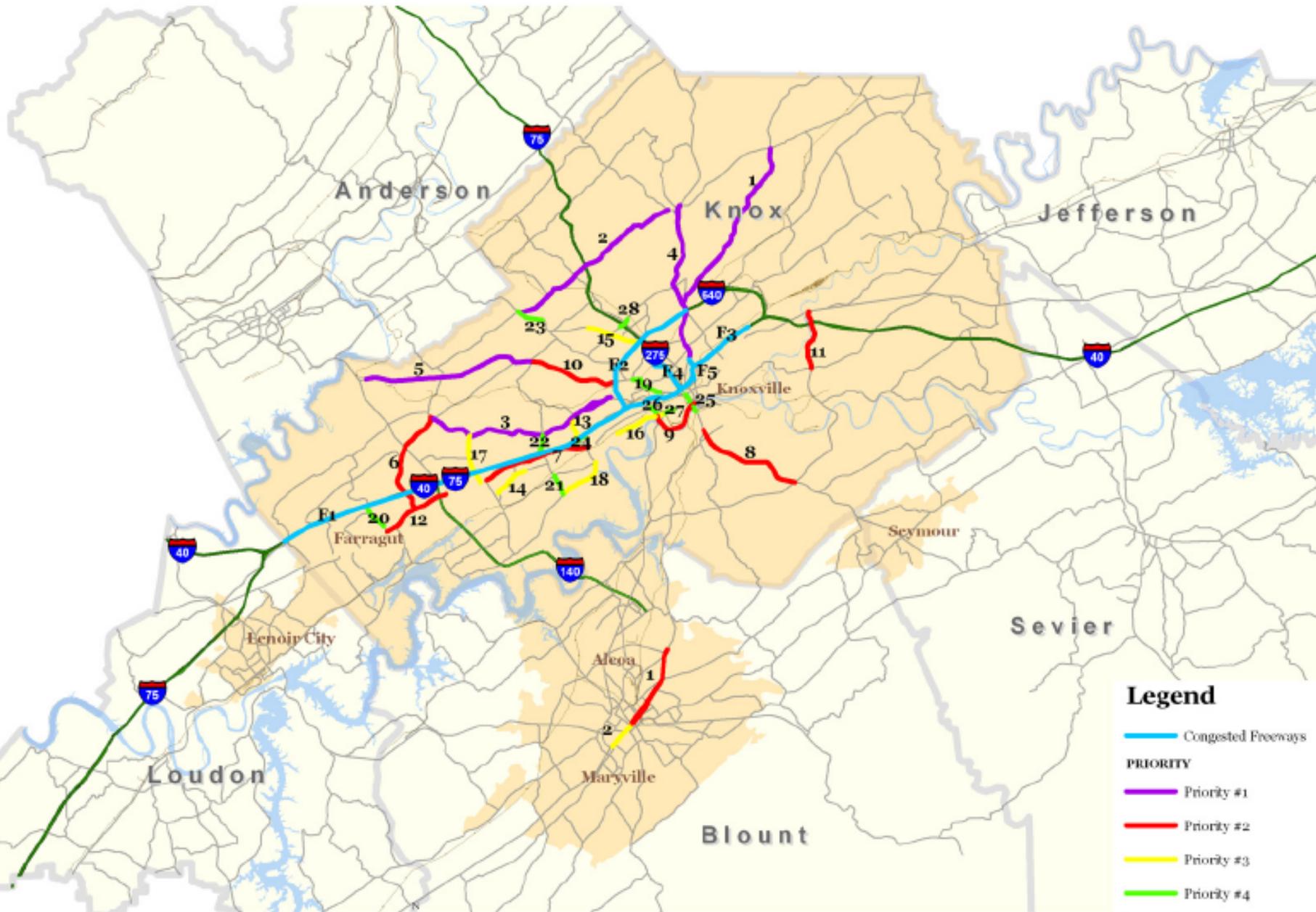




Vehicle Miles Traveled Increase Compared to Population Increase 1990 to 2005



TPO Area Congested Corridors



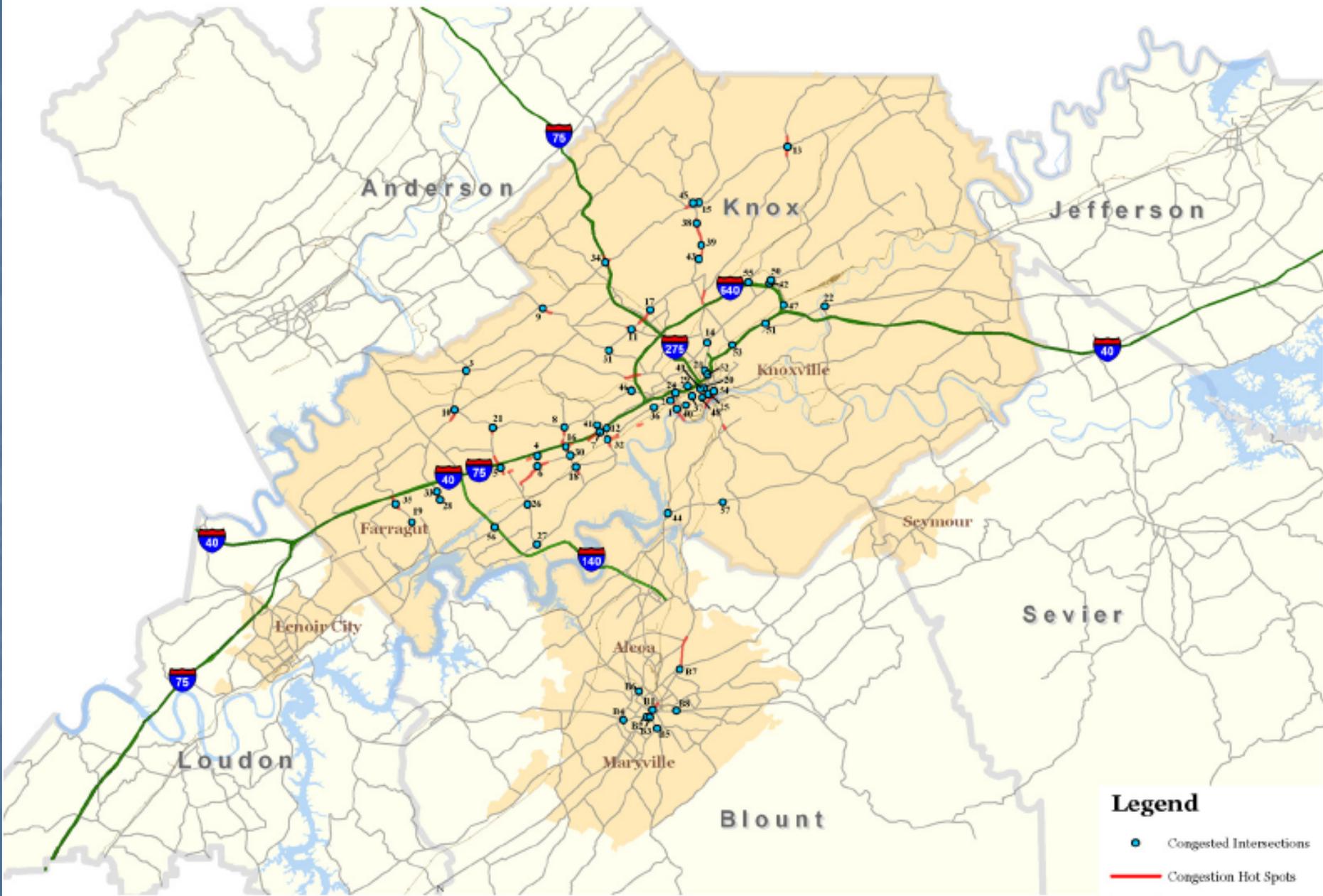
Legend

- Congested Freeways
- PRIORITY**
- Priority #1
- Priority #2
- Priority #3
- Priority #4
- TPO Planning Area

0 3.5 7 14 Miles



TPO Area Congestion Hot Spots

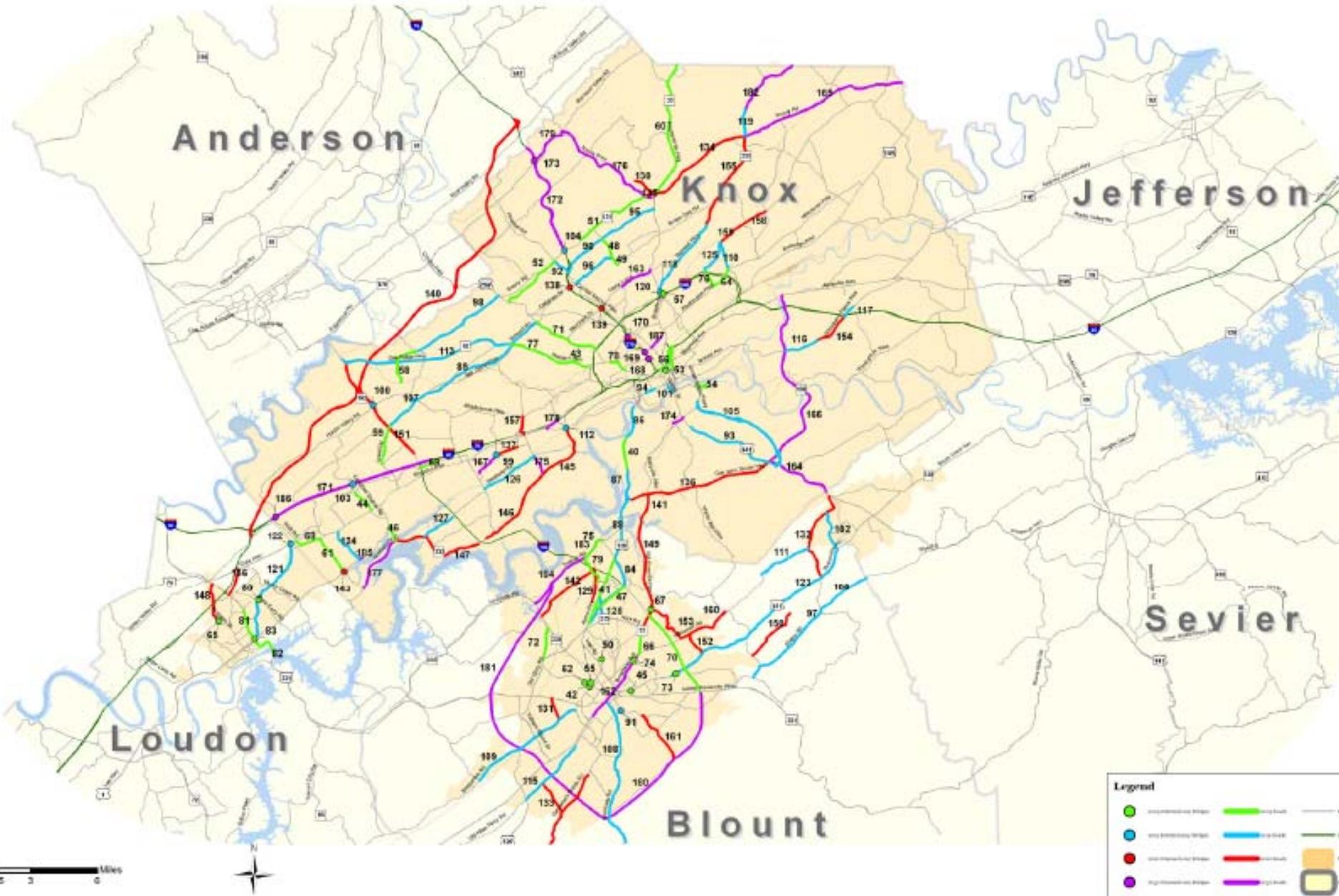


- Legend**
- Congested Intersections
 - Congestion Hot Spots
 - TPO Planning Area

0 3.5 7 14 Miles



MAP 13: TPO PLANNING AREA HIGHWAY PROJECTS

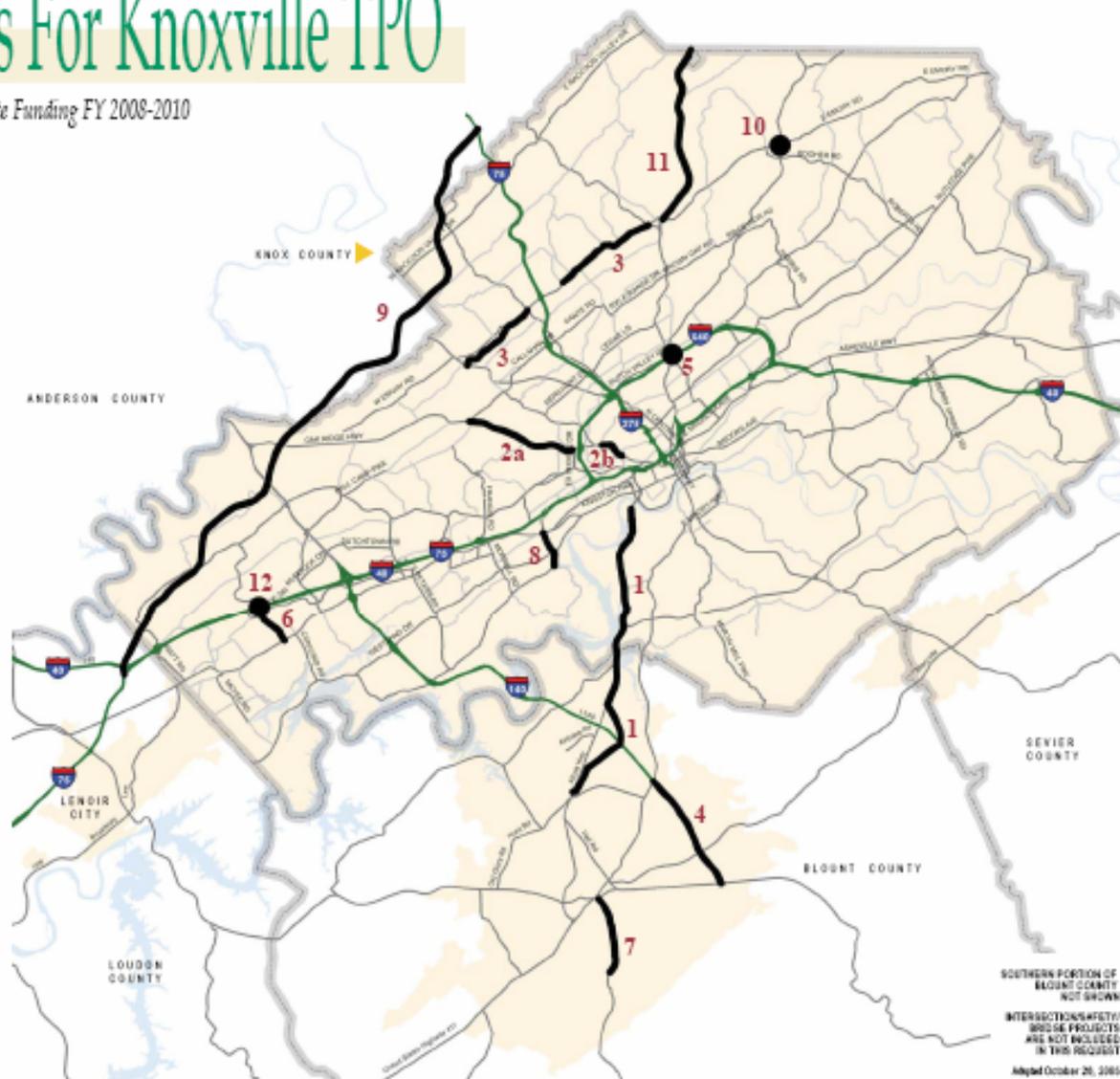


Highway System Priorities For Knoxville TPO

Request for Federal/State Funding FY 2008-2010

High Priority Highway Projects

Map Location	Description
1	Alcoa Highway from South of Hunt Road in Alcoa to Cherokee Trail in Knox County
2	a. Western Avenue (S.R. 62) from Schaad Road to west of I-640 b. Western Avenue (S.R. 62) from Texas Avenue to Keith Avenue
3	Emory Road (S.R. 131) from Clinton Highway to Tazewell Pike
4	Pelissippi Parkway (S.R. 162) from S.R. 33 to U.S. 321
5	I-640/Broadway interchange Phase II
6	Campbell Station Road from Kingston Pike (S.R. 1) to Parkside Drive
7	Montvale Road (S.R. 336) from Broadway to the Maryville City Limits
8	Northshore Drive (S.R. 332) from Kingston Pike (S.R. 1) to Lyons Bend Road
9	Knoxville Parkway from I-40W to I-75N
10	Harrison Crossroads/Emory Road (S.R. 131)/Tazewell Pike (S.R. 331) Intersection
11	Maynardville Highway (S.R. 33) from Temple Acres Drive to Union County
12	I-40/Campbell Station Road Interchange



SOUTHERN PORTION OF BLOUNT COUNTY NOT SHOWN

INTERSECTIONS/SAFETY/BRIDGE PROJECTS ARE NOT INCLUDED IN THIS REQUEST

Revised October 26, 2005

The TPO is a conduit for accessing funding for transportation projects - but this usually requires a match from the local government

Funding source abbreviations:

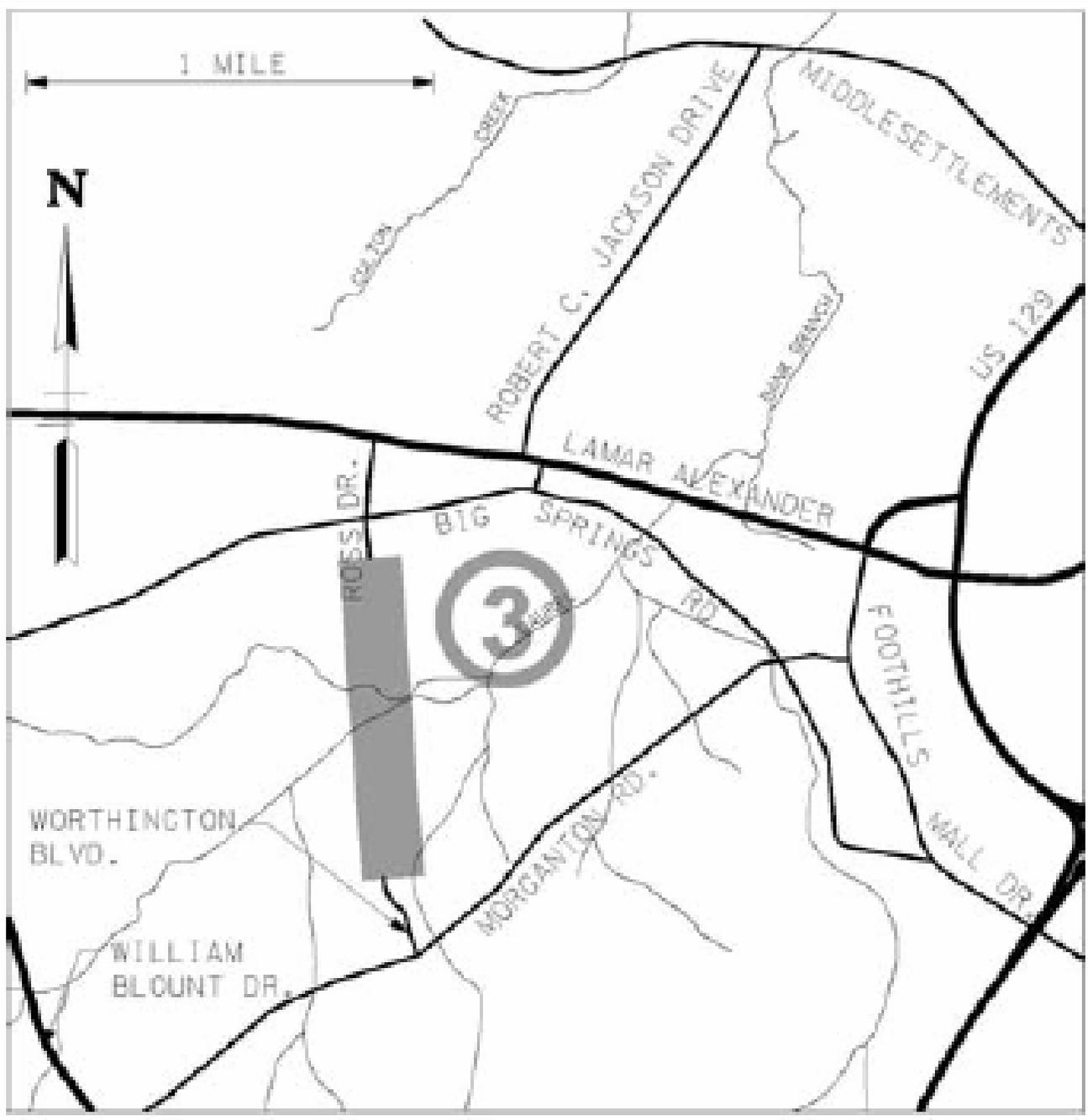
ACC/COM	Job Access and Reverse Commute Grant	50% Federal, 50% Match
BRR-S	Bridge Repair and Replacement-State	80% Federal, 20% Match
BRR-L	Bridge Repair and Replacement-Local	80% Federal, 20% Match
CMAQ	Congestion Mitigation and Air Quality-TPO	80% Federal, 20% Match
CMAQ-ST	Congestion Mitigation and Air Quality-State	80% Federal, 20% Match
ENHANCE	Enhancement projects	80% Federal, 20% Match
HPP	Highway Priority Project	80% Federal, 20% State
HSIP	Highway Safety Improvement Program	80% Federal, 20% Match
IM	Interstate Maintenance	90% Federal, 10% State
NHS	National Highway System	80% Federal, 20% State
SRS	Safe Routes to School	100% Federal, 80/20% Federal/Match
STATE	State funded project	100% State
STP	Surface Transportation Program-State	80% Federal, 20% Match
STP-TPO	Surface Transportation Program-IPO	80% Federal, 20% Match
TRANSIT	Federal Transit Administration Funds	80% Federal, 20% Match

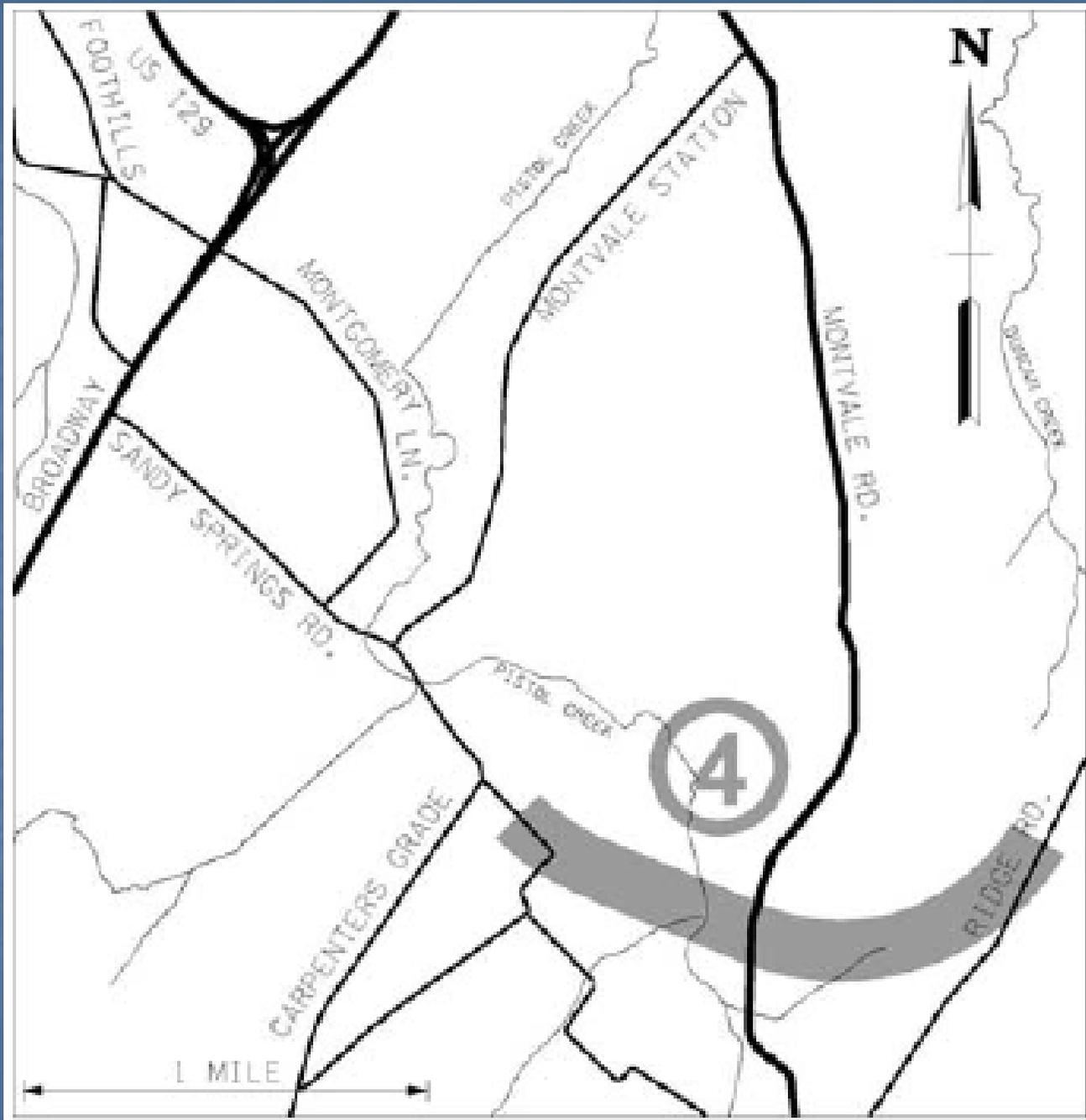
HII Growth Study

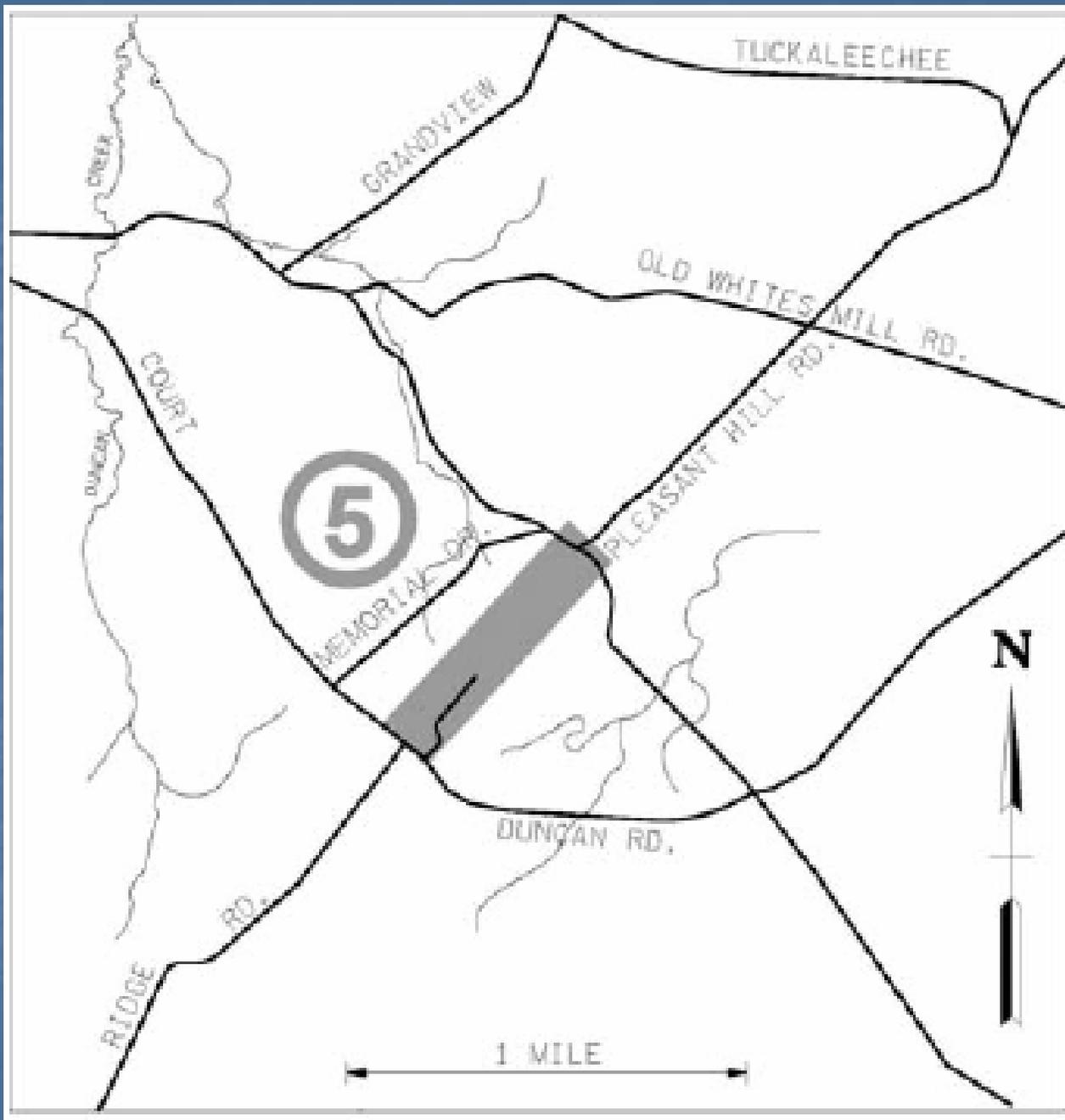
- The Hunter Interests Growth Study provided a new way of looking at the county road system
- The study accepted the need for extension of Pellissippi Parkway to intersection with Highway 321, but did not recommend extension of a major four-lane highway encircling Maryville in the south of the county
- The main approach was to identify a set of linkages between existing roads, and improvement of existing roads, to form a set of arcs and circumferential routes in and around Maryville and Alcoa

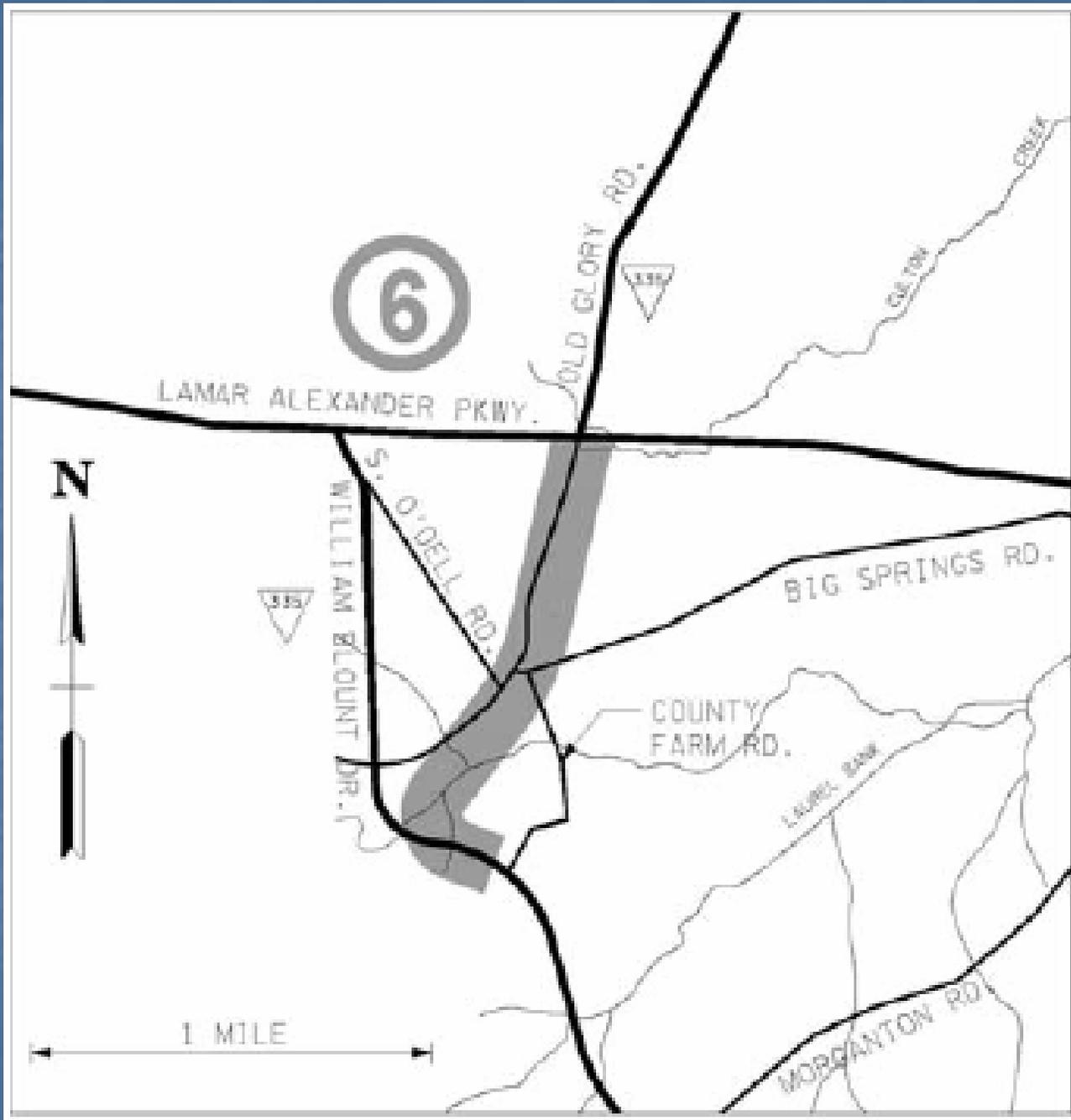




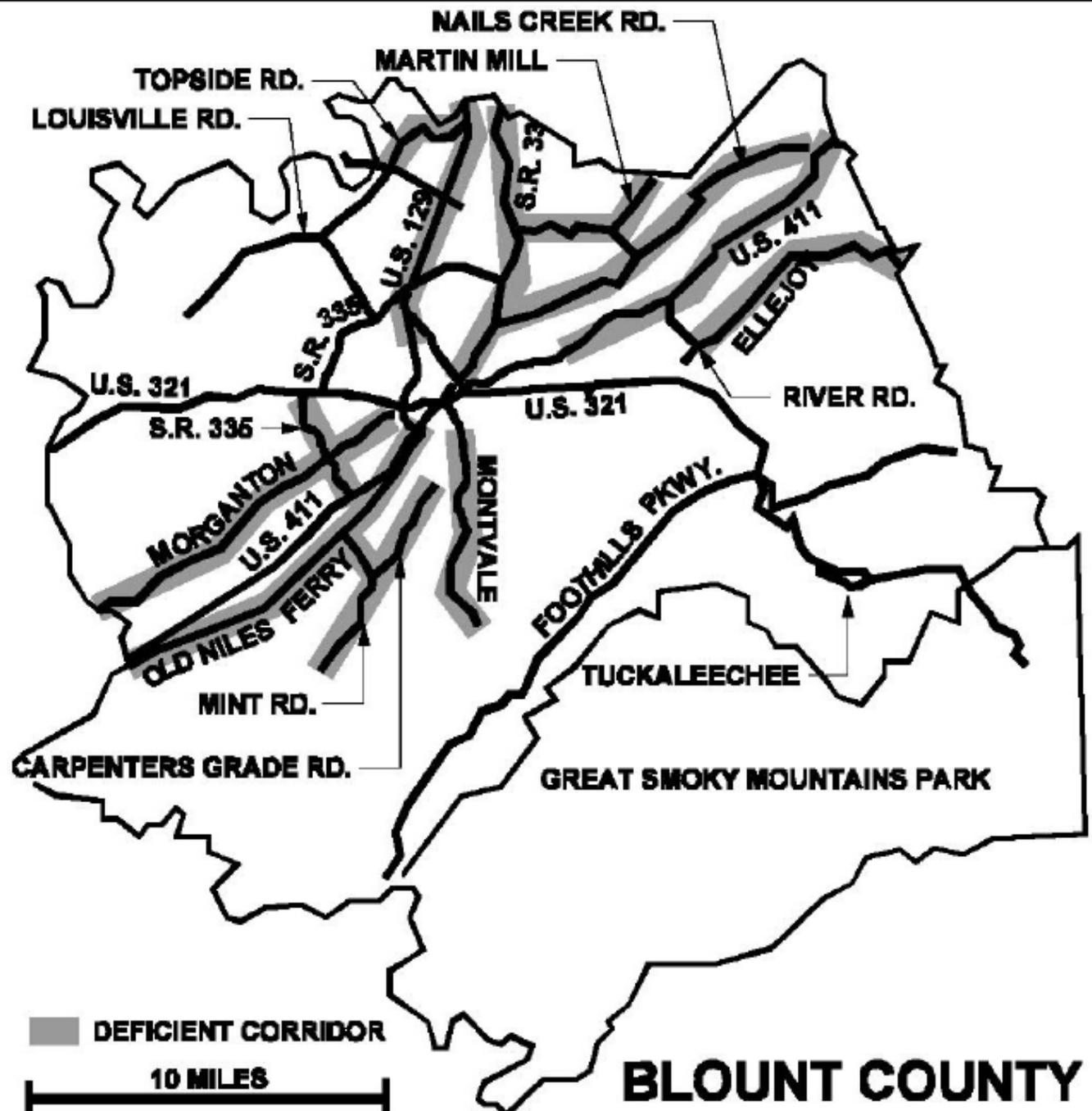




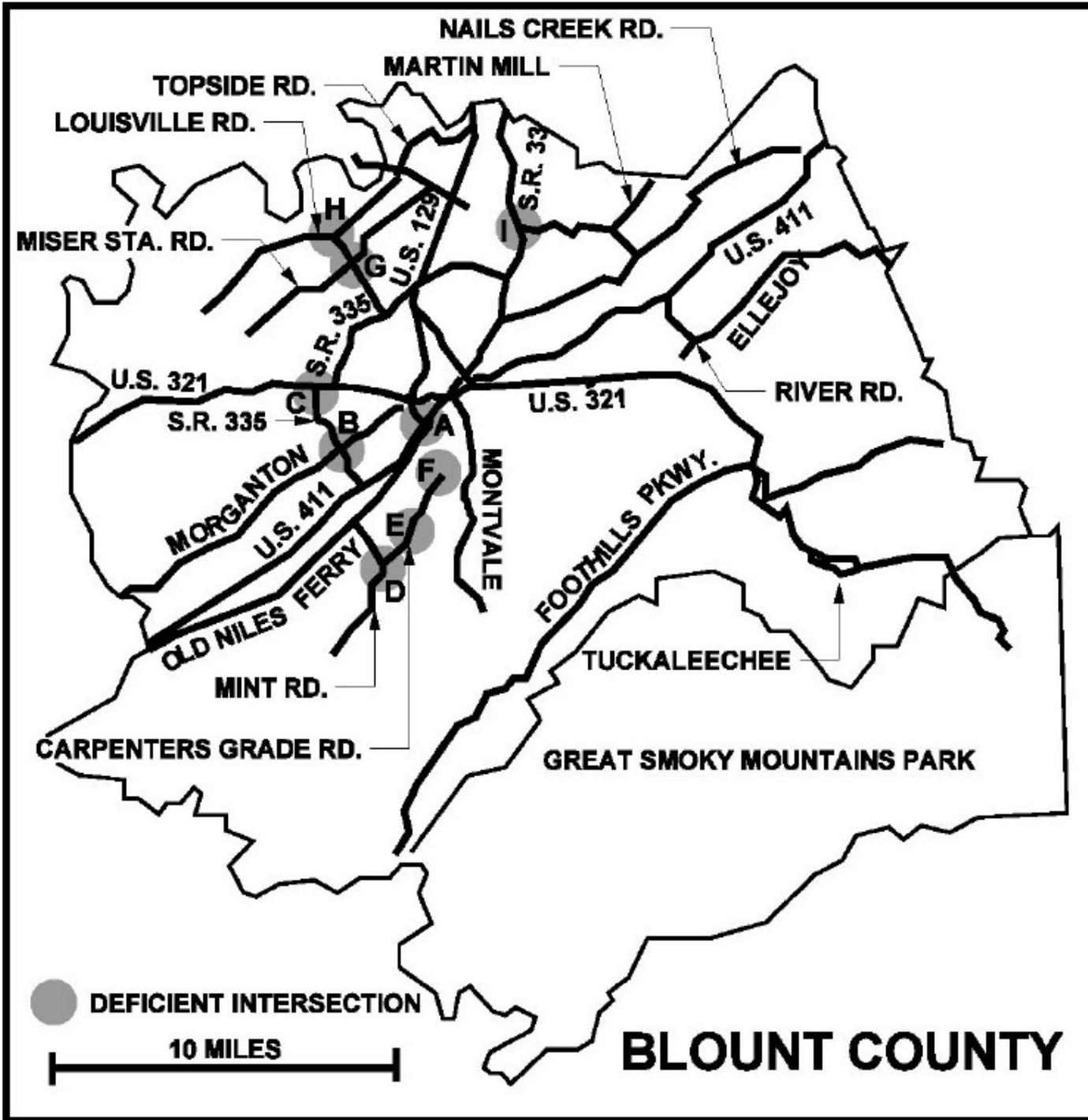




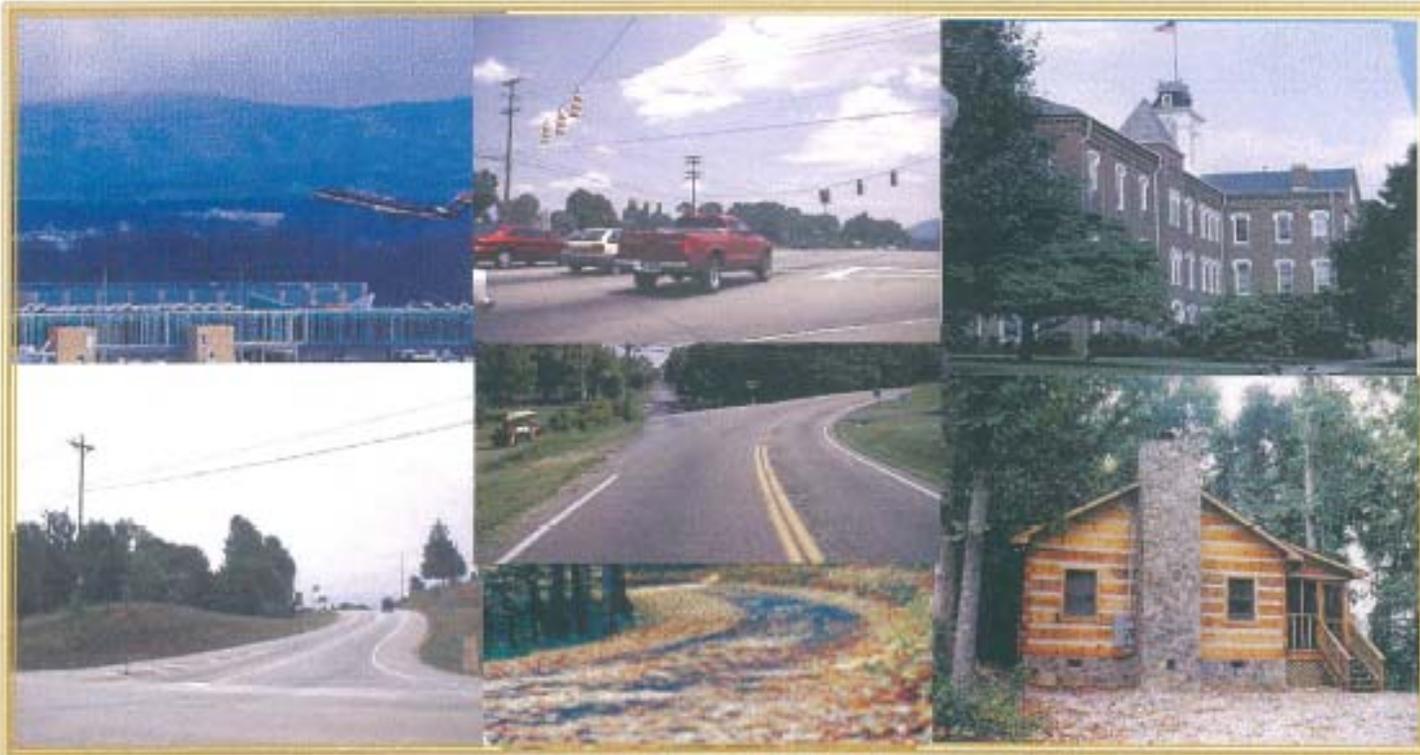




BLOUNT COUNTY



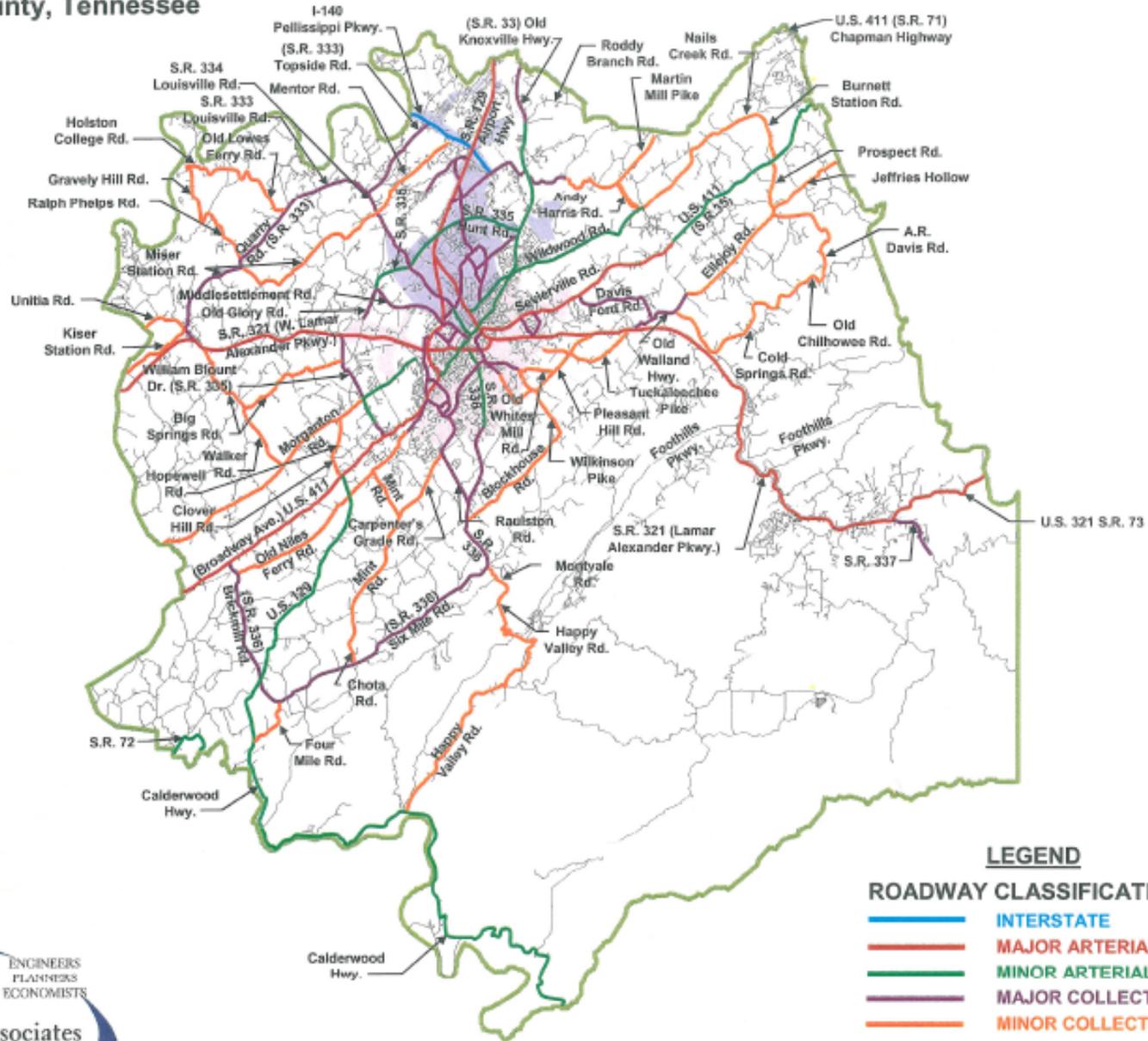
BLOUNT COUNTY ROADWAY NEEDS STUDY UPDATE



2004

ROADWAY CLASSIFICATIONS

Blount County, Tennessee



LEGEND

- ROADWAY CLASSIFICATIONS**
- INTERSTATE
 - MAJOR ARTERIAL
 - MINOR ARTERIAL
 - MAJOR COLLECTOR
 - MINOR COLLECTOR

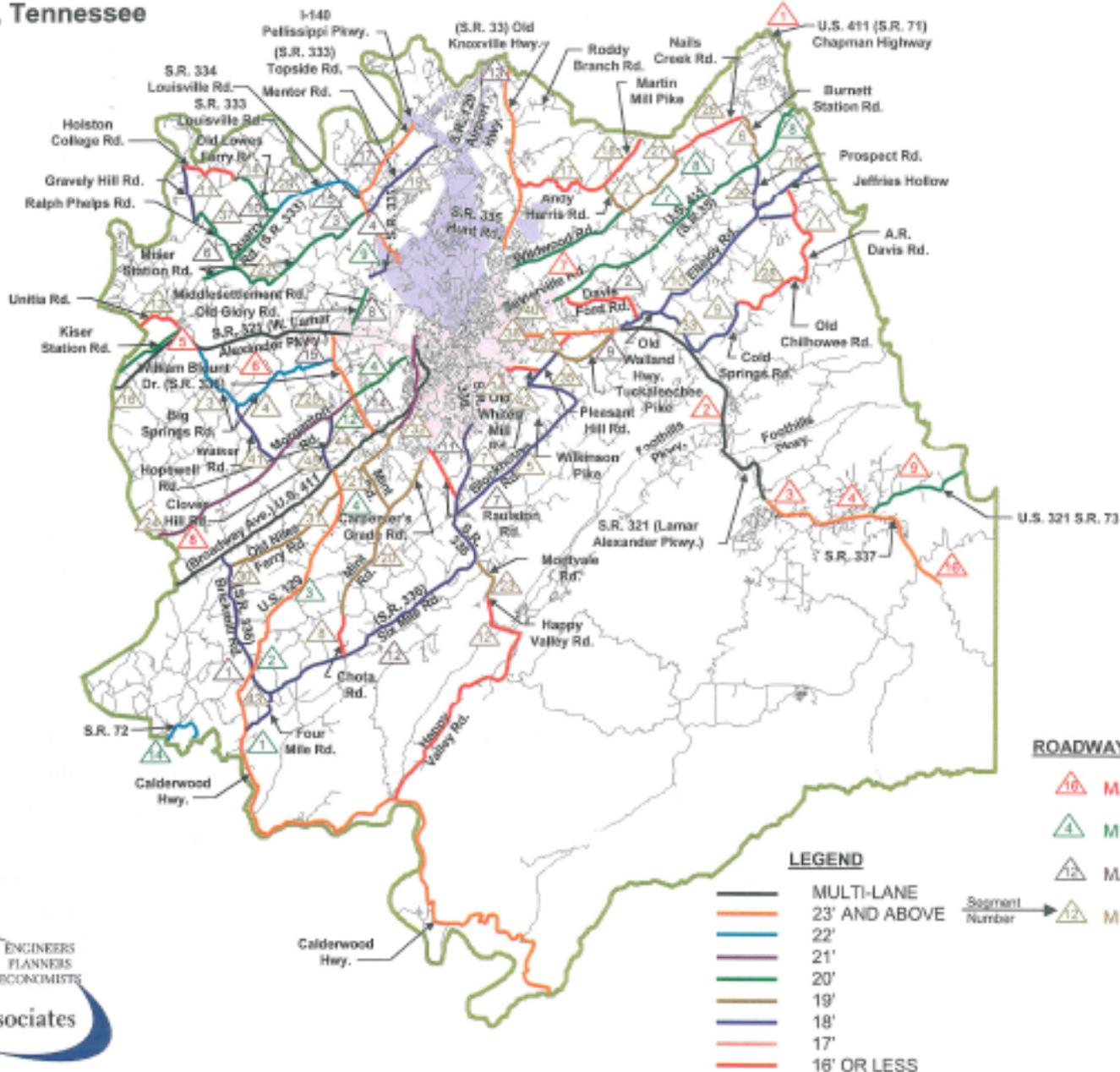


Wilbur Smith Associates

Figure 1

ROADWAY WIDTHS

Blount County, Tennessee



Wilbur Smith Associates

Figure 4

BLOUNT COUNTY HIGH ACCIDENT ROADS – 2003 DATA Blount County, Tennessee

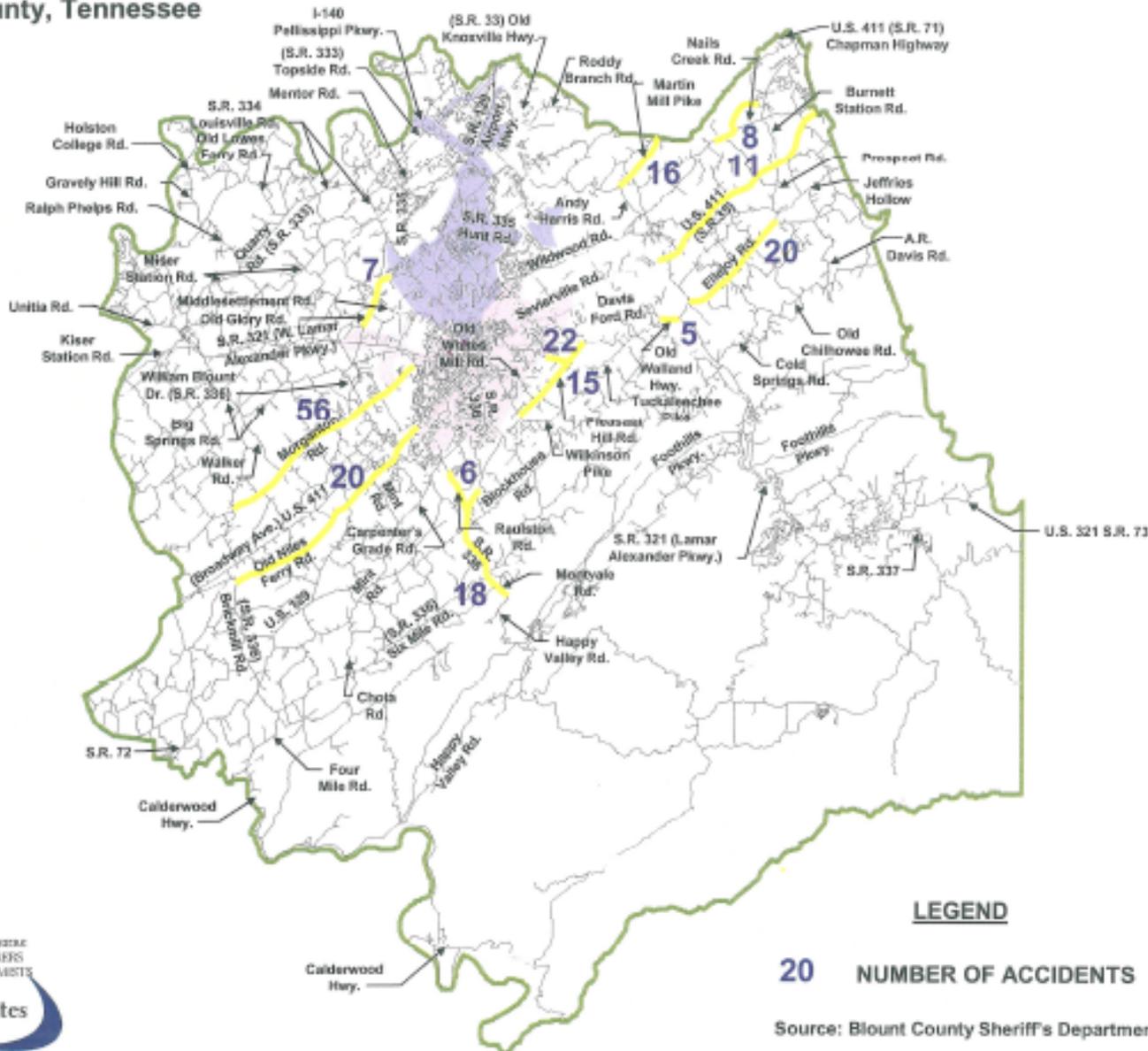


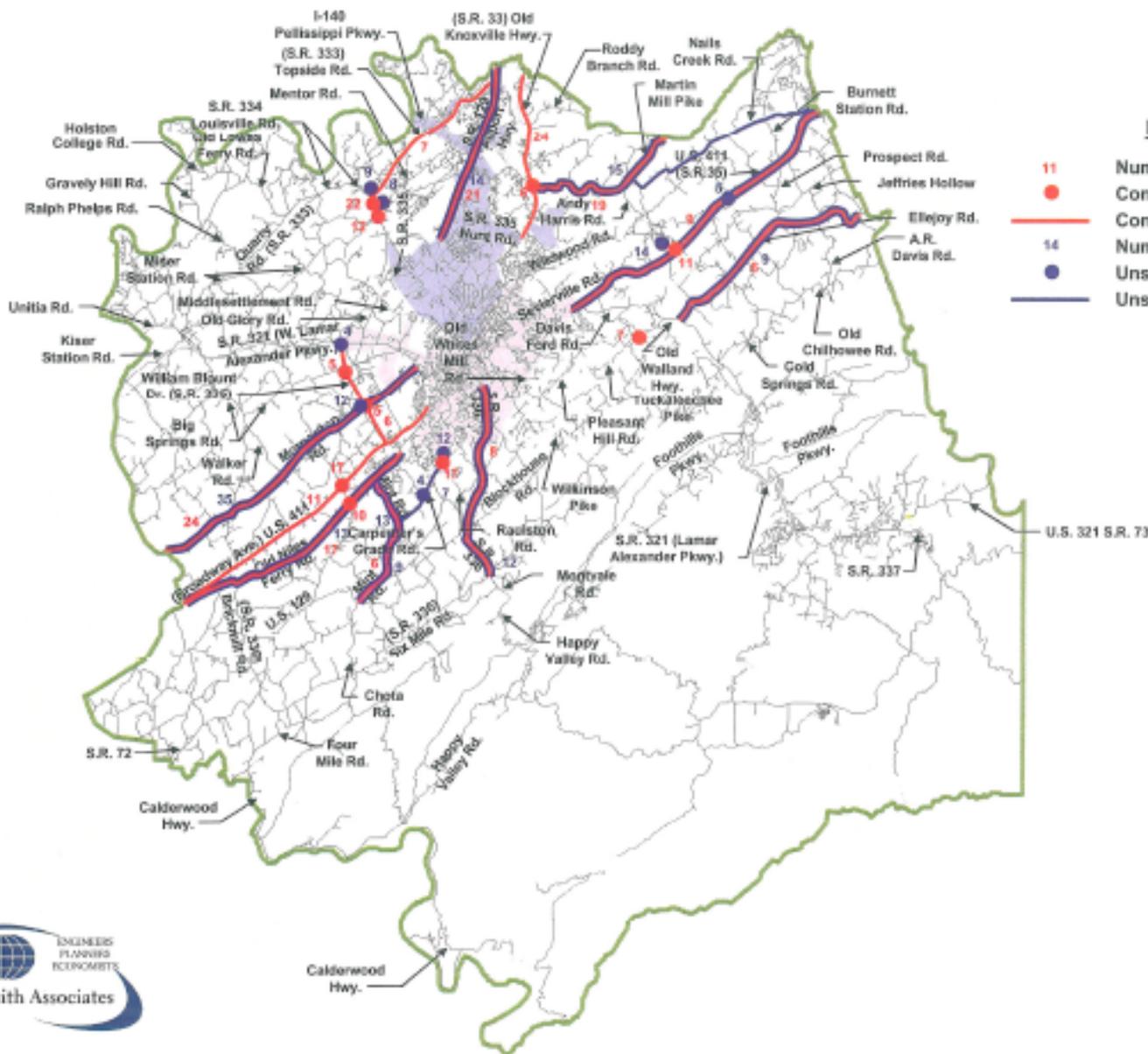
Figure 6

PROBLEM AREAS BASED ON PUBLIC HEARING AND SURVEY RESPONSES- 2000 STUDY Blount County, Tennessee



LEGEND

- 11 Number Mentioned
- Congested Intersection
- Congested Roadway Segments
- 14 Number Mentioned
- Unsafe Intersection
- Unsafe Roadway Segments



Traffic Projections to 2030

Route Number	Route Name	Description		Length (Miles)	Roadway Width	ADT		Projected Traffic (ADT)					ROW		
		Beginning	Ending			(2003)	Count Station	Year 2010	Year 2015	Year 2020	Year 2025	Year 2030	min (ft)	max (ft)	
1	SR 336	BRICK MILL ROAD	US 411 (SR 33)	US 129 (SR 115)	3.76	18	2,326	T68	2,870	3,270	3,670	4,070	4,470	40	
2	4484	DAVIS FORD ROAD	RIVER FORD ROAD	US 411 (SR 35) (SEMIERVILLE ROAD)	2.88	16	1,466	T186	1,770	1,990	2,210	2,430	2,650	24	
3	SR333	LOUISVILLE ROAD	OLD LOWES FERRY ROAD	TOPSIDE ROAD	5.06	22	7,041	T8	7,460	8,290	9,040	9,830	10,620	60	
4	SR 334	LOUISVILLE ROAD	ALCOA CITY LIMITS	(TOPSIDE ROAD)	0.93	24	9,647	T182	11,800	13,360	14,910	16,470	18,030	60	
5	2410	MARTIN MILL PIKE	OLD KNOXVILLE HIGHWAY	ROCKFORD CITY LIMITS	1.40	16	2,425	T210	2,930	3,300	3,660	4,030	4,390	24	
6	SR 333	MISER STATION ROAD	US 321 (SR 73) (LEAVING FRIENDSVILLE)	QUARRY ROAD	3.69	20	2,224	T31	2,710	3,070	3,470	3,790	4,150	40	
7	SR 336	MONTVALE ROAD	SIX MILE ROAD	MARYVILLE CITY LIMITS	4.37	18	5,173	T54	6,200	6,470	7,540	8,210	8,680	40	
8	SR 335	OLD GLORY ROAD	OLD MT. TABOR ROAD	MIDDLESETTLEMENTS RD.	1.30	20	6,521	T124	7,900	8,900	9,880	11,000	12,090	50	
9	4483	OLD WYLLAND HIGHWAY	RIVER FORD ROAD	US 321 (SR73)	1.76	18	4,402	T24	5,740	6,600	7,470	8,330	9,190	25	
10	SR 333	QUARRY ROAD	MISER STATION ROAD	LOUISVILLE ROAD	2.44	20	2,771	T146	3,270	3,680	4,110	4,520	4,940	40	
11	4815	RAULSTON ROAD	CARPENTER'S GRADE ROAD	SR 336 (MONTVALE ROAD)	1.74	17	4,700	M24	7,410	8,950	10,510	12,060	13,620	23	50
12	SR 336	SIX MILE ROAD	US 129 (SR 115)	MONTVALE ROAD	10.54	18	1,624	T78	1,800	2,040	2,280	2,520	2,760	40	60
13	SR 33	OLD KNOXVILLE HWY	RODDY BRANCH RD.	BLOUNT/KNOX CO. LINE	1.75	24	7,467	T173	8,420	9,410	10,400	11,380	12,370	60	
14	SR 335	WILLIAM BLOUNT DR.	US 411 (SR 33)	CLOVERHILL RIDGE ROAD	0.81	24	6,539	T145	8,250	9,530	10,810	12,080	13,360	120	
15	SR 335	WILLIAM BLOUNT DR.	MORSANTON ROAD	US 321 (SR 73)	2.17	24	7,002	T59	9,270	10,460	11,660	12,850	14,050	130	
16	SR 337	SMOKY MOUNTAIN HIGHWAY	US 321 (SR 73)	GSNMP ENTRANCE	1.54	24	7,029	T86	8,280	9,420	10,560	11,700	12,850	60	
17	SR333	TOPSIDE ROAD	SR-334 LOUISVILLE ROAD	I-140 RAMPS	3.01	24	10,388	T150	12,120	13,710	15,290	16,880	18,460	60	150

WIDTH

ADT

Road Width/Traffic
Decision Criteria

14

250

15

250

16

500

17

1,000

18

2,000

19

3,000

20

4,000

21

5,000

22

6,000

23

7,000

24

10,000

**EXISTING ADT VS ROADWAY CLASSIFICATION WIDTHS
BLOUNT COUNTY ROADWAY NEEDS STUDY UPDATE
Blount County, Tennessee**

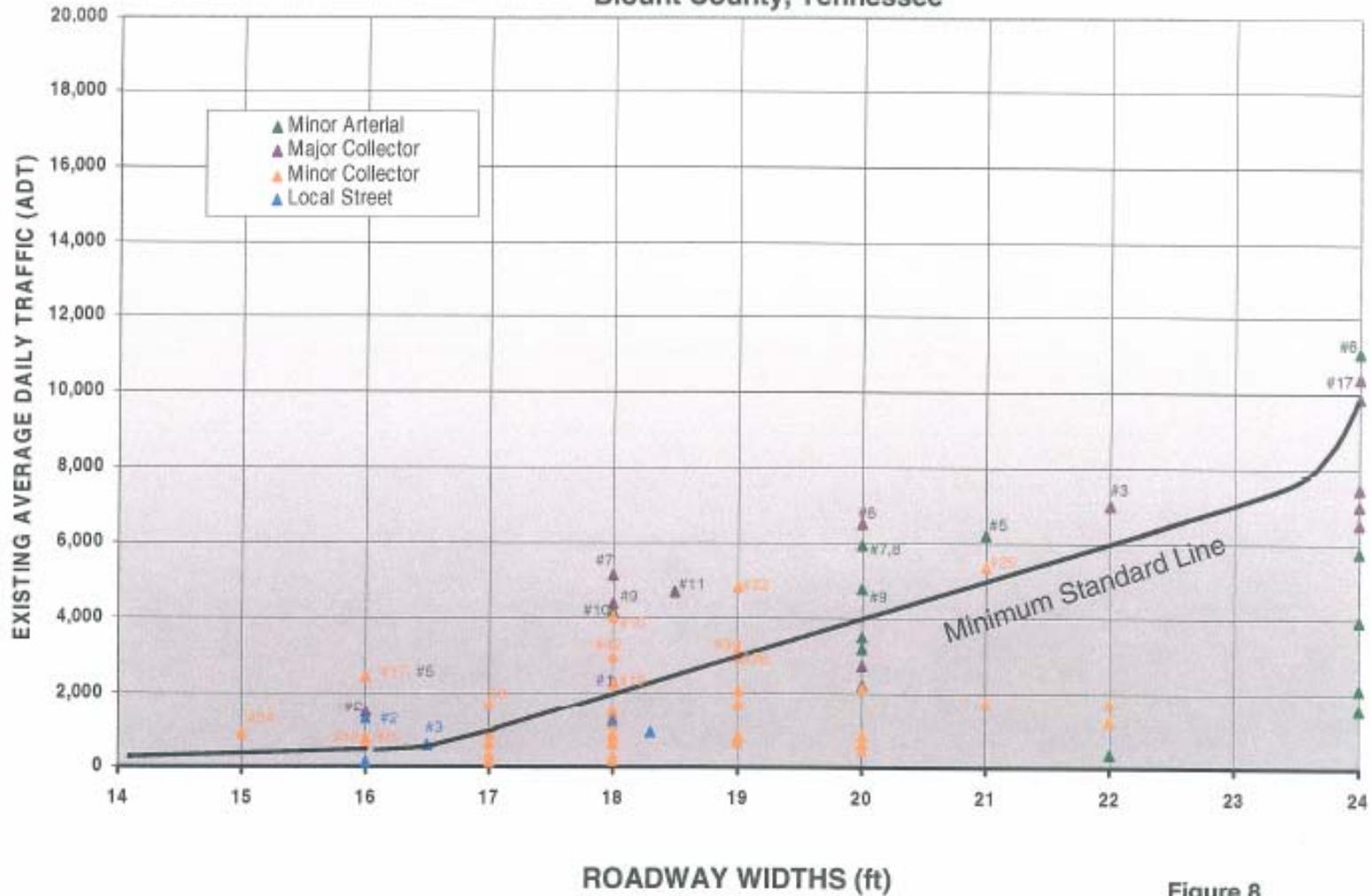


Figure 8

2010 ADT VS ROADWAY CLASSIFICATION WIDTHS
BLOUNT COUNTY ROADWAY NEEDS STUDY UPDATE
 Blount County, Tennessee

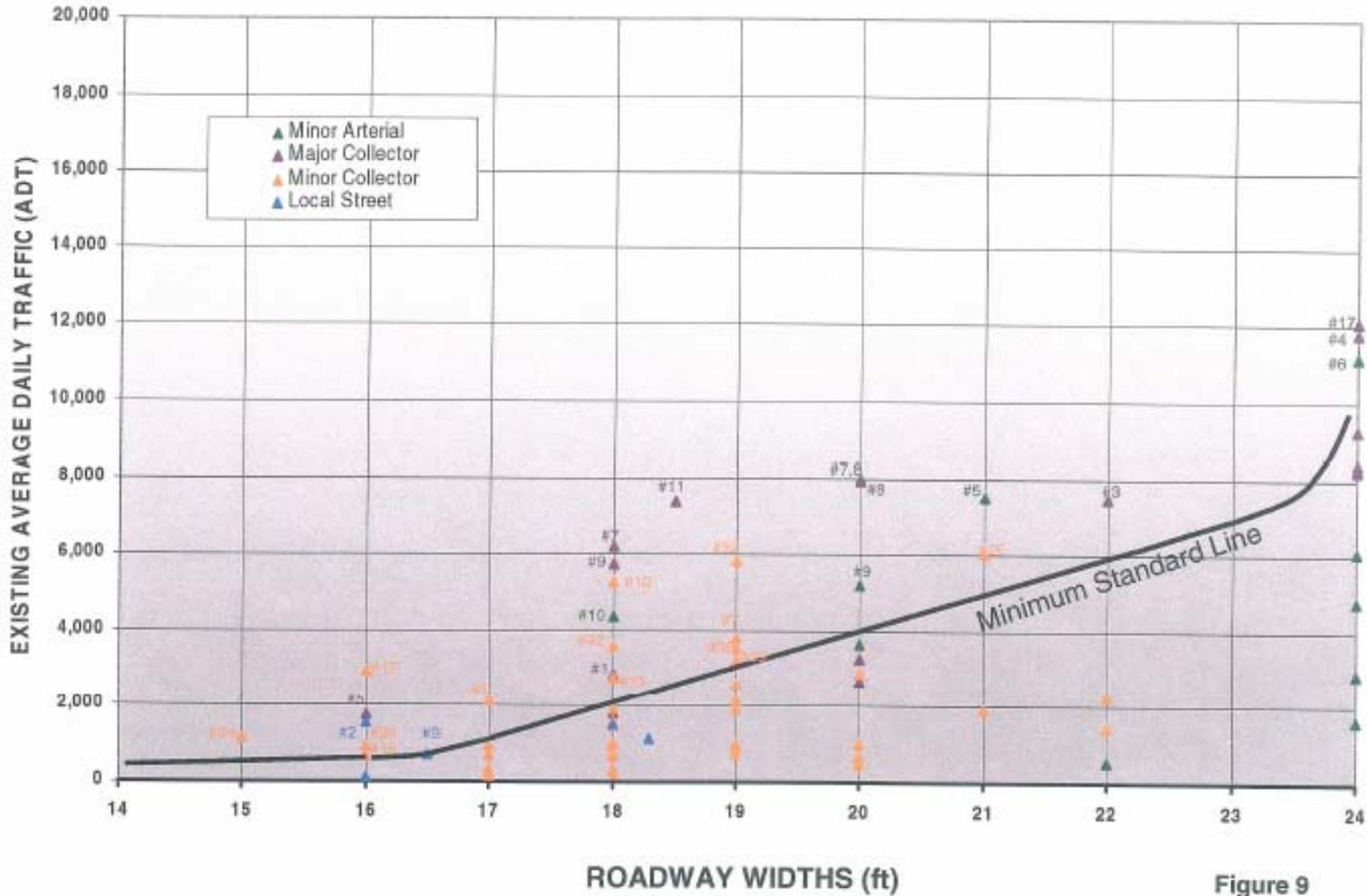
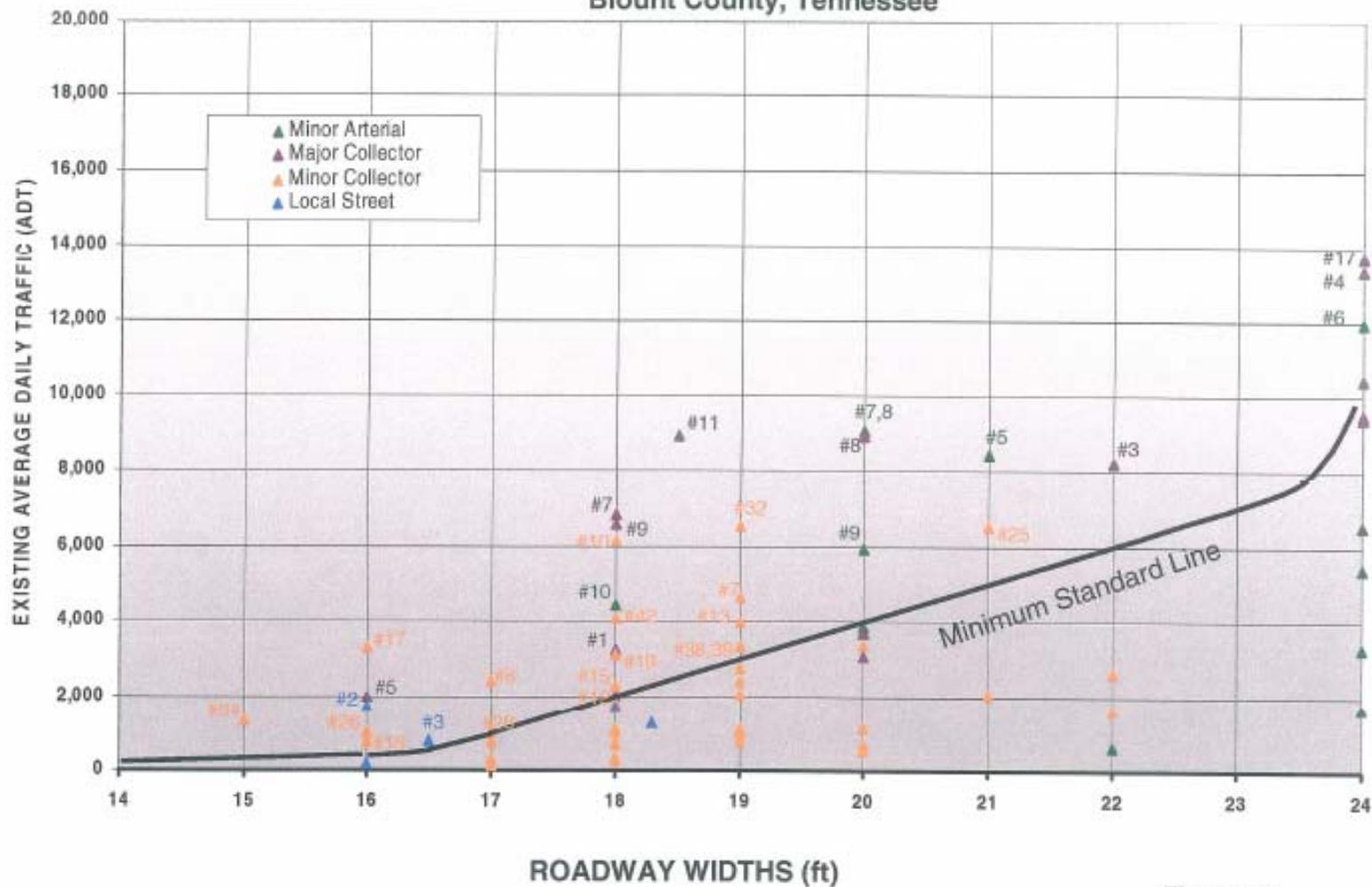
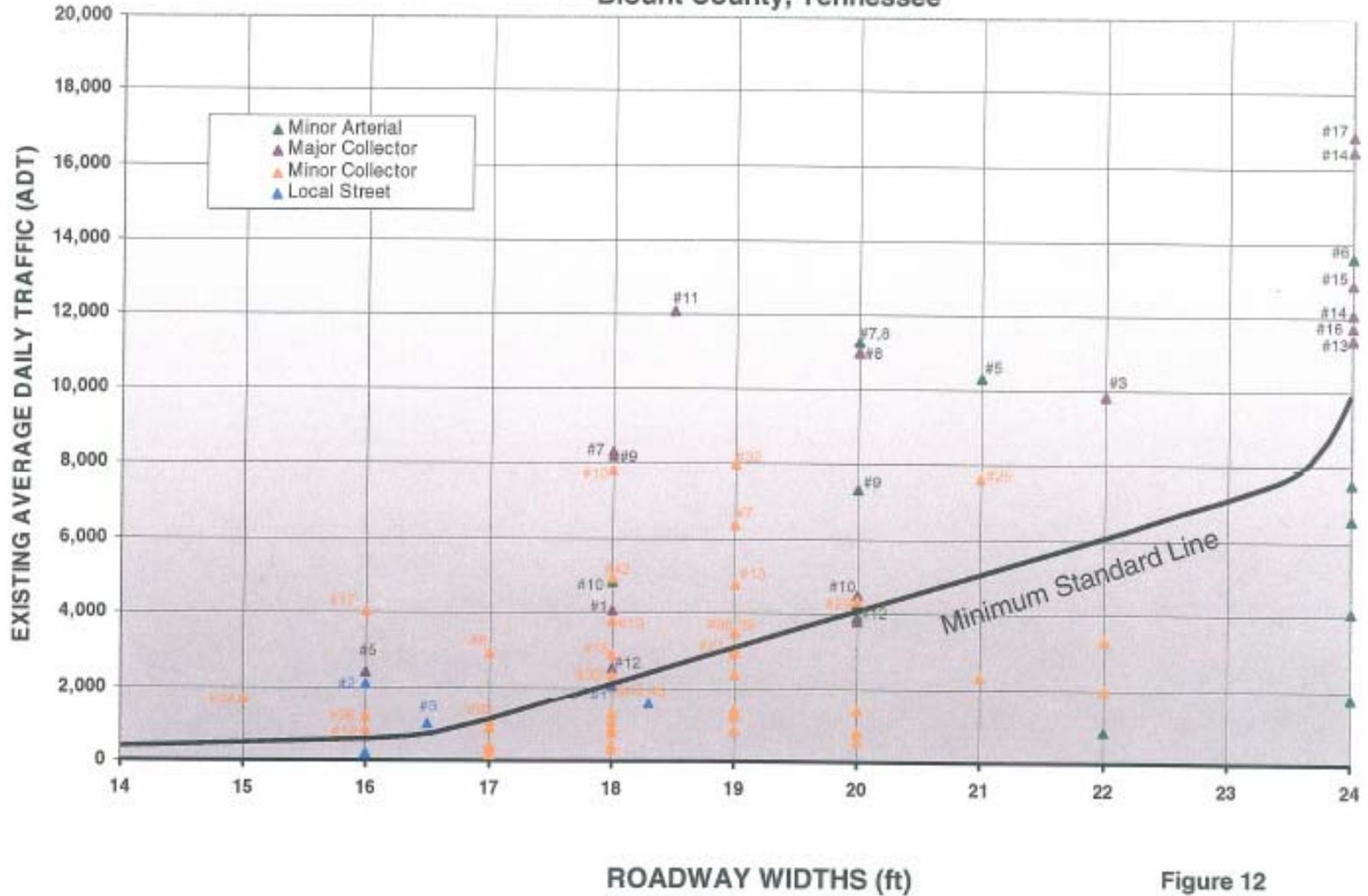


Figure 9

**2015 ADT VS ROADWAY CLASSIFICATION WIDTHS
BLOUNT COUNTY ROADWAY NEEDS STUDY UPDATE
Blount County, Tennessee**



**2025 ADT VS ROADWAY CLASSIFICATION WIDTHS
 BLOUNT COUNTY ROADWAY NEEDS STUDY UPDATE
 Blount County, Tennessee**



**2030 ADT VS ROADWAY CLASSIFICATION WIDTHS
 BLOUNT COUNTY ROADWAY NEEDS STUDY UPDATE
 Blount County, Tennessee**

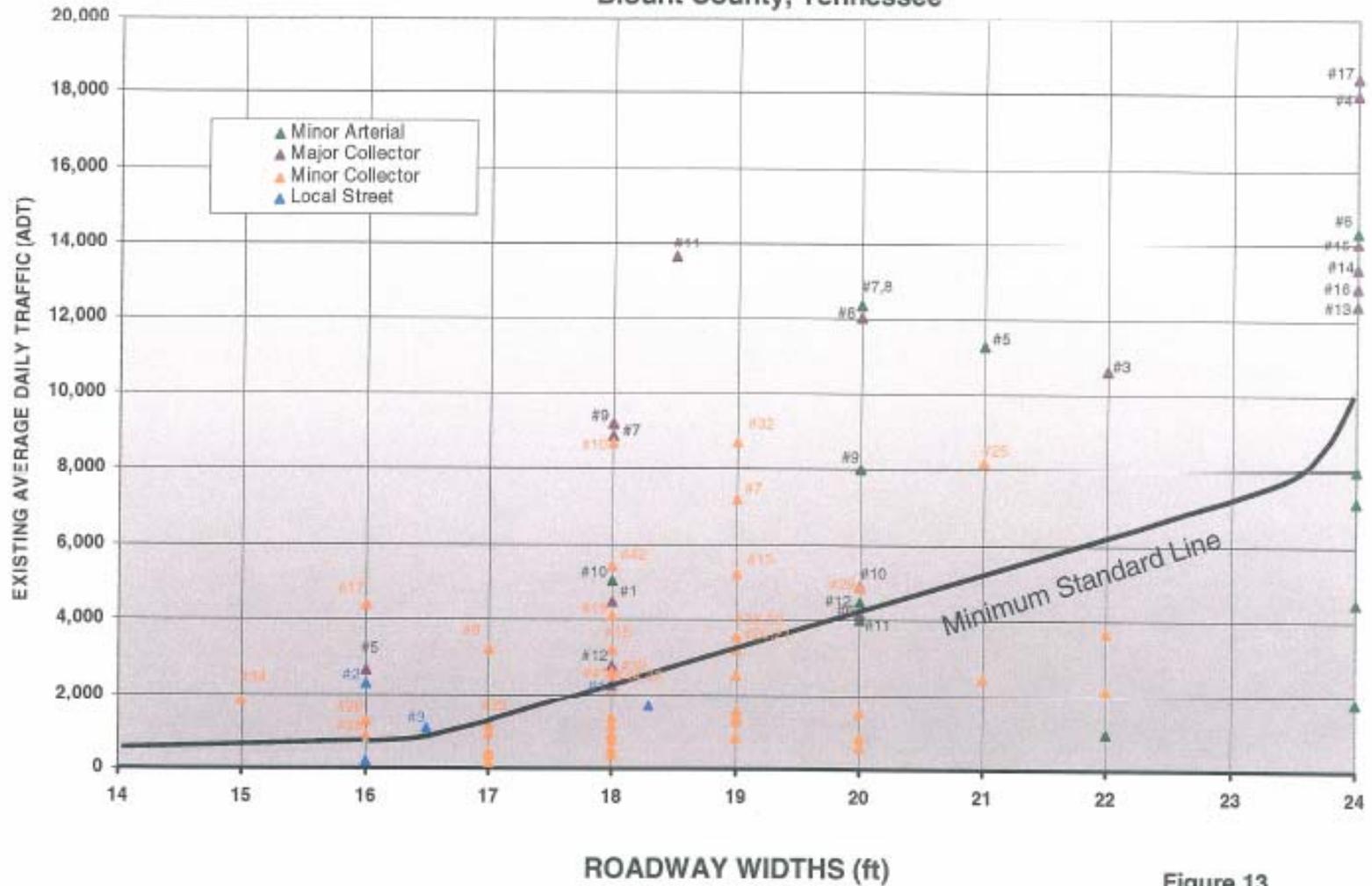


Figure 13

**Table 6
EXISTING DEFICIENT ROADS
Blount County, Tennessee**

ROAD CLASSIFICATION	SEGMENT	ROAD	WIDTH	VOLUME CRITERIA	1997 ADT	2003 ADT	PREVIOUS PRIORITY
Minor Arterial	5	Morganton Road	21	5,000	5,829	6,220	Immediate
Minor Arterial	6	Old Knoxville Highway*	24	10,000	10,069	11,160	Immediate
Minor Arterial	7	Sevierville Road	20	4,000	4,280	5,952	Immediate
Minor Arterial	8	Sevierville Road	20	4,000	4,280	5,952	Immediate
Minor Arterial	9	Sevierville Road	20	4,000	3,682	4,780	2005
Minor Arterial	10	West Hunt Road	18	2,000	764	4,180	(1)
Major Collector	1	Brick Mill Road	18	2,000	1,564	2,326	2005
Major Collector	2	Davis Ford Road	16	500	831	1,466	Immediate
Major Collector	3	Louisville Road	22	6,000	4,816	7,041	2025
Major Collector	5	Martin Mill Pike	16	500	2,948	2,425	Immediate
Major Collector	7	Montvale Road	18	2,000	4,398	5,173	Immediate
Major Collector	8	Old Glory Road	20	4,000	5,240	6,521	Immediate
Major Collector	9	Old Walland Highway	18	2,000	3,500	4,401	Immediate
Major Collector	11	Raulston Road	18.5	1,000	4,332	4,700	Immediate
Major Collector	17	Topside Road*	24	10,000	7,264	10,385	2010
Minor Collector	8	Chota Road	17	1,000	1,469	1,676	Immediate
Minor Collector	10	Ellejoy Road	18	2,000	3,519	4,061	Immediate
Minor Collector	17	Martin Mill Pike	16	500	2,948	2,455	Immediate
Minor Collector	18	Martin Mill Pike	16	500	505	621	Immediate
Minor Collector	19	Mentor Road	18	2,000	1,450	2,286	(1)
Minor Collector	25	Morganton Road	21	5,000	3,930	5,390	2020
Minor Collector	26	Nails Creek Road	16	250	805	750	Immediate
Minor Collector	32	Old Niles Ferry Road	19	3,000	4,558	4,836	Immediate
Minor Collector	34	Old Whites Mill Road	15	250	662	883	Immediate
Minor Collector	38	Tuckaleechee Pike	19	3,000	3,200	3,143	Immediate
Minor Collector	39	Tuckaleechee Pike	19	3,000	1,269	3,143	(1)
Minor Collector	42	Wilkinson Pike	18	2,000	2,922	3,000	Immediate
Local Street	2	Doc Norton Road	16	500	N/A	1,280	(2)

Bold/Italic: Roadways that are new to "existing need" list

(1) Did not make priority list at all in 2000 study.

(2) 2000 study did not include any local roads.

* Multi-lane section should be considered

**Table 7
FUTURE DEFICIENT ROADS
Blount County, Tennessee**

PRIORITY YEAR	ROAD CLASSIFICATION	SEGMENT	ROAD	WIDTH	VOLUME CRITERIA	Existing	2010	2015	2020	2025	2030	PREVIOUS PRIORITY (1)
2010	Minor Collector	7	Carpenter's Grade Road	19	3,000	2,970	3,840					2020
2010	Minor Collector	13	<i>Unita Road</i>	19	3,000	2,974	3,570					2020
2015	Major Collector	12	Six Mile Road	18	2,000	1,524	1,800	2,040				2015
2015	Major Collector	15	William Blount Drive	24	10,000	7,002	9,270	10,460				2005
2015	Minor Collector	15	<i>Jefferies Hollow Road</i>	18	2,000	1,505	1,950	2,270				None
2015	Minor Collector	28	<i>Old Chilhowee Road</i>	17	1,000	888	950	1,000				None
2015	Local Street	3	<i>East Miller Cove Road</i>	16.5	750	588	710	800				None
2020	Minor Arterial	12	<i>Wildwood Road</i>	20	4,000	3,210	3,660	3,870	4,080			None
2020	Minor Arterial	13	William Blount Drive	24	10,000	6,539	8,250	9,530	10,810			2020
2020	Major Collector	14	William Blount Drive	24	10,000	6,539	8,250	9,530	10,810			2010
2020	Major Collector	13	<i>Old Knoxville Highway</i>	24	10,000	7,457	8,420	9,410	10,400			None
2020	Major Collector	16	Smoky Mountain Highway	24	10,000	7,029	8,280	9,420	10,560			2010
2020	Minor Collector	33	Old Walland Highway	18	2,000	1,177	1,590	1,840	2,100			2020
2025	Minor Collector	21	Mint Road	19	3,000	2,089	2,620	2,780	2,940	3,100		2025
2025	Minor Collector	29	<i>Old Lowes Ferry Road</i>	20	4,000	2,137	2,920	3,410	3,890	4,380		None
2025	Minor Collector	41	<i>Walker Road</i>	18	2,000	1,318	1,590	1,790	1,990	2,190		None
2025	Minor Collector	44	<i>Hopewell Road</i>	18	2,000	1,419	1,480	1,660	1,830	2,010		None
2025	Minor Collector	45	<i>Clover Hill Road</i>	18	2,000	1,419	1,480	1,660	1,830	2,010		None
2025	Local Street	1	<i>Pea Ridge Road</i>	18	2,000	1,248	1,510	1,700	1,880	2,070		None
2030	Minor Arterial	11	Wildwood Road	20	4,000	3,521	3,640	3,730	3,820	3,910	4,000	2010
2030	Major Collector	6	Miser Station Road	20	4,000	2,224	2,710	3,070	3,070	3,790	4,150	2025
2030	Minor Collector	20	Mint Road	19	3,000	1,676	2,160	2,420	2,680	2,950	3,210	2020

(1) From 2000 Study.

Bold/Italic: Roadways that are new to "existing need" list

Costs

- Estimated Costs were based on 30 foot minimum improvements for two lane sections (2-12 foot lanes w/ 3 foot shoulders), and 64 foot improvements for four lane sections (4-12 foot travel lanes, 1-12 foot turn lane, 2-2 foot curb and gutter)
- Estimates did not include design, ROW acquisition and utility relocation costs

**Table 8
IMMEDIATE ROADWAY IMPROVEMENT RECOMENDATIONS AND COST ESTIMATES
Blount County, Tennessee**

ROADWAY CLASSIFICATION	SEG #	ROAD	LENGTH (MILE)	EXISTING ROADWAY WIDTH (FT)	PROPOSED IMPROVEMENT	COST ESTIMATE	COUNTY RESPONSIBILITY	ESTIMATED COSTS RESPONSIBILITY		TPO LRTP STATUS
							(%)	BLOUNT COUNTY	OTHER	
Minor Arterial	5	Morganton Road	2.06	21	30' *	\$900,000	100	\$900,000	\$0	
Minor Arterial	6	Old Knoxville Highway	4.59	24-36	Multi-lane	\$6,200,000	20	\$1,240,000	\$4,960,000	
Minor Arterial	7	Sevierville Road	1.44	20	30' *	\$700,000	20	\$140,000	\$560,000	
Minor Arterial	8	Sevierville Road	2.18	20	30' *	\$1,000,000	20	\$200,000	\$800,000	
Minor Arterial	9	Sevierville Road	4.51	20	30' *	\$2,100,000	20	\$420,000	\$1,680,000	
Minor Arterial	10	West Hunt Road	0.57	18	30' *	\$300,000	20	\$60,000	\$240,000	
Major Collector	1	Brick Mill Road	3.76	18	30' *	\$2,100,000	20	\$420,000	\$1,680,000	
Major Collector	2	Davis Ford Road	2.88	16	30' *	\$1,900,000	100	\$1,900,000	\$0	
Major Collector	3	Louisville Road	5.06	22	30' *	\$1,900,000	20	\$380,000	\$1,520,000	
Major Collector	5	Martin Mill Pike	1.40	16	30' *	\$900,000	20	\$180,000	\$720,000	2020
Major Collector	7	Montvale Road	4.37	18	30' *	\$2,400,000	20	\$480,000	\$1,920,000	2010
Major Collector	8	Old Glory Road	1.30	20	30' *	\$800,000	20	\$120,000	\$480,000	
Major Collector	9	Old Walland Highway	1.76	18	30' *	\$1,000,000	100	\$1,000,000	\$0	
Major Collector	11	Raulston Road	1.74	17	30' *	\$1,000,000	100	\$1,000,000	\$0	
Major Collector	17	Topside Road	3.01	24	Multi-lane	\$5,800,000	20	\$1,160,000	\$4,640,000	
Minor Collector	8	Chota Road	1.78	17	30' *	\$1,100,000	100	\$1,100,000	\$0	
Minor Collector	10	Ellejoy Road	6.78	18	30' *	\$3,800,000	20	\$760,000	\$3,040,000	2010
Minor Collector	17	Martin Mill Pike	2.91	16	30' *	\$1,900,000	100	\$1,900,000	\$0	2020
Minor Collector	18	Martin Mill Pike	2.00	16	30' *	\$1,300,000	20	\$260,000	\$1,040,000	2020
Minor Collector	19	Mentor Road	3.20	18	30' *	\$1,800,000	20	\$360,000	\$1,440,000	2010
Minor Collector	25	Morganton Road	3.22	21	30' *	\$1,300,000	100	\$1,300,000	\$0	
Minor Collector	26	Nails Creek Road	4.96	14	30' *	\$3,700,000	20	\$740,000	\$2,960,000	2020
Minor Collector	32	Old Niles Ferry Road	3.33	19	30' *	\$1,700,000	20	\$340,000	\$1,360,000	2010
Minor Collector	34	Old Whites Mill Road	2.15	15	30' *	\$1,500,000	100	\$1,500,000	\$0	
Minor Collector	38	Tuckaleechee Pike	0.78	19	30' *	\$400,000	100	\$400,000	\$0	
Minor Collector	39	Tuckaleechee Pike	2.32	19	30' *	\$1,200,000	100	\$1,200,000	\$0	
Minor Collector	42	Wilkinson Pike	1.53	18	30' *	\$800,000	100	\$800,000	\$0	
Local Street	2	Doc Norton Road	1.70	16	30' *	\$1,100,000	100	\$1,100,000	\$0	
						\$50,400,000		\$21,400,000	\$28,000,000	

Bold Italic = State Route Classification

* Typical Section =30 ft width (2-12-ft lanes with 2-3ft shoulders)

Estimated cost excludes right-of-way, design, and utility relocation

\$105/lane/ft (with shoulders)= \$ 8.75/ s.f.

multi-lane =\$109/lane/ft=\$9.08/s.f.

**Table 9
LONG TERM ROADWAY IMPROVEMENTS AND COST ESTIMATES
Blount County, Tennessee**

ROADWAY CLASSIFICATION	SEG #	ROAD	LENGTH (MILE)	EXISTING ROADWAY WIDTH (FT)	PROPOSED IMPROVEMENT	COST ESTIMATE	COUNTY RESPONSIBILITY	ESTIMATED COSTS RESPONSIBILITY		PRIORITY YEAR
							%	BLOUNT COUNTY	OTHER	
Minor Collector	7	Carpenter's Grade Road	3.49	19	30' *	\$1,800,000	100	\$1,800,000	\$0	2010
Minor Collector	13	Unitia Road	0.49	19	30' *	\$200,000	100	\$200,000	\$0	2010
Major Collector	12	Six Mile Road	10.54	18	30' *	\$5,800,000	20	\$1,160,000	\$4,640,000	2015
Minor Collector	15	Jefferies Hollow Road	2.50	18	30' *	\$1,400,000	100	\$1,400,000	\$0	2015
Minor Collector	28	Old Chilhowee Road	5.99	17	30' *	\$3,600,000	100	\$3,600,000	\$0	2015
Local Street	3	East Miller Cove Road	4.00	16.5	30' *	\$2,500,000	100	\$2,500,000	\$0	2015
Major Collector	15	William Blount Drive	2.17	24	Multi-lane**	\$800,000	20	\$160,000	\$640,000	2015
Minor Arterial	12	Widwood Road	0.12	20	30' *	\$100,000	100	\$100,000	\$0	2020
Minor Arterial	13	William Blount Drive	0.75	24	Multi-lane**	\$300,000	20	\$60,000	\$240,000	2020
Major Collector	13	Old Knoxville Highway	1.75	24	Multi-lane**	\$3,400,000	20	\$680,000	\$2,720,000	2020
Major Collector	14	William Blount Drive	0.81	24	Multi-lane**	\$300,000	20	\$60,000	\$240,000	2020
Major Collector	16	Smoky Mountain Highway	1.54	24	Multi-lane**	\$3,000,000	20	\$600,000	\$2,400,000	2020
Minor Collector	33	Old Walland Highway	1.81	18	30' *	\$1,000,000	100	\$1,000,000	\$0	2025
Minor Collector	21	Mint Road	1.63	19	30' *	\$800,000	100	\$800,000	\$0	2025
Minor Collector	29	Old Lowes Ferry Road	1.97	20	30' *	\$900,000	100	\$900,000	\$0	2025
Minor Collector	41	Walker Road	2.10	18	30' *	\$1,200,000	100	\$1,200,000	\$0	2025
Minor Collector	44	Hopewell Road	1.28	18	30' *	\$700,000	100	\$700,000	\$0	2025
Minor Collector	45	Clover Hill Road	0.59	18	30' *	\$300,000	100	\$300,000	\$0	2025
Local Street	1	Pea Ridge Road	2.66	18	30' *	\$1,500,000	100	\$1,500,000	\$0	2025
Minor Arterial	11	Widwood Road	4.49	20	30' *	\$2,100,000	100	\$2,100,000	\$0	2030
Major Collector	6	Miser Station Road	3.69	20	30' *	\$1,700,000	20	\$340,000	\$1,360,000	2030
Minor Collector	20	Mint Road	3.24	19	30' *	\$1,600,000	100	\$1,600,000	\$0	2030
						\$35,000,000		\$22,800,000	\$12,200,000	

Bold Italic= State Route Classification

*Typical Section =30ft width (2-12ft lanes with 2-3ft shoulders)

\$105/line/ft (with shoulders) = \$6.75/s.f.

**Multi-lane = \$108/line/ft=\$9.06/s.f.

Estimated cost excludes right-of-way,design, and utility relocation

Six Year Capital Request Highway Department

- \$5 million - Morganton Road Upgrade
- \$5 million - Old Niles Ferry Upgrade
- \$7 million - Ellijoy Road Upgrade
- \$1 million - replace machinery and vehicles

Adequate Infrastructure

- The Planning Commission has a definitive criteria for adequate road infrastructure in relation to major new development – 18 feet of pavement (2-9 foot travel lanes) and two foot shoulders
- This is a holding pattern and should not be considered as a long-term solution to existing and growing demands on roads

Planning Needs

- Need more predictive and projective application of adequate infrastructure criteria - Traffic Shed Study
- Need more predictive and projective method of addressing capital road needs - Capital Improvement Program and Budget
- Need to update roads study frequently – about every five years
- Need to update Major Road Plan
- Need to support reasonable alternative modes of transportation – urban bus transit, bicycle

Questions?

Comments