

# **September 2010 Amendments to the 2009 – 2034 Knoxville Regional Mobility Plan**

**Prepared by:**



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## **Chapter 1: Summary of Amendments to the 2009 – 2034 Knoxville Regional Mobility Plan**

### **1.0 Overview of Amendments to 2009 – 2034 Knoxville Regional Mobility Plan**

In development of the FY 2011 – 2014 Transportation Improvement Programs for both the KRTPO and LAMTPO it was determined that the overall long range transportation plan would need to be amended to meet the requirement that the projects included in the TIP are a direct subset of the conforming long range transportation plan.

The KRTPO maintains an overall regional long range transportation plan that includes projects within the entire nonattainment area, including those jurisdictions outside of the KRTPO planning area. The most current long range plan is known as the 2009 – 2034 Knoxville Regional Mobility Plan, which was adopted in May 2009 and a determination of conformity was made for both Ozone and the Annual PM<sub>2.5</sub> Standard by the U.S. DOT on June 1, 2009.

Since the TIP covers through fiscal year 2014 it can be somewhat easily deduced whether a certain project that is included in the 2014 horizon year of the KRMP will be open to traffic by that time given the timing of the phases of work that are being shown in the updated TIP. For example, if a project that is included in the 2014 horizon year of the KRMP is only showing the design phase being funded in fiscal year 2014 then it can be assumed that there will be no way to fully construct the project and have it be open to traffic by the end of calendar year 2014.

Following is a summary of all the types of actions resulting from the FY 2011 – 2014 TIP update that have necessitated an amendment to the 2009 – 2034 KRMP, subsequent sections of this chapter will identify the specific projects that are affected:

- A project has become delayed such that it will not be completed by the horizon year it was programmed in the KRMP for.
- A project has moved ahead in schedule such that it will be open to traffic in a nearer-term horizon year than where it was programmed in the KRMP.
- A project has had a significant change in its description such as new termini, or proposed cross section.
- A new project not previously identified in the KRMP is being added to the Plan or is included in the TIP update.
- A project is no longer being pursued and will be dropped from the KRMP.

## 1.1 List of Projects that are being moved out of the first KRMP Horizon Year

The following projects are not expected to be open to traffic by the first long range plan horizon year of 2014 based on current information and the phases of work being programmed in the FY 2011 – 2014 TIPs for KRTPO and LAMTPO:

**Table 1. KRMP Projects Moving out of 2014 Horizon Year**

KRMP ID #	Route	Termini	Jurisdiction	Type of Improvement	Current Horizon Year	Proposed Horizon Year
102	SR 29	Pine Ridge Rd to SR 61	Harriman/Roane County	Widen 2-lane to 4-lane	2014	2024
202	Hunter Growth Study Corridor #2 - Robert C. Jackson Dr Extension	Middlesettlements Rd to Louisville Rd (SR 334)	Alcoa	New 4-lane road w/center turn lane	2014	2024
207	Wrights Ferry Road	Topside Rd (SR 333) to Airbase Rd (SR 429)	Alcoa	Add center turn lane	2014	2024
209	Ellejoy Road	River Rd to Jeffries Hollow Rd	Blount County	Reconstruct 2-lane section	2014	2024
210	Jeffries Hollow Road	Ellejoy Rd to Sevier County Line	Blount County	Reconstruct 2-lane section	2014	2024
212	E. Broadway Avenue (SR 33)	Wildwood Rd to McArthur Rd	Blount County	Reconstruct 2-lane section	2014	2024
213	Old Niles Ferry Road	Maryville City Limit to Calderwood Hwy (SR 115) (US 129)	Blount County	Reconstruct 2-lane section	2014	2024
214	Sevierville Rd (SR 35) (US 411)	Washington St (SR 35) to Dogwood Rd	Maryville	Construct 2-lane road w/center turn lane along existing and new alignment	2014	2024
302	E. Main St/N. Chucky Pk	Intersection at Old AJ Hwy	Jefferson City	Realign Intersection	2014	2024
303	Municipal Dr	Intersection at Old AJ Hwy	Jefferson City	Add left and right turn lanes	2014	2024
304	Old AJ Highway	Intersection at Chucky Pk	Jefferson City	Add left and right turn lanes	2014	2024
307	Old AJ Highway	Mossy Creek E. of Branner Ave	Jefferson City	Replace bridge	2014	2024
308	Old AJ Highway (SR 92)	Main St to Overlook Rd	Jefferson City	Add center turn lane and sidewalks	2014	2024
313	SR 66 Relocation	North of I-81 at SR 341 to SR 160	Jefferson County	Construct new 4-lane road	2014	2024
314	SR 92	Bridge in Dandridge	Dandridge	Replace Bridge	2014	2024
316	SR 92	Intersection at Old AJ Hwy	Jefferson City	Add left and right turn lanes	2014	2024
323	US 11E (SR 34)	Intersection at Pearl Ave and at Harrington St	Jefferson City	Intersection improvement- add left turn lanes	2014	2024
502	Dolly Parton Pkwy (US 411) (SR 35)	Intersection w/ Veterans Blvd (SR 449)	Sevierville	Improve Intersection	2014	2024
503	Old Knoxville Highway	Boys Creek Hwy (SR 338) to US 411/441 (SR 71)	Sevierville	Widen 2-lane to various 3 and 4 lane divided cross sections	2014	2024
509	Thomas Road Connector	Teaster Lane to Veterans Blvd (SR 449) at McCarter Hollow Rd	Pigeon Forge	Construct new 4-lane road	2014	2024
510	US 411 (SR 35)	Sims Rd to Grapevine Hollow Rd	Sevier County	Widen 2-lane to 4-lane	2014	2024
604	Maynardville Hwy (SR 33)	Temple Acres Dr to Union County Line	Knox County	Widen 2-lane to 4-lane	2014	2024
605	Schaad Road Extension	Middlebrook Pike (SR 169) to west of Oak Ridge Hwy (SR 62)	Knox County	Construct new 4-lane road	2014	2024
615	Washington Pike	I-640 to Murphy Rd	Knoxville	Widen 2-lane to 4-lane	2014	2024
616	Pleasant Ridge Rd/Merchant Dr Phase II	Knoxville City Limits to Merchant Dr / Pleasant Ridge Rd to Wilkerson Rd	Knoxville	Add center turn lane	2014	2024
625	Schaad Road	Oak Ridge Hwy (SR 62) to Pleasant Ridge Rd	Knoxville/ Knox County	Widen 2-lane to 4-lane	2014	2024
627	Alcoa Highway (SR 115) (US 129)	Maloney Rd to Woodson Dr	Knoxville	Widen 4-lane to 6-lane	2014	2024
628	Alcoa Highway (SR 115) (US 129)	Maloney Rd to Blount/Knox County Line	Knoxville	Widen 4-lane to 6-lane	2014	2024

## 1.2 List of Projects that are being moved into the first KRMP Horizon Year

The following projects are expected to be open to traffic by the first long range plan horizon year of 2014 based on current information and the phases of work being programmed in the FY 2011 – 2014 TIPs for KRTPO and LAMTPO:

**Table 2. KRMP Projects Moving into 2014 Horizon Year**

KRMP ID #	Route	Termini	Jurisdiction	Type of Improvement	Current Horizon Year	Proposed Horizon Year
512	I-40/ SR 66 Interchange	Interchange at SR 66	Sevierville	Modify Interchange to improve capacity including addition of new Interstate access ramps	2024	2014
632	Concord Road (SR 332)	Turkey Creek Rd to Northshore Dr (SR 332)	Farragut/ Knox County	Widen 2-lane to 4-lane	2024	2014

## 1.3 List of Projects with Scope/Description Change

The following projects have a substantially different change in their scope of work or termini:

**Table 3. KRMP Projects with Revised Description**

KRMP ID #	Route	Termini	Jurisdiction	Type of Improvement	Proposed Horizon Year	Summary of Description Change
214	Sevierville Rd (SR 35) (US 411)	Washington St (SR 35) to Dogwood Rd	Maryville	Construct 2-lane road w/center turn lane along existing and new alignment	2024	Added 0.8 miles, was Washington St to Everett High Rd, added \$1.5 million, Moved to 2024 horizon year
306	Odyssey Rd	US 11E (SR 34) to Old AJ Hwy	Jefferson City	Add center turn lane	2014	Changed terminus from NS Railroad to Old AJ Hwy (add 0.4 miles)
408	US 321 (SR 73)	I-75 Interchange to Simpson Rd	Lenoir City	Intersection Improvements from Corridor Study	2014	Shortened the termini
410	US 321 (SR 73)	Intersection w/ US 11 (SR 2)	Lenoir City	Intersection Improvements	2014	Was "construct interchange"
507	SR 66	Douglas Dam Rd (SR 139) to I-40	Sevierville/Sevier County	Widen 4-lane to 6-lane	2014	Project ID# 507 split into two segments (was Boyds Creek Hwy to I-40)
NEW / 514	SR 66	Boys Creek Hwy (SR 338) to Douglas Dam Rd (SR 139)	Sevierville/Sevier County	Widen 4-lane to 6-lane	2024	Project ID# 507 split into two segments. This segment in 2024 horizon year
600	Old Stage Road/Watt Road Extension	Old Stage Rd. from Johnson's Corner Rd. to Town Limits, Watt Road from Old Stage Rd. to Kingston Pk (SR 1) (US 11/70)	Farragut	Improve Old Stage Road to 2-lane road with sidewalk from Johnson's Corner Rd to western Town limits and Extend Watt Road from Old Stage to SR-1 with three lanes, sidewalk, curb & gutter	2014	Changed project description to include Old Stage Rd improvements (added 0.5 miles)
613	Cumberland Avenue (SR 1) (US 11/70)	Alcoa Hwy to 16th St	Knoxville	Pedestrian Improvements and Reduce from 4 lanes to 2 lanes with center turn lane	2014	Was 22nd St to 16th St, added 0.2 miles
614	Henley Street Bridge (SR 33/71) (US 441)	Bridge over Tennessee River	Knoxville	Rehabilitate bridge & add bike lanes	2014	Changed description to reflect no additional travel lanes (was "widen from 5 to 6 lanes) bike lanes will be installed instead, change from non-exempt to exempt
618	I-275 Industrial Park Access Improvements	I-275 Corridor	Knoxville	Extend Blackstock Ave from Fifth Ave to Bernard Ave and realign Marion Sreet. Improve intersections of University Ave with W Fifth Ave and Bernard Ave.	2014	Changed description from widen RR underpass. Change from Exempt to Non-exempt
216	Alcoa Highway (SR 115) (US 129)	Pellissippi Pkwy (SR 162) to Knox/Blount County Line	Blount County/ Alcoa	Widen 4-lane to 6-lane plus 2 auxiliary between Singleton Station Rd and Topside Rd (SR 333)	2024	Combined project ID's 216, 256 and 257 together and identified the one segment that has auxiliary lanes within the "type of improvement" description.
647	Pellissippi Parkway (SR 162)/Oak Ridge Highway (SR 62)	Edgemoor Rd (SR 170) to Dutchtown Rd	Knox County	Widen from 4-lane to 6-lane	2024	Previously was add auxiliary lanes
422	US 321 (SR 73)	I-75 to Simpson Rd	Lenoir City	Widen 4-lane to 6-lane	2034	Project ID# 422 Split into 2 phases (was I-75 to US 11)
NEW / 423	US 321 (SR 73)	Simpson Rd to US 11 (SR 2)	Lenoir City	Widen 4-lane to 6-lane	2014	Project ID# 422 Split into 2 phases, This segment in 2014 horizon year

## 1.4 List of New Projects being added to KRMP

The following projects are included in the FY 2011 – 2014 TIP update or are new projects and need to be amended into the long range transportation plan:

**Table 4. Added Projects to KRMP**

<b>KRMP ID #</b>	<b>Route</b>	<b>Termini</b>	<b>Jurisdiction</b>	<b>Type of Improvement</b>	<b>Proposed Horizon Year</b>
NEW / 104	Blockhouse Valley Road	SR 9 to Clinton City Limits	Clinton/Anderson County	Reconstruct 2-lane section and add sidewalks	2014
NEW / 700	Campbell Station Road	Snyder Road to Yarnell Road	Farragut/Knox County	Add center turn lane	2024
NEW / 699	Kingston Pike (SR 1) (US 11/70)	Intersection w/Campbell Station Rd	Farragut	Intersection improvement to add additional eastbound left turn lane	2024
NEW / 698	Kingston Pike (SR-1)(US 11/70)	Intersection w/Everett Rd	Farragut	Intersection Improvements to include center turn lane and traffic signal	2014
NEW / 695	Dutchtown Road	Murdock Rd to E of Pellissippi Pkwy southbound ramps	Knox County	Widen to 4-lanes with center turn lane, add eastbound decel lane at Pellissippi ramps	2014
NEW / 259	McCammon Avenue Relocation	Intersection with Bessemer Street in Alcoa	Maryville	Re-align McCammon Avenue with Hamilton Crossing entrance to create signalized, 4-way intersection	2014
NEW / 260	McCammon Avenue Extension	720 ft. South of Bessemer Street to Foch Street	Maryville	Reconstruct existing 2-lane road to 2-3 lanes and extend on new alignment to tie-in with Watkins Road	2024
NEW / 261	Hall Road (SR 35)	Intersection with Alcoa South Plant Entrance	Alcoa	Add southbound left turn lane	2014
NEW / 696	Downtown Knoxville Wayfinding Project	Downtown Knoxville	Knoxville	Create a consistent signage system to include gateway signs, pedestrian directionals, trolley signs, etc...	2014
NEW / 697	Central Street	Woodland Ave to Depot St	Knoxville	Road Diet and Streetscape Project, reduce from 4 lanes to 2 lanes with center turn lane	2014
NEW / 515	SR 139	SR 66 to Bryan Rd	Sevierville/TDOT	Widen 2-lane to 4-lane	2024
NEW / 516	Bryan Road	E. Dumplin Valley Rd. to SR 139	Sevierville/Sevier County	Widen 2-lanes to 4-lanes	2024
NEW / 517	I-40 (mile 408)	New Interchange Proposed near Mile Marker 408	Sevierville/Sevier County	Construct new interchange	2024

## 1.5 List of Projects being removed from KRMP

The following projects are no longer being actively pursued in the region and therefore will be dropped from the long range transportation plan:

**Table 5. Projects Deleted from KRMP**

<b>KRMP ID #</b>	<b>Route</b>	<b>Termini</b>	<b>Jurisdiction</b>	<b>Length (miles)</b>	<b>Type of Improvement</b>
200	Cusick Road	Alcoa Hwy (SR 115) (US 129) to Pellissippi Pkwy (SR 162)	Alcoa	1.7	Add center turn lane
205	Topside Road (SR 333)	East of Old Topside Rd to Wrights Ferry Rd	Alcoa	1.0	Phase I & II signalization and intersection realignment
311	Rittenhouse Rd/Slate Rd	Ritenhouse Rd to Slate Rd	Jefferson City	0.4	New 2 lane road connection
684	Knoxville Regional Parkway (SR-475)	I-40/75 in Loudon County to I-75 in Anderson County	Knox/ Anderson/ Loudon County	24.3	Construct new 4-lane freeway

## **Chapter 2: Air Quality Conformity Determination for Long Range Plan Amendments**

### **2.0 Overview of Air Quality Conformity Determination Requirements**

An Air Quality Conformity Determination for transportation plans and programs within the Knoxville Region is required since it has been designated as a “Nonattainment Area” for the 8-Hour Ozone and Particulate Matter 2.5 (PM<sub>2.5</sub>) Standards. The United States Environmental Protection Agency (EPA) sets air quality standards through the Clean Air Act in order to protect human health and the environment from unsafe levels of pollution. The air quality conformity process is used to ensure that federal funds will not be spent on projects that delay timely attainment of these standards in a nonattainment area.

There are five required elements that all Air Quality Conformity Determinations are required to address as follows:

1. Interagency Consultation
2. Updated Regional Emissions Analysis or reliance on a previous Regional Emissions Analysis
3. Public Participation
4. Determination of Financial Constraint
5. Effect on Transportation Control Measures

### **2.1 Statement of Air Quality Conformity for Amendments to 2009 – 2034 Knoxville Regional Mobility Plan**

The process used to demonstrate Air Quality Conformity for the Amendments to the 2009 – 2034 Knoxville Regional Mobility Plan is documented in a separate report titled “*Air Quality Conformity Determination for the: Knoxville Regional Transportation Planning Organization and Lakeway Area Metropolitan Transportation Planning Organization FY 2011 – 2014 Transportation Improvement Programs and Amendments to the 2009 – 2034 Knoxville Regional Long Range Mobility Plan*”. That report directly addresses all of the five required elements noted in the previous section except for the determination of Financial Constraint, which is included in this document.

Based on the quantitative conformity analysis the KRTPO staff has determined that the amendments to the 2009 – 2034 KRMP demonstrate conformity for the 8-Hour Ozone, Annual Particulate Matter 2.5 and Daily Particulate Matter 2.5 Standards using the necessary emissions tests. Compliance with the regulations of the Clean Air Act, 40 CFR Parts 51 and 93 (Transportation Conformity Rule) and 23 CFR Part 450 (Metropolitan Planning Regulations established by SAFETEA-LU) has also been demonstrated.



## 2.2 Summary of Regional Emissions Analysis Results

The results of the regional emissions analysis that was conducted for the pollutants of Ozone and Particulate Matter are as follows:

The Ozone conformity analysis consists of a Motor Vehicle Emission Budget (MVEB) Test for ozone-forming emissions of “Volatile Organic Compounds” (VOC) and “Oxides of Nitrogen” (NOx). The MVEB was established for the year 2024 as a part of the 8-Hour Ozone Redesignation Request and Maintenance Plan that was submitted to EPA by the Tennessee Department of Environment & Conservation in May 2010. The MVEB was determined to be “adequate” for purposes of transportation conformity by EPA on July 20, 2010. A notice announcing the effective date of these budgets will be published in a forthcoming Federal Register. The results of the emissions analysis are summarized below:

### MVEB Test for Ozone

	Analysis Year		
<b><u>Volatile Organic Compounds (VOC):</u></b>	<b><u>2014</u></b>	<b><u>2024</u></b>	<b><u>2034</u></b>
MVEB	N/A	25.19	25.19
Projected Emissions	27.11	18.34	20.25
<b><u>Oxides of Nitrogen (NOx):</u></b>	<b><u>2014</u></b>	<b><u>2024</u></b>	<b><u>2034</u></b>
MVEB	N/A	36.32	36.32
Projected Emissions	42.49	22.19	19.43
	(emissions in tons per day)		

In addition, a “qualitative” test is required for analysis years prior to the budget year of 2024, which in this case involves a required analysis year of 2014. The qualitative test as determined through the Interagency Consultation process was to use the interim emissions tests that have been used in previous conformity determinations. The interim emissions tests consist of a 1-Hour Budget Test for Knox County and a No Greater than Baseline Year 2002 Test for the other counties for ozone-forming emissions of “Volatile Organic Compounds” (VOC) and “Oxides of Nitrogen” (NOx). The results are summarized below:

### Analysis Year 2014 Qualitative Test for Ozone

	Analysis Year 2014	
<b><u>Volatile Organic Compounds (VOC):</u></b>	<b><u>Knox County</u></b>	<b><u>Other Counties</u></b>
Maximum Allowable Emissions	22.12	25.11
Projected Emissions	14.59	12.51
<b><u>Oxides of Nitrogen (NOx):</u></b>	<b><u>Knox County</u></b>	<b><u>Other Counties</u></b>
Maximum Allowable Emissions	22.49	57.94
Projected Emissions	20.68	21.80
	(emissions in tons per day)	

The Annual PM2.5 conformity analysis consists of an MVEB Test for the annual PM2.5-related emissions from on-road mobile sources known as “Direct PM2.5” and “Oxides of Nitrogen” (NOx). The results of the emissions analysis are summarized below:

**MVEB Test for Annual PM2.5**

	Analysis Year		
<b><u>Direct Particulate Matter 2.5:</u></b>	<b><u>2014</u></b>	<b><u>2024</u></b>	<b><u>2034</u></b>
MVEB	283.63	283.63	283.63
Projected Emissions	207.84	178.53	199.35
<b><u>Oxides of Nitrogen (NOx):</u></b>	<b><u>2014</u></b>	<b><u>2024</u></b>	<b><u>2034</u></b>
MVEB	18,024.9	18,024.9	18,024.9
Projected Emissions	12,242.4	6,541.96	5,814.35
	(emissions in tons per year)		

The Daily PM2.5 conformity analysis consists of an MVEB Test against the Annual PM2.5 budgets shown above since an MVEB is not yet available specifically for the Daily PM2.5 Standard. Therefore, the results of the emissions analysis are simply identical to the above analysis for the Annual PM2.5 Standard and are repeated below:

**MVEB Test for Daily PM2.5 (using Annual PM2.5 MVEB)**

	Analysis Year		
<b><u>Direct Particulate Matter 2.5:</u></b>	<b><u>2014</u></b>	<b><u>2024</u></b>	<b><u>2034</u></b>
MVEB	283.63	283.63	283.63
Projected Emissions	207.84	178.53	199.35
<b><u>Oxides of Nitrogen (NOx):</u></b>	<b><u>2014</u></b>	<b><u>2024</u></b>	<b><u>2034</u></b>
MVEB	18,024.9	18,024.9	18,024.9
Projected Emissions	12,242.4	6,541.96	5,814.35
	(emissions in tons per year)		

In summary, the emissions analysis performed by the KRTPO demonstrates that the projected emissions from the proposed transportation system are less than the allowable amount for each of the required analysis years and thus conformity for the 8-hour Ozone, Annual PM2.5 and Daily PM2.5 standards has been demonstrated for the affected current transportation plans.

The conformity determination was coordinated with stakeholder and regulatory agencies through an Interagency Consultation process and a 30-day public review and comment period was held.

## **Chapter 3: Determination of Financial Constraint**

### ***3.0 Overview of Financial Constraint Requirements***

The effects of the amendments to the 2009-2034 Knoxville Regional Mobility Plan in terms of impacts on project costs were analyzed in order to verify that the Plan still meets the Financial Constraint requirements. Financial Constraint simply means that the estimated costs to implement all of the proposed transportation projects are projected to be less than or equal to the amount of available funding or revenue that is estimated to be available in the region.

### ***3.1 Demonstration of Financial Constraint***

Financial Constraint for the amendments to the 2009-2034 Knoxville Regional Mobility Plan has been demonstrated through a finding that the projected revenues still exceed the estimated costs for the projects included the Plan as amended. Following are copies of pages from the Plan document that show the old and new financial numbers that demonstrates Financial Constraint is still met.

OLD

## 2009-2034 Knoxville Regional Mobility Plan

Table 28. Street and Highways Capital Cost vs. Revenue by Network Year

2009-2014 Network Year			
Funding Program	Revenues	Expenditures	Balance
ARRA	5,302,653	3,386,578	1,916,075
Bridge	50,323,887	32,139,718	18,184,170
CMAQ	7,868,453	5,025,245	2,843,208
HPP	156,417,100	99,896,922	56,520,178
IM	3,763,173	2,403,378	1,359,795
Local	132,200,168	84,430,601	47,769,566
NHS	141,922,941	90,640,121	51,282,820
State	108,064,647	69,016,275	39,048,372
STP	118,220,274	75,502,240	42,718,034
STP-TPO	145,554,403	92,959,381	52,595,022
Total	869,637,698	555,400,459	314,237,239
2015-2024 Network Year			
Funding Program	Revenues	Expenditures	Cumulative Balance
ARRA	-	-	-
Bridge	8,480,425	7,248,488	1,231,937
CMAQ	1,017,651	869,819	147,832
HPP	67,843,404	57,987,906	9,855,498
IM	-	-	-
Local	149,550,607	127,825,640	21,724,967
NHS	537,319,756	459,264,212	78,055,544
State	657,157,497	561,693,324	95,464,173
STP	278,334,348	237,901,181	40,433,166
STP-TPO	243,461,651	208,094,383	35,367,268
Total	1,943,165,338	1,660,884,953	282,280,385
2025-2034 Network Year			
Funding Program	Revenues	Expenditures	Cumulative Balance
ARRA	-	-	-
Bridge	10,659,422	10,633,646	25,775
CMAQ	-	-	-
HPP	82,791,624	82,591,428	200,196
IM	-	-	-
Local	159,353,593	158,968,265	385,328
NHS	438,795,609	437,734,571	1,061,038
State	1,449,329,476	1,445,824,898	3,504,578
STP	263,691,323	263,053,699	637,624
STP-TPO	66,802,492	66,640,959	161,533
Total	2,471,423,538	2,465,447,466	5,976,072
Total 2009-2034			
Funding Program	Revenues	Expenditures	Cumulative Balance
ARRA	3,390,901	3,386,578	4,323
Bridge	50,085,703	50,021,852	63,851
CMAQ	5,902,588	5,895,063	7,525
HPP	240,783,215	240,476,256	306,960
IM	2,406,446	2,403,378	3,068
Local	371,698,361	371,224,506	473,855
NHS	988,899,591	987,638,904	1,260,687
State	2,079,185,121	2,076,534,496	2,650,625
STP	577,192,949	576,457,121	735,828
STP-TPO	368,164,073	367,694,724	469,349
Total	4,687,708,950	4,681,732,879	5,976,071

**NEW**

## 2009-2034 Knoxville Regional Mobility Plan

Table 28. Street and Highways Capital Cost vs. Revenue by Network Year

2009-2014 Network Year				
Funding Program	Revenues	Expenditures	Balance	
ARRA	12,678,000	12,678,000	-	
Bridge	76,542,125	76,542,125	-	
CMAQ	4,735,029	3,932,800	802,229	
HPP	49,570,124	49,570,124	-	
IM	24,385,401	3,495,822	20,889,579	
Local	30,777,691	21,668,637	9,109,054	
NHS	234,147,204	16,605,157	217,542,047	
State	120,980,001	27,229,035	93,750,966	
STP	201,211,031	67,884,210	133,326,821	
STP-TPO	114,611,091	41,233,709	73,377,382	
Total	849,637,698	320,839,619	548,798,079	
2015-2024 Network Year				
Funding Program	Revenues	Carry-over	Expenditures	Cumulative Balance
ARRA	-	0	-	0
Bridge	10,693,934	0	7,248,488	3,445,445
CMAQ	10,484,249	802,229	869,819	10,416,659
HPP	-	0	-	0
IM	53,993,880	20,889,579	57,987,906	16,895,554
Local	68,147,616	9,109,054	74,275,172	2,981,499
NHS	518,446,094	217,542,047	659,625,444	76,362,697
State	267,872,552	93,750,966	355,910,194	5,713,325
STP-State	445,519,191	133,326,821	564,952,969	13,893,044
STP-TPO	253,770,583	73,377,382	326,818,821	329,144
Total	1,628,928,099	548,798,079	2,047,688,812	130,037,366
2025-2034 Network Year				
Funding Program	Revenues	Carry-over	Expenditures	Cumulative Balance
ARRA	-	0	-	-
Bridge	14,371,753	3,445,445	10,633,646	7,183,551
CMAQ	14,089,953	10,416,659	-	24,506,613
HPP	-	0	-	-
IM	72,563,260	16,895,554	41,295,714	48,163,100
Local	91,584,697	2,981,499	90,985,195	3,581,001
NHS	696,748,198	76,362,697	396,438,856	376,672,039
State	359,998,310	5,713,325	241,022,436	124,689,199
STP	598,740,539	13,893,044	262,434,264	350,199,319
STP-TPO	341,046,442	329,144	134,624,028	206,751,558
Total	2,189,143,153	130,037,366	1,177,434,140	1,141,746,379
Total 2009-2034				
Funding Program	Revenues	Expenditures	Cumulative Balance	
ARRA	12,678,000	13,218,579	-	
Bridge	101,607,811	94,424,260	7,183,551	
CMAQ	29,309,231	4,802,619	24,506,613	
HPP	49,570,124	49,570,124	-	
IM	150,942,542	102,779,442	48,163,100	
Local	190,510,005	186,929,004	3,581,001	
NHS	1,449,341,496	1,072,669,457	376,672,039	
State	748,850,864	624,161,665	124,689,199	
STP-State	1,245,470,761	895,271,442	350,199,319	
STP-TPO	709,428,116	502,676,558	206,751,558	
Total	4,687,708,950	3,546,503,150	1,141,746,379	



OLD

## 2009-2034 Knoxville Regional Mobility Plan

street and highway operations and maintenance costs associated with sustaining the existing system and the new improvements proposed in this plan.

#### Local and state operations and maintenance revenues

Each jurisdiction and TDOT submitted funding spent on street and highway operations and maintenance (O&M) during the past five years (2004-2008). These figures include sidewalk/greenway/street and signal maintenance, resurfacing, street striping, guardrails, pavement management, equipment and other expenses related to operating and maintaining the jurisdictions' facilities. Each county's sum was projected to year 2034 using a 3 percent growth rate.

#### Cost per network year to maintain transportation system

Costs associated with operating and maintaining the transportation system were derived from calculating a cost per lane mile and applying this cost to the number of lane miles built in each network year. It is assumed that the same level of operation and maintenance currently applied to the transportation system will be available in the future out years. Table 29 displays the urban areas current cost per lane mile.

**Table 29. Urban Area Current Operation and Maintenance Cost per Lane Mile**

2009 Operation & Maintenance budget for Urban area	Total Lane miles	Cost per lane mile (Budget / total lane miles)
\$40,496,764	2,891	\$14,008

The travel demand model produced the total lane miles expected per network year based on the list of projects included in this plan, shown in Table 30. Minor collectors and local roads are not accounted for in these figures because of the limitations of the travel demand model.

**Table 30. Urbanized Area Lane Miles from the Travel Demand Model**

	2009	2014	2024	2034
TPO Urban Area	2891	2965	3117	3308

To calculate the total lane miles for each network year grouping (i.e. 2009-2014, 2015-2024, etc.), each year's lane mile count was calculated, and then all the years within the grouping were summed. For instance, to calculate the total lane miles for the network year period from year 2009-2014, the urban areas increase in lane miles from year 2009 to 2014 was divided by five. This number is the increase in lane miles per year. For each year, the amount of increase in lane miles was added to each year. For example, the urban areas lane miles in year 2009 is 2,891, and it is projected to increase to 2,965 lane miles in year 2014;  $(2965-2891-74/5-14.8)$  therefore, it is assumed that from 2009 to 2014 the urban area will increase the lane miles by 14.8 miles per year. To calculate the total amount of lane miles for the network year 2009-2014 grouping each years total lane miles is summed to get the total number of lane miles in that network year (year 2009 lane miles + year 2010 lane miles + year 2014 lane mile = 12,768 total lane miles). In order to calculate the total cost of operating and maintaining each network year grouping the total lane miles was multiplied by the above current cost per lane mile (see Table 29). Table 31 displays the urban area's total cost to maintain and operated the transportation system with the improvements and additions stated in this plan. Table 32 shows the operations and maintenance costs by jurisdiction.

**Table 31. Cost to Maintain New Lane Miles**

Network year	Total expected lane miles	Expected total cost
2009-2014	12,768	\$ 178,852,537
2015-2024	22,486	\$ 314,981,059
2025-2034	24,221	\$ 339,277,716

#### Financial constraint

The operations and maintenance costs and revenues for each network year were compared to each other, and Table 33 shows the results. These calculations include state maintained roadways. Street and highway operation and maintenance expenses are financially constrained for the life of this plan. This financial plan verifies that the cost of the proposed transportation improvements and the dollars required to maintain current and future systems are consistent with programmed and projected sources of revenue. The plan is fiscally constrained.



street and highway operations and maintenance costs associated with sustaining the existing system and the new improvements proposed in this plan.

#### Local and state operations and maintenance revenues

Each jurisdiction and TDOT submitted funding spent on street and highway operations and maintenance (O&M) during the past five years (2004-2008). These figures include sidewalk/greenway/street and signal maintenance, resurfacing, street striping, guardrails, pavement management, equipment and other expenses related to operating and maintaining the jurisdictions' facilities. Each county's sum was projected to year 2034 using a 3 percent growth rate.

#### Cost per network year to maintain transportation system

Costs associated with operating and maintaining the transportation system were derived from calculating a cost per lane mile and applying this cost to the number of lane miles built in each network year. It is assumed that the same level of operation and maintenance currently applied to the transportation system will be available in the future out years. Table 29 displays the urban areas current cost per lane mile.

**Table 29. Urban Area Current Operation and Maintenance Cost per Lane Mile**

2009 Operation & Maintenance budget for Urban area	Total Lane miles	Cost per lane mile (Budget / total lane miles)
\$40,496,764	2,891	\$14,008

The travel demand model produced the total lane miles expected per network year based on the list of projects included in this plan, shown in Table 30. Minor collectors and local roads are not accounted for in these figures because of the limitations of the travel demand model.

**Table 30. Urbanized Area Lane Miles from the Travel Demand Model**

	2009	2014	2024	2034
TPO Urban Area	2891	2925	3133	3195

To calculate the total lane miles for each network year grouping (i.e. 2009-2014, 2015-2024, etc.), each year's lane mile count was calculated, and then all the years within the grouping were summed. For instance, to calculate the total lane miles for the network year period from year 2009-2014, the urban areas increase in lane miles from year 2009 to 2014 was divided by five. This number is the increase in lane miles per year. For each year, the amount of increase in lane miles was added to each year. For example, the urban areas lane miles in year 2009 is 2,891, and it is projected to increase to 2,965 lane miles in year 2014;  $(2925-2891) \div 5 = 6.8$  therefore, it is assumed that from 2009 to 2014 the urban area will increase the lane miles by 6.8 miles per year. To calculate the total amount of lane miles for the network year 2009-2014 grouping each years total lane miles is summed to get the total number of lane miles in that network year (year 2009 lane miles + year 2010 lane miles + year 2014 lane mile = 17,448 total lane miles). In order to calculate the total cost of operating and maintaining each network year grouping the total lane miles was multiplied by the above current cost per lane mile (see Table 29). Table 31 displays the urban area's total cost to maintain and operated the transportation system with the improvements and additions stated in this plan. Table 32 shows the operations and maintenance costs by jurisdiction.

**Table 31. Cost to Maintain New Lane Miles**

Network year	Total expected lane miles	Expected total cost
2009-2014	17,448	\$244,409,387
2015-2024	31,330	\$438,866,695
2025-2034	31,950	\$447,551,577

#### Financial constraint

The operations and maintenance costs and revenues for each network year were compared to each other, and Table 33 shows the results. These calculations include state maintained roadways. Street and highway operation and maintenance expenses are financially constrained for the life of this plan. This financial plan verifies that the cost of the proposed transportation improvements and the dollars required to maintain current and future systems are consistent with programmed and projected sources of revenue. The plan is fiscally constrained.



OLD

## 2009-2034 Knoxville Regional Mobility Plan

Table 32. Operations and Maintenance Costs by Jurisdiction

	2009 lane miles	O&M costs	2014 lane miles	O&M costs	2024 lane miles	O&M costs	2034 lane miles	O&M costs
City of Knoxville	1277	\$17,888,216	1298	\$18,182,384	1313	\$18,392,504	1315	\$18,420,520
Town of Farragut	102	\$1,428,816	109	\$1,526,872	111	\$1,554,888	128	\$1,793,024
Knox County	863	\$12,088,904	904	\$12,663,232	977	\$13,685,816	1122	\$15,716,976
City of Maryville	130	\$1,821,040	131	\$1,835,048	133	\$1,863,064	134	\$1,877,072
City of Alcoa	137	\$1,919,096	140	\$1,961,120	161	\$2,255,288	161	\$2,255,288
Blount County	236	\$3,305,888	236	\$3,305,888	269	\$3,768,152	283	\$3,964,264
Seymour/Sevier County	39	\$546,312	39	\$546,312	39	\$546,312	39	\$546,312
Lenoir City/Loudon County	106	\$1,484,848	107	\$1,498,856	114	\$1,596,912	126	\$1,765,008
Total	2890	\$40,483,120	2964	\$41,519,712	3117	\$43,662,936	3308	\$46,338,464

Table 33. Street and Highway Operation and Maintenance Costs vs Revenues by Network Year

	Revenue	Cost	Balance
2009-2014	\$ 264,099,698	\$ 178,852,537	\$ 85,247,161
2015-2024	\$ 559,720,730	\$ 314,981,059	\$ 244,739,671
2025-2034	\$ 752,217,856	\$ 339,277,716	\$ 412,940,140

**Financially Constrained Project List**

The Roadway section of Chapter 4 discussed how the roadway projects were selected and evaluated for inclusion in the Regional Mobility Plan. The roadway project list is financially constrained, and the projects that increase the capacity of the roadway network undergo air quality conformity, the results of which will be shown in this chapter of the plan.

Many of these highway projects fall under TDOT's Accommodation Policy (see Appendix B to view the full text of policy) and will therefore also include sidewalks and/or bike lanes as appropriate. In the past, intersection improvements were already prescribed in the plan as adding a center turn lane or adding a right-hand turn lane. In this plan update, the appropriate design to fulfill the project's needs will be determined during the design phase.

The Mobility Plan number corresponds with the project listing (Table 34) to the project location on Figure 41, which displays regional roadway projects, color coded by anticipated completion horizon year. Three completion

horizon years were used to coincide with air quality conformity determination horizon years: 2014, 2024 and 2034.

The project lists include columns related to the eight planning factors identified in 2005's SAFETEA-LU legislation. These planning factors are addressed through the following goals, and each project's goals have been identified:

1. System maintenance: Highway projects that don't significantly change the character of the road and primarily involve intersection improvements, addition of turn lanes, roadway safety improvements, bridge rehabilitation, and resurfacing.
2. System efficiency: Projects that reduce traffic congestion, such as adding turn lanes, widening roads, constructing new roads and improving intersections.
3. Environmental quality: Projects such as intersection improvements and constructing turn lanes and aim to reduce mobile source emissions by eliminating congestion while not adding capacity.
4. Mobility options: Includes projects that facilitate movement among and between modes such as intersection improvements, new interchanges and new roads with multimodal facilities.



**NEW**

## 2009-2034 Knoxville Regional Mobility Plan

**Table 32. Operations and Maintenance Costs by Jurisdiction**

	2009 lane miles	O&M costs	2014 lane miles	O&M costs	2024 lane miles	O&M costs	2034 lane miles	O&M costs
City of Knoxville	1278	\$17,902,224	1285	\$18,000,280	1307	\$18,308,456	1309	\$18,356,472
Town of Farragut	102	\$1,428,816	111	\$1,554,888	111	\$1,554,888	123	\$1,722,984
Knox County	863	\$12,088,904	876	\$12,271,008	983	\$13,769,864	1016	\$14,232,128
City of Maryville	130	\$1,821,040	130	\$1,821,040	133	\$1,863,064	134	\$1,877,072
City of Alcoa	137	\$1,919,096	140	\$1,961,120	176	\$2,465,408	176	\$2,465,408
Blount County	236	\$3,305,888	236	\$3,305,888	269	\$3,768,152	279	\$3,908,232
Seymour/Sevier Co.	39	\$546,312	39	\$546,312	39	\$546,312	39	\$546,312
Lenoir City/Loudon Co.	106	\$1,484,848	108	\$1,512,864	115	\$1,610,920	119	\$1,666,952
<b>Total</b>	<b>2891</b>	<b>\$40,497,128</b>	<b>2925</b>	<b>\$40,973,400</b>	<b>3133</b>	<b>\$43,887,064</b>	<b>3195</b>	<b>\$44,755,560</b>

**Table 33. Street and Highway Operation and Maintenance Costs vs Revenues by Network Year**

	Revenue	Cost	Balance
2009-2014	\$264,099,698	\$244,409,387	\$19,690,311
2015-2024	\$559,720,730	\$438,866,695	\$120,854,035
2025-2034	\$752,217,856	\$447,551,577	\$304,666,279

**Financially Constrained Project List**

The Roadway section of Chapter 4 discussed how the roadway projects were selected and evaluated for inclusion in the Regional Mobility Plan. The roadway project list is financially constrained, and the projects that increase the capacity of the roadway network undergo air quality conformity, the results of which will be shown in this chapter of the plan.

Many of these highway projects fall under TDOT's Accommodation Policy (see Appendix B to view the full text of policy) and will therefore also include sidewalks and/or bike lanes as appropriate. In the past, intersection improvements were already prescribed in the plan as adding a center turn lane or adding a right-hand turn lane. In this plan update, the appropriate design to fulfill the project's needs will be determined during the design phase.

The Mobility Plan number corresponds with the project listing (Table 34) to the project location on Figure 41, which displays regional roadway projects, color coded by anticipated completion horizon year. Three completion

horizon years were used to coincide with air quality conformity determination horizon years: 2014, 2024 and 2034.

The project lists include columns related to the eight planning factors identified in 2005's SAFETEA-LU legislation. These planning factors are addressed through the following goals, and each project's goals have been identified:

1. System maintenance: Highway projects that don't significantly change the character of the road and primarily involve intersection improvements, addition of turn lanes, roadway safety improvements, bridge rehabilitation, and resurfacing.
2. System efficiency: Projects that reduce traffic congestion, such as adding turn lanes, widening roads, constructing new roads and improving intersections.
3. Environmental quality: Projects such as intersection improvements and constructing turn lanes and aim to reduce mobile source emissions by eliminating congestion while not adding capacity.
4. Mobility options: Includes projects that facilitate movement among and between modes such as intersection improvements, new interchanges and new roads with multimodal facilities.

## **Chapter 4: Title VI Analysis**

### ***4.0 Overview of Title VI/Environmental Justice Requirements***

The Knoxville Regional Transportation Planning Organization (TPO) is responsible for ensuring that transportation policies, programs, and projects in the urban area do not have an adverse effect, especially on those persons protected under Title VI of the 1964 Civil Rights Act and the Environmental Justice laws established under Executive Order 12898 in 1994.

From an analytical perspective, the TPO identifies Title VI and Environmental Justice areas (hereafter referred to as Title VI) by using the Federal Transit Administration (FTA) definition, which by example, is a census tract where the percent of minority persons residing in that tract exceeds the percent of minority persons in the TPO Planning Area. For the TPO Planning Area there are 105 Census Tracts. The percent of the population within the TPO Planning Area that is minority is 10.25%. Thirty-nine census tracts have a minority population percentage greater than 10.25%. The percent of persons who are of low income within the TPO Planning Area is 11.77%. Forty-seven census tracts have a low income population percentage greater than 11.77%. Maps showing the Title VI census tracts were created and the Regional Mobility Plan projects were overlaid for analysis.

The TPO understands that transportation has a tremendous impact and can greatly affect communities and neighborhoods. The TPO emphasizes the need to consider environmental justice and civil rights issues throughout all phases of a project. The conceptual and long-range nature of many of the Regional Mobility Plan's projects presents challenges. At the long range planning level a project's exact location, size, and design, can not be specific. Not knowing exact details makes assessing the impact difficult. As projects move from the Regional Mobility Plan into the TIP a greater level of study can occur.

### ***4.1 Title VI/Environmental Justice Analysis for 2009-2034 Knoxville Regional Mobility Plan Amendments***

The TPO staff examined all of the projects designated for change in the Regional Mobility Plan amendments. Using the original Regional Mobility Plan Title VI analysis, approximately half of the projects being moved from the 2014 Horizon Year to the 2024 Horizon Year are within a Title VI area and half are not. Of the projects being totally dropped from the Regional Mobility Plan half are in a Title VI area and half are not. And, of the projects being added into the Regional Mobility Plan about a third are in a Title VI area. Because of the significant cost of the Knoxville Regional Parkway, staff did not conduct a financial impact assessment on Title VI versus non-Title VI areas as the Parkway's significant cost would drastically impact the analysis. Staff did examine each project and did not feel that the proposed changes have a disproportionately negative impact on Title VI populations. Many of the delays are because of an overly optimistic implementation plan and most projects will ultimately be built but at a later date.

Of equal importance to data analysis is the TPO's proactive public involvement process which includes strategies to reach out to minorities, low income, and Limited English Proficient (LEP)

populations. The TPO understands that some communities are less prepared or may not understand how to participate in the transportation planning decision making process. Efforts to encourage public participation by Title VI populations are outlined in the TPO's Public Participation Plan (8/22/07). The TPO has discovered that the best way to identify issues and to avoid costly delays is to have a public involvement process that engages the community early in the planning stages. By engaging the community early, better projects can be developed that take into consideration the needs of all affected. Even if people disagree with a project, it is easier for them to accept it if they feel their concerns were genuinely understood and considered.

The original Regional Mobility Plan and the amendments, at various phases of development, were discussed at several Technical Committee and Executive Board meetings, all of which are advertised and open to the public. Most of the Technical Committee and Executive Board meetings are broadcast on public access television. In addition, multiple meetings were held on the original Regional Mobility Plan and at least two public meetings were held on the amendments. Meetings were usually held in Title VI areas. Meetings were advertised through a variety of means, including placing notices in local Minority or Hispanic newspapers. Also, the Regional Mobility Plan amendments were on the TPO website and placed at public libraries throughout the TPO Planning Area. All public comments were reviewed and considered in the preparation of the final document.

## Chapter 5: Updated Regional Highway Project List

### KEY

	Project is delayed and pushed to further out horizon year
	Project is ahead of schedule and moved up in horizon year
	Project Description has changed
	New Project

<b>LRTP #</b>	<b>Route</b>	<b>Termini</b>	<b>Jurisdiction</b>	<b>Length (miles)</b>	<b>Type of Improvement</b>	<b>Proposed Horizon Year</b>	<b>Cost (Year of Expenditure \$)</b>	<b>Exempt Status</b>	<b>Regionally Significant</b>
NEW / 104	Blockhouse Valley Road	SR 9 to Clinton City Limits	Clinton/Anderson County	0.4	Reconstruct 2-lane section and add sidewalks	2014	\$2,600,018	Exempt	No
201	East Bessemer Street	Intersection w/ E Watt St	Alcoa	0.0	Realign intersection	2014	\$32,773	Exempt	No
203	Old Knoxville Hwy (SR 33)	Hunt Rd (SR 335) to Pellissippi Pkwy (SR 162)	Alcoa	0.5	Widen 2-lane to 4-lane w/center turn lane	2014	\$3,277,334	Non-Exempt	Yes
204	Pellissippi Place Access Road	Connect Old Knoxville Hwy (SR 33) to Wildwood Rd through Pellissippi Place Research Park	Alcoa	1.2	Construct new 2 and 4-lane road w/center turn lane	2014	\$9,613,512	Non-Exempt	Yes
206	US 129 Bypass (SR 115)	Intersection with Louisville Rd (SR 334)	Alcoa	0.0	Intersection improvements	2014	\$873,956	Exempt	No
208	Improve Streetscapes & Pavement	Locations throughout Blount County	Alcoa/ Maryville/ Blount County	N/A	Improve streetscapes and repair pavement	2014	\$294,960	Exempt	No
211	Morganton Road Phase I	Foothills Mall Dr to William Blount Dr (SR 335)	Blount County	2.2	Reconstruct 2-lane section	2014	\$6,008,445	Exempt	No
237	E. Broadway Avenue (SR 33)	Intersection with Brown School Rd	Maryville	0.0	Realign and install traffic signal	2014	\$873,956	Exempt	No
NEW / 259	McCammon Avenue Relocation	Intersection with Bessemer Street in Alcoa	Maryville	0.1	Re-align McCammon Avenue with Hamilton Crossing entrance to create signalized, 4-way intersection	2014	\$655,467	Exempt	No
NEW / 261	Hall Road (SR 35)	Intersection with Alcoa South Plant Entrance	Alcoa	0.0	Add southbound left turn lane	2014	\$98,320	Exempt	No
301	Chucky Pike	Intersection at US 11E (SR 34)	Jefferson City	0.0	Intersection improvement- add turn lanes and modify signal	2014	\$152,942	Exempt	No
305	Odyssey Rd	Intersection at US 11E (SR 34)	Jefferson City	0.0	Add left and right turn lanes	2014	\$65,547	Exempt	No
306	Odyssey Rd	US 11E (SR 34) to Old AJ Hwy	Jefferson City	0.9	Add center turn lane	2014	\$262,187	Non-exempt	No
309	Old AJ Highway	Intersection at SR 92	Jefferson City	0.0	Signalize Intersection	2014	\$415,129	Exempt	No
310	Old AJ Highway	Intersection at Mountcastle St	Jefferson City	0.0	Signalize Intersection	2014	\$562,609	Exempt	No
312	US 25E (SR 32)	In White Pine	White Pine	1.9	Replace "Reduced Speed Limit" Signs	2014	\$2,185	Exempt	No
315	SR 92	US 11E to Hinchey Hollow Rd	Jefferson City	2.3	Install street lighting	2014	\$32,773	Exempt	No
317	US 11E (SR 34)	Intersection w/ George Ave	Jefferson City	0.0	Intersection improvements	2014	\$76,471	Exempt	No
318	US 11E (SR 34)	Intersection w/ Russell Ave	Jefferson City	0.0	Intersection improvements	2014	\$65,547	Exempt	No
319	US 11E (SR 34)	SR 92 to Morristown City Limit	Jefferson City	4.8	Install street lighting	2014	\$49,160	Exempt	No

L RTP #	Route	Termini	Jurisdiction	Length (miles)	Type of Improvement	Proposed Horizon Year	Cost (Year of Expenditure \$)	Exempt Status	Regionally Significant
320	US 11E (SR 34)	All signalized intersections	Jefferson City	0.0	LED signal head replacements	2014	\$120,169	Exempt	No
321	US 11E (SR 34)	SR 92S to Hicks Rd	Jefferson City	1.7	Install Pedestrian Signals and Pushbutton Activation	2014	\$32,773	Exempt	No
322	US 11E (SR 34)	SR 92S to Odyssey Rd	Jefferson City	0.5	Signal Coordination	2014	\$125,631	Exempt	No
324	US 411/ US 25W (SR 35)	Grapevine Hollow Rd to 4-lane section of SR 9	Jefferson County	3.7	Widen 2-lane to 4-lane	2014	\$36,487,647	Non-Exempt	Yes
326	Old AJ Highway	Railroad Crossing	Jefferson City	0.0	Bridge replacement	2014	\$475,213	Exempt	No
400	Harrison Road	From Kingston St to Lenoir City Limits (approx. 7,000 ft.)	Lenoir City	1.3	Intersection improvements and reconstruct 2-lane section	2014	\$8,220,645	Exempt	No
401	Improve RR Crossings	Various locations in Lenoir City	Lenoir City	N/A	Improve at-grade RR crossings	2014	\$105,400	Exempt	No
402	Improve Streetscapes and Pavement	Various locations in Loudon County	Loudon County	N/A	Improve streetscapes and repair pavement	2014	\$304,036	Exempt	No
403	Improve Streetscapes and Pavement	Various locations in Greenback	Greenback	N/A	Improve streetscapes and repair pavement	2014	\$218,489	Exempt	No
404	Unitia Rd	Unitia Rd Bridge	Loudon County	0.0	Replace Bridge	2014	\$1,005,049	Exempt	No
405	US 11 (SR 2)	Intersection w/ Shaw Ferry Rd	Loudon County	0.0	Intersection improvements	2014	\$1,106,769	Exempt	No
406	US 11 (SR 2)	Intersection w/ US 70 (SR 1)	Loudon County	0.0	Intersection improvements	2014	\$1,786,003	Exempt	No
407	US 11 (SR 2)	Intersection w/ Loudon H.S. Entr.	Loudon	0.0	Intersection improvements	2014	\$546,222	Exempt	No
408	US 321 (SR 73)	I-75 Interchange to Simpson Rd	Lenoir City	1.7	Intersection Improvements from Corridor Study	2014	\$1,092,445	Exempt	No
409	US 321 (SR 73)	US 11 (SR 2) to east of Little Tennessee River	Loudon County	1.7	Construct 4-lane road on existing and new alignment	2014	\$38,393,962	Non-Exempt	Yes
410	US 321 (SR 73)	Intersection w/ US 11 (SR 2)	Lenoir City	0.0	Intersection Improvements	2014	\$10,378,223	Exempt	No
411	Veteran's Memorial Bridge	Veteran's Memorial Bridge	Loudon	N/A	Install lighting	2014	\$218,489	Exempt	No
NEW / 423	US 321 (SR 73)	Simpson Rd to US 11 (SR 2)	Lenoir City	1.1	Widen 4-lane to 6-lane	2014	\$11,142,934	Non-Exempt	Yes
504	Veterans Blvd (SR 449) Extension	US 411 (SR 35) to SR 66	Sevierville	3.5	Construct new 4-lane road	2014	Local Bond	Non-Exempt	Yes
505	Birds Creek Road (SR 454)	Glade Rd to SR 416	Sevier County	4.6	Reconstruct 2-lane section	2014	\$11,798,401	Exempt	No
506	SR 66	North of Nichols St to Boyds Creek Hwy (SR 338)	Sevierville/Sevier County	4.2	Widen 4-lane to 6-lane	2014	\$30,916,180	Non-Exempt	Yes
507	SR 66	Douglas Dam Rd (SR 139) to I-40	Sevierville/Sevier County	2.0	Widen 4-lane to 6-lane	2014	\$19,664,001	Non-Exempt	Yes
508	Chapman Hwy (SR 71) (US 441)	Boyds Creek Hwy (SR 338) to Macon Ln	Sevier County/Seymour	0.7	Add center turn lane	2014	\$10,159,734	Non-Exempt	Yes
512	I-40/ SR 66 Interchange	Interchange at SR 66	Sevierville	0.3	Modify Interchange to improve capacity including addition of new Interstate access ramps	2014	\$21,848,890	Non-Exempt	Yes



<b>L RTP #</b>	<b>Route</b>	<b>Termini</b>	<b>Jurisdiction</b>	<b>Length (miles)</b>	<b>Type of Improvement</b>	<b>Proposed Horizon Year</b>	<b>Cost (Year of Expenditure \$)</b>	<b>Exempt Status</b>	<b>Regionally Significant</b>
600	Old Stage Road/Watt Road Extension	Old Stage Rd. from Johnson's Corner Rd. to Town Limits, Watt Road from Old Stage Rd. to Kingston Pk (SR 1) (US 11/70)	Farragut	1.4	Improve Old Stage Road to 2-lane road with sidewalk from Johnson's Corner Rd to western Town limits and Extend Watt Road from Old Stage to SR-1 with three lanes, sidewalk, curb & gutter	2014	\$4,300,736	Non-Exempt	No
601	Campbell Station Road	Jamestown Blvd to Parkside Dr/ Grigsby Chapel Rd	Farragut	0.9	Widen 2-lane to 4-lane w/center turn lane	2014	\$9,832,001	Non-Exempt	Yes
602	Outlet Drive	Lovell Rd (SR 131) to Campbell Station Rd	Farragut/Knox County	1.6	Construct new 2-lane road w/center turn lane along existing and new alignment	2014	\$3,277,334	Non-Exempt	No
603	Emory Road (SR 131)	Clinton Hwy (SR 9) (US 25W) to Gill Rd	Knox County	2.9	Widen 2-lane to 4-lane w/center turn lane	2014	\$27,995,660	Non-Exempt	Yes
607	Halls Connector	Norris Fwy (SR 71) (US 441), Emory Rd (SR 131), Maynardville Hwy (SR 33)	Knox County	0.4	Reconfigure intersections and add SB thru lane on Norris Fwy from Emory Rd to Maynardville Hwy	2014	\$17,752,223	Non-Exempt	No
608	Lovell Road (SR 131)	Pellissippi Pkwy (SR 162) SB Ramps to Schaeffer Rd	Knox County	0.2	Widen 2-lane to 4-lane w/center turn lane	2014	\$3,386,578	Non-Exempt	Yes
609	Emory Rd (SR 131)	Intersection w/Tazewell Pk (SR 331)	Knox County	0.0	Intersection improvement	2014	\$4,369,778	Exempt	No
610	Western Avenue (SR 62)	Texas Ave to Major Ave	Knoxville	0.8	Widen 2-lane to 4-lane	2014	\$23,378,313	Non-Exempt	Yes
611	I-640/ Broadway (SR 33) (US 441) Interchange Phase II	I-640/ Broadway (SR 33) (US 441) Interchange	Knoxville	0.0	Construct additional ramps and access improvements	2014	\$16,605,157	Non-exempt	Yes
612	Western Avenue (SR 62)	Schaad Rd to I-640	Knoxville	3.7	Widen 2-lane to 4-lane w/center turn lane	2014	\$24,580,002	Non-Exempt	Yes
613	Cumberland Avenue (SR 1) (US 11/70)	Alcoa Hwy to 16th St	Knoxville	0.8	Pedestrian Improvements and Reduce from 4 lanes to 2 lanes with center turn lane	2014	\$15,949,690	Non-Exempt	Yes
614	Henley Street Bridge (SR 33/71) (US 441)	Bridge over Tennessee River	Knoxville	0.4	Rehabilitate bridge & add bike lanes	2014	\$37,143,114	Exempt	No
617	South Knoxville Waterfront Roadway Improvements	Sevier Ave / Blount Ave from Scottish Pk to James White Pkwy (SR 71)	Knoxville	1.9	Add turn lanes where needed and widen one-lane underpass to two lanes	2014	\$6,554,667	Non-Exempt	Yes
618	I-275 Industrial Park Access Improvements	I-275 Corridor	Knoxville	0.5	Extend Blackstock Ave from Fifth Ave to Bernard Ave and realign Marion Sreet. Improve intersections of University Ave with W Fifth Ave and Bernard Ave.	2014	\$6,144,318	Non-Exempt	No
619	Various Railroad Crossings	Various Railroad Crossing Locations	Knoxville	N/A	Improve circuitry on vehicle protection devices of at-grade RR crossings throughout Knoxville	2014	\$217,890	Exempt	No
620	Cessna Road RR Crossing	Cesna Rd RR crossing	Knoxville	0.0	Improve the at-grade RR crossing at Cessna Rd	2014	\$83,900	Exempt	No

L RTP #	Route	Termini	Jurisdiction	Length (miles)	Type of Improvement	Proposed Horizon Year	Cost (Year of Expenditure \$)	Exempt Status	Regionally Significant
621	I-40/75	From I-140 to Lovell Rd (SR 131) Interchange Westbound Direction	Knoxville	0.5	Add full auxiliary lane westbound between interchanges (approx 2,700 ft)	2014	\$1,966,400	Non-Exempt	Yes
622	I-40/75 at Weigh Station	Eastbound and Westbound Truck Weigh Stations	Knoxville	0.0	Extend on and off ramps at weigh stations	2014	\$1,420,178	Exempt	No
623	I-140 (Pellissippi Pkwy)	I-40 to Dutchtown Rd	Knoxville	0.4	Restripe to add one lane on northbound I-140 and remove one lane from the ramp from I-40	2014	\$109,244	Non-Exempt	Yes
624	Cedar Bluff Road	Cross Park Dr to Peters Rd	Knoxville	0.8	Intersection and Operational Improvements	2014	\$1,092,445	Exempt	No
626	Chapman Highway (SR 71) (US 441)	Blount Ave to Boyd Creek Hwy (SR 338) in Sevier County	Knoxville/ Knox County	10.7	Operational and Safety Improvements including turn lanes at various locations	2014	\$6,554,667	Exempt	No
632	Concord Road (SR 332)	Turkey Creek Rd to Northshore Dr (SR 332)	Farragut/ Knox County	0.8	Widen 2-lane to 4-lane	2014	\$7,518,905	Non-Exempt	Yes
694	I-140 (Pellissippi Pkwy)/Northshore Dr (SR 332) Interchange	I-140 EB Off Ramp to Northshore Dr (SR 332)	Knoxville	0.2	Construct new slip ramp from existing off ramp to serve the Northshore Town Center Development	2014	Developer Funded	Non-Exempt	Yes
NEW / 695	Dutchtown Road	Murdock Rd to E of Pellissippi Pkwy southbound ramps	Knox County	0.3	Widen to 4-lanes with center turn lane, add eastbound decel lane at Pellissippi ramps	2014	\$639,080	Non-Exempt	No
NEW / 696	Downtown Knoxville Wayfinding Project	Downtown Knoxville	Knoxville	0.0	Create a consistent signage system to include gateway signs, pedestrian directionals, trolley signs, etc...	2014	\$1,310,933	Exempt	No
NEW / 697	Central Street	Woodland Ave to Depot St	Knoxville	1.2	Road Diet and Streetscape Project, reduce from 4 lanes to 2 lanes with center turn lane	2014	\$2,731,111	Non-Exempt	No
NEW / 698	Kingston Pike (SR-1)(US 11/70)	Intersection w/Everett Rd	Farragut	0.2	Intersection Improvements to include center turn lane and traffic signal	2014	\$1,966,400	Exempt	No
102	SR 29	Pine Ridge Rd to SR 61	Harriman/Roane County	0.8	Widen 2-lane to 4-lane	2024	\$23,920,011	Non-exempt	Yes
202	Hunter Growth Study Corridor #2 - Robert C. Jackson Dr Extension	Middlesettlements Rd to Louisville Rd (SR 334)	Alcoa	0.7	New 4-lane road w/center turn lane	2024	\$6,088,730	Non-Exempt	No
207	Wrights Ferry Road	Topside Rd (SR 333) to Airbase Rd (SR 429)	Alcoa	1.5	Add center turn lane	2024	\$7,683,397	Non-exempt	No
209	Ellejoy Road	River Rd to Jeffries Hollow Rd	Blount County	3.7	Reconstruct 2-lane section	2024	\$14,496,976	Exempt	No
210	Jeffries Hollow Road	Ellejoy Rd to Sevier County Line	Blount County	2.7	Reconstruct 2-lane section	2024	\$9,568,004	Exempt	No
212	E. Broadway Avenue (SR 33)	Wildwood Rd to McArthur Rd	Blount County	1.2	Reconstruct 2-lane section	2024	\$9,152,666	Exempt	No
213	Old Niles Ferry Road	Maryville City Limit to Calderwood Hwy (SR 115) (US 129)	Blount County	3.3	Reconstruct 2-lane section	2024	\$8,134,166	Exempt	No
214	Sevierville Rd (SR 35) (US 411)	Washington St (SR 35) to Dogwood Rd	Maryville	1.4	Construct 2-lane road w/center turn lane	2024	\$13,047,279	Non-Exempt	Yes



L RTP #	Route	Termini	Jurisdiction	Length (miles)	Type of Improvement	Proposed Horizon Year	Cost (Year of Expenditure \$)	Exempt Status	Regionally Significant
302	E. Main St/N. Chucky Pk	Intersection at Old AJ Hwy	Jefferson City	0.0	Realign Intersection	2024	\$434,909	Exempt	No
303	Municipal Dr	Intersection at Old AJ Hwy	Jefferson City	0.0	Add left and right turn lanes	2024	\$239,200	Exempt	No
304	Old AJ Highway	Intersection at Chucky Pk	Jefferson City	0.0	Add left and right turn lanes	2024	\$543,637	Exempt	No
307	Old AJ Highway	Mossy Creek E. of Branner Ave	Jefferson City	0.0	Replace bridge	2024	\$630,618	Exempt	No
308	Old AJ Highway (SR 92)	Main St to Overlook Rd	Jefferson City	0.7	Add center turn lane and sidewalks	2024	\$3,850,397	Non-exempt	No
313	SR 66 Relocation	North of I-81 at SR 341 to SR 160	Jefferson County	3.1	Construct new 4-lane road	2024	\$79,733,370	Non-Exempt	Yes
314	SR 92	Bridge in Dandridge	Dandridge	0.4	Replace Bridge	2024	\$21,745,465	Exempt	No
316	SR 92	Intersection at Old AJ Hwy	Jefferson City	0.0	Add left and right turn lanes	2024	\$210,206	Exempt	No
323	US 11E (SR 34)	Intersection at Pearl Ave and at Harrington St	Jefferson City	0.0	Intersection improvement- add left turn lanes	2024	\$52,189	Exempt	No
502	Dolly Parton Pkwy (US 411) (SR 35)	Intersection w/ Veterans Blvd (SR 449)	Sevierville	0.0	Improve Intersection	2024	\$1,159,758	Exempt	No
503	Old Knoxville Highway	Boyd's Creek Hwy (SR 338) to US 411/441 (SR 71)	Sevierville	4.2	Widen 2-lane to various 3 and 4 lane divided cross sections	2024	Local Bond	Non-Exempt	No
NEW / 514	SR 66	Boyd's Creek Hwy (SR 338) to Douglas Dam Rd (SR 139)	Sevierville/Sevier County	2.2	Widen 4-lane to 6-lane	2024	\$26,239,527	Non-Exempt	Yes
509	Thomas Road Connector	Teaster Lane to Veterans Blvd (SR 449) at McCarter Hollow Rd	Pigeon Forge	1.6	Construct new 4-lane road	2024	\$23,746,591	Non-Exempt	Yes
510	US 411 (SR 35)	Sims Rd to Grapevine Hollow Rd	Sevier County	6.2	Widen 2-lane to 4-lane	2024	\$65,671,303	Non-Exempt	Yes
604	Maynardville Hwy (SR 33)	Temple Acres Dr to Union County Line	Knox County	5.9	Widen 2-lane to 4-lane	2024	\$46,480,931	Non-Exempt	Yes
605	Schaad Road Extension	Middlebrook Pike (SR 169) to west of Oak Ridge Hwy (SR 62)	Knox County	4.6	Construct new 4-lane road	2024	\$52,189,115	Non-Exempt	Yes
615	Washington Pike	I-640 to Murphy Rd	Knoxville	1.6	Widen 2-lane to 4-lane	2024	\$21,957,120	Non-Exempt	Yes
616	Pleasant Ridge Rd/Merchant Dr Phase II	Knoxville City Limits to Merchant Dr / Pleasant Ridge Rd to Wilkerson Rd	Knoxville	1.6	Add center turn lane	2024	\$23,195,162	Non-Exempt	No
625	Schaad Road	Oak Ridge Hwy (SR 62) to Pleasant Ridge Rd	Knoxville/ Knox County	1.5	Widen 2-lane to 4-lane	2024	\$15,475,522	Non-Exempt	Yes
627	Alcoa Highway (SR 115) (US 129)	Maloney Rd to Woodson Dr	Knoxville	1.4	Widen 4-lane to 6-lane	2024	\$41,997,741	Non-Exempt	Yes
628	Alcoa Highway (SR 115) (US 129)	Maloney Rd to Blount/Knox County Line	Knoxville	3.0	Widen 4-lane to 6-lane	2024	\$49,955,856	Non-Exempt	Yes
101	Edgemoor Rd (SR 170)	Oak Ridge Hwy (SR 62) to Clinton Hwy (SR 9) (US 25W)	Oak Ridge/Anderson County	6.2	Widen 2-lane to 4-lane	2024	\$52,913,964	Non-exempt	Yes
103	Park Lane	Andersonville Hwy (SR 61) to End of Route	Anderson County	7.3	Reconstruct 2-lane section	2024	\$37,692,139	Exempt	No
215	Airport Access Road to I-140	Airport Terminus to Pellissippi Pkwy (I-140) (SR 162)	Alcoa	0.0	Add new interchange ramps to service airport cargo area	2024	\$20,295,767	Non-Exempt	Yes

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216	Alcoa Highway (SR 115) (US 129)	Pellissippi Pkwy (SR 162) to Knox/Blount County Line	Blount County/ Alcoa	3.2	Widen 4-lane to 6-lane plus 2 auxiliary lanes between Singleton Station Rd and Topside Rd (SR 333)	2024	\$106,117,866	Non-Exempt	Yes
217	Alcoa Highway (SR 115) (US 129)	Singleton Station Rd to Hunt Rd (SR 335)	Alcoa	3.6	Improve intersections including signals and turn lanes where warranted (upon completion of proposed Bypass)	2024	\$2,319,516	Exempt	No
218	Alcoa Highway Bypass (SR 115) (US 129)	From Hall Rd (SR 35)/Alcoa Hwy (SR 115) Interchange to Proposed Interchange serving McGhee Tyson Airport	Alcoa	1.3	Construct 8-lane freeway on existing and new alignment	2024	\$44,894,026	Non-Exempt	Yes
257	Alcoa Highway Bypass (SR 115) (US 129)	From Proposed Interchange serving McGhee Tyson Airport to Pellissippi Pkwy (SR 162)	Alcoa	2.4	Construct new 8-lane freeway (6 thru lanes plus 2 auxiliary lanes)	2024	\$82,881,280	Non-Exempt	Yes
258	Alcoa Highway Bypass (SR 115) (US 129)	From Pellissippi Pkwy (SR 162) to Near Singleton Station Rd	Alcoa	1.4	Construct new 8-lane freeway (6 thru lanes plus 2 auxiliary lanes)	2024	\$27,109,346	Non-Exempt	Yes
219	Wright Road	Hunt Rd (SR 335) to Alcoa Hwy (SR 115) (US 129)	Alcoa	1.1	Reconstruct 2-lane section	2024	\$5,798,791	Exempt	No
220	Hunter Growth Study Corridor #1- Home Ave Extension	Home Ave to Calderwood St	Alcoa/ Maryville	0.2	Reconstruct 2-lane section, construct new bridge, demolish part of shopping center	2024	\$5,363,881	Non-Exempt	No
221	Burnett Station Road	Sevierville Rd (SR 35) (US 411) to Chapman Hwy (SR 71) (US 441)	Blount County	4.4	Reconstruct 2-lane section	2024	\$19,425,948	Exempt	No
222	Carpenters Grade Road	Raulston Rd to Mint Rd	Blount County	2.3	Reconstruct 2-lane section	2024	\$4,784,002	Exempt	No
223	Carpenters Grade Road	Cochran Rd to Raulston Rd	Maryville	0.9	Reconstruct 2-lane section	2024	\$2,754,426	Exempt	No
224	Foothills Parkway	Lamar Alexander Pkwy (SR 73) (US 321) to Sevier County Line	Blount County	11.3	Construct new 2-lane road	2024	Funds for federal lands	Non-Exempt	Yes
225	Hinkle Road	Sevierville Rd (SR 35) (US 411) to Burnett Station Rd	Blount County	1.9	Reconstruct 2-lane section	2024	\$10,202,972	Exempt	No
226	Hunter Growth Study Corridor #5 - Ridge Rd Extension	Ridge Rd to Pleasant Hill Rd	Blount County	0.7	Construct new 2-lane road	2024	\$4,928,972	Non-Exempt	No
227	Mentor Road	Louisville Rd (SR 334) to Wrights Ferry Rd	Blount County	3.2	Reconstruct 2-lane section	2024	\$14,062,067	Exempt	No
228	Mint Road	Old Niles Ferry Rd to Barkshed Rd	Blount County	3.4	Reconstruct 2-lane section	2024	\$17,396,372	Exempt	No
229	Morganton Road Phase 2	Willam Blount Dr (SR 335) to Walker Rd	Blount County	3.3	Reconstruct 2-lane section	2024	\$14,496,976	Exempt	No
230	Nails Creek Road	Wildwood Rd to Burnett Station Rd	Blount County	2.5	Reconstruct 2-lane section	2024	\$9,886,938	Exempt	No
231	Old Knoxville Highway (SR 33)	Pellissippi Pkwy (SR 162) to Knox County Line	Blount County	4.6	Reconstruct 2-lane section	2024	\$17,396,372	Exempt	No
232	Pellissippi Parkway (SR 162)	Old Knoxville Hwy (SR 33) to Lamar Alexander Pkwy (SR 73) (US 321)	Blount County	4.4	Construct new 4-lane freeway	2024	\$71,673,341	Non-Exempt	Yes

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233	Proffitt Springs Road	Louisville Rd (SR 334) to Hunt Rd (SR 335)	Blount County	1.5	Reconstruct 2-lane section	2024	\$7,402,156	Exempt	No
234	Wildwood Road	Maryville City Limit to Sevierville Rd (SR 35) (US 411)	Blount County	6.1	Reconstruct 2-lane section	2024	\$17,976,251	Exempt	No
235	Wilkinson Pike	Maryville City Limit to Chilhowee View Rd	Blount County	2.6	Reconstruct 2-lane section	2024	\$11,597,581	Exempt	No
236	Brown School Rd	E. Broadway Ave (SR 33) to Sevierville Rd (SR 35) (US 411)	Maryville	1.5	Reconstruct 2-lane section	2024	\$5,508,851	Exempt	No
238	Hunter Growth Study Corridor #3 - Robert C. Jackson Dr Extension	Lamar Alexander Pkwy (SR 73) (US 321) to Morganton Rd	Maryville	0.9	Construct new 2-lane road	2024	\$4,349,093	Non-Exempt	No
239	Montvale Road (SR 336)	Maryville South City Limits to Lamar Alexander Pkwy (SR 73) (US 321)	Maryville	2.7	Add center turn lane	2024	\$52,189,115	Non-Exempt	No
240	Sandy Springs Rd	Intersection w/ Montgomery Ln	Maryville	0.0	Intersection Improvements	2024	\$869,819	Exempt	No
241	Tuckaleechee Pk	Lamar Alexander Pkwy (SR 73) (US 321) to Grandview Dr	Maryville	1.0	Reconstruct 2-lane section	2024	\$3,624,244	Exempt	No
242	W. Broadway Avenue (SR 33) (US 411)	Old Niles Ferry Rd to Lamar Alexander Pkwy (SR 73) (US 321)	Maryville	0.8	Add center turn lane	2024	\$21,745,465	Non-exempt	Yes
243	Wilkinson Pk	Court St to Maryville City Limits	Maryville	0.9	Reconstruct 2-lane section	2024	\$8,698,186	Exempt	No
244	Peppermint Rd	Wildwood Rd to Sevierville Rd (SR 35) (US 411)	Blount County	1.1	Reconstruct 2-lane section	2024	\$4,204,123	Exempt	No
245	Sevierville Rd (SR 35) (US 411)	Dogwood Dr to Peppermint Rd	Maryville/ Blount County	3.0	Add center turn lane	2024	\$21,600,495	Non-Exempt	Yes
246	William Blount Dr Extension (SR 335)	US 411 (SR 33) @ Wm. Blount Dr to Old Niles Ferry Rd	Maryville/ Blount County	0.6	Construct new 2-lane road	2024	\$11,597,581	Non-Exempt	Yes
NEW / 260	McCammon Avenue Extension	720 ft. South of Bessemer Street to Foch Street	Maryville	1.0	Reconstruct existing 2-lane road to 2-3 lanes and extend on new alignment to tie-in with Watkins Road	2024	\$2,899,395	Non-Exempt	No
325	I-40/ I-81 Interchange	I-40/ I-81 Interchange	Jefferson County	0.1	Safety Improvements to increase length of acceleration ramps	2024	\$11,742,551	Exempt	No
412	Old Highway 95 (Kingston Street)	Harrison Rd to US 321 (SR 73)	Lenoir City	1.8	Reconstruct 2-lane section	2024	\$14,805,037	Exempt	No
413	SR 72	US 11 (SR 2) to Corporate Park	Loudon County	4.2	Widen 2-lane to 4-lane	2024	\$29,747,796	Non-Exempt	Yes
414	US 11 (SR 2)	Lenoir City Limits to US 321 (SR 73)	Lenoir City	1.8	Streetscape improvements, Potential "Road Diet" (reduce from 4-lane to 3-lane)	2024	\$5,073,942	Non-Exempt	Yes
415	US 11 (SR 2)	Blair Bend Rd to Lenoir City Limit	Loudon County	3.8	Reconstruct 2-lane section	2024	\$33,162,558	Exempt	No
416	US 11 (SR 2)	US 321 (SR 73) to US 70 (SR 1)	Lenoir City	5.1	Widen 2-lane to 4-lane	2024	\$46,468,608	Non-Exempt	Yes
511	Foothills Parkway	Blount County Line to US 321 (SR 73) in Wears Valley	Sevier County	2.5	Construct new 2-lane road	2024	Funds for federal lands	Non-Exempt	Yes
513	US 321 (SR 73)	Buckhorn Rd (SR 454) to east of Pittman Center Rd (SR 416)	Sevier County	1.4	Widen 2-lane to 4-lane	2024	\$30,008,741	Non-Exempt	Yes

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NEW / 515	SR 139	SR 66 to Bryan Rd	Sevierville/TDOT	1.1	Widen 2-lane to 4-lane	2024	\$11,597,581	Non-Exempt	Yes
NEW / 516	Bryan Road	E. Dumplin Valley Rd. to SR 139	Sevierville/Sevier County	2.1	Widen 2-lanes to 4-lanes	2024	\$27,544,255	Non-Exempt	Yes
NEW / 517	I-40 (mile 408)	New Interchange Proposed near Mile Marker 408	Sevierville/Sevier County	N/A	Construct new interchange	2024	\$7,248,488	Non-Exempt	Yes
629	I-40/75 / Campbell Station Road Interchange	Interchange w/ Campbell Station Rd	Farragut	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$50,739,417	Exempt	No
630	Virtue Road	Boyd Station Rd to Kingston Pike (SR 1) (US 11/70)	Farragut	1.7	Reconstruct 2-lane section	2024	\$11,597,581	Exempt	No
631	Turkey Creek Road	Brixworth Blvd to Boyd Station Rd	Farragut	0.2	Construct new 2-lane bridge and approaches to connect roads	2024	\$10,147,883	Non-Exempt	No
633	Parkside Drive	Mabry Hood Rd to Hayfield Rd	Knox County	1.1	Widen 2-lane to 4-lane	2024	\$8,698,186	Non-Exempt	No
634	Pellissippi Pkwy (SR 162)/ Hardin Valley Road Interchange	Hardin Valley Rd Interchange at Pellissippi Pkwy (SR 162)	Knox County	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$24,644,860	Exempt	No
635	Karns Connector	Westcott Blvd to Oak Ridge Hwy (SR 62)	Knox County	0.9	Construct New 2-lane road	2024	\$4,421,578	Non-Exempt	No
636	Emory Road (SR 131)	Oak Ridge Hwy (SR 62) to Clinton Hwy (SR 9) (US 25W)	Knox County	5.0	Add center turn lane	2024	\$34,488,307	Non-Exempt	Yes
637	Lovell Road (SR 131)	Schaeffer Rd to Middlebrook Pike (SR 169)	Knox County	1.7	Widen 2-lane to 4-lane	2024	\$17,686,311	Non-Exempt	
638	Oak Ridge Highway (SR 62)	Schaad Rd to Byington-Beaver Ridge Rd (SR 131)	Knox County	4.2	Widen 2-lane to 4-lane	2024	\$37,692,139	Non-Exempt	Yes
639	Strawberry Plains Pike	Gov. John Sevier Hwy (SR 168) to Moshina Rd	Knox County	1.6	Widen 2-lane to 4-lane	2024	\$16,961,462	Non-Exempt	No
640	Tazewell Pike (SR 331)	Murphy Rd to Emory Rd (SR 131)	Knox County	4.7	Widen 2-lane to 4-lane	2024	\$37,692,139	Non-Exempt	Yes
641	Tazewell Pike (SR 131)	Emory Rd (SR 131) to Barker Rd	Knox County	1.2	Widen 2-lane to 4-lane	2024	\$12,249,945	Non-Exempt	Yes
642	Westland Drive	Morrell Rd to Ebenezer Rd	Knox County	2.7	Reconstruct 2-lane section	2024	\$16,019,159	Exempt	No
643	Emory Road (SR 131)	Maynardville Hwy (SR 33) to Tazewell Pike (SR 331)	Knox County	4.9	Widen 2-lane to 4-lane	2024	\$53,058,934	Non-Exempt	Yes
644	Gov John Sevier Highway (SR 168)	Alcoa Hwy (SR 115) (US 129) to Chapman Hwy (SR 71) (US 441)	Knox County	6.5	Widen 2-lane to 4-lane	2024	\$67,845,850	Non-Exempt	Yes
645	Northshore Drive (SR 332)	Morrell Rd to Ebenezer Rd	Knox County	3.5	Reconstruct 2-lane section	2024	\$25,714,012	Exempt	No
646	Northshore Drive (SR 332)	Pellissippi Pkwy (I-140) to Concord Rd (SR 332)	Knox County	4.5	Reconstruct 2-lane section	2024	\$32,726,924	Exempt	No
647	Pellissippi Parkway (SR 162)	Edgemoor Rd (SR 170) to Dutchtown Rd	Knox County	6.0	Widen from 4-lane to 6-lane	2024	\$86,981,858	Non-Exempt	Yes

<b>L RTP #</b>	<b>Route</b>	<b>Termini</b>	<b>Jurisdiction</b>	<b>Length (miles)</b>	<b>Type of Improvement</b>	<b>Proposed Horizon Year</b>	<b>Cost (Year of Expenditure \$)</b>	<b>Exempt Status</b>	<b>Regionally Significant</b>
648	Pellissippi Parkway (SR 162)/ Lovell Rd (SR 131) Interchange	Lovell Rd (SR 131) Interchange at Pellissippi Pkwy (SR 162)	Knox County	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$24,644,860	Exempt	No
649	Pellissippi Parkway (SR 162)/ Oak Ridge Highway (SR 62) Interchange	Oak Ridge Hwy (SR 62) Interchange at Pellissippi Pkwy (SR 162)	Knox County	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$14,496,976	Exempt	No
650	Byington-Beaver Ridge Road (SR 131)	At One-Lane Railroad Underpass	Knox County	0.2	Construct new road or widen railroad underpass	2024	\$7,248,488	Non-Exempt	No
651	I-40/75/ Watt Road Interchange	Watt Rd Interchange at I-40/75	Knox County	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$28,993,953	Exempt	No
652	I-75/ Emory Road (SR 131) Interchange	Emory Rd (SR 131) Interchange at I-75	Knoxville	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$28,993,953	Exempt	No
653	Alcoa Highway (SR 115) (US 129)	Woodson Dr to Cherokee Trail	Knoxville	2.2	Widen 4-lane to 6-lane	2024	\$48,564,871	Non-Exempt	Yes
654	I-640/ I-275/ I-75 Interchange	Interchange at I-640 & I-75/I-275	Knoxville	1.4	Interchange improvements to include additional through lanes on I-75 north and southbound ramps	2024	\$36,242,441	Non-Exempt	Yes
655	Millertown Pike	Washington Pike to I-640	Knoxville	0.6	Reconstruct 2-lane section	2024	\$7,584,383	Exempt	No
656	Millertown Pike	I-640 to Mill Rd	Knoxville	0.6	Widen 2-lane and 4-lane sections to 4-lane and 6-lane sections	2024	\$9,423,035	Non-Exempt	Yes
657	Washington Pike	Millertown Pike to I-640	Knoxville	0.6	Add center turn lane	2024	\$10,726,458	Non-Exempt	No
658	Northshore Drive (SR 332)	Intersection w/ Kingston Pike (SR 1) (US 11/70)	Knoxville	0.0	Intersection improvement	2024	\$14,496,976	Exempt	No
659	Tazewell Pike (SR 331)	Intersection w/ Old Broadway & Greenway Dr	Knoxville	0.0	Intersection improvement	2024	\$6,088,730	Exempt	No
660	Gleason Drive	Montvue Rd to Gallaher View Rd	Knoxville	1.0	Reconstruct 2-lane section	2024	\$7,973,337	Exempt	No
661	I-75/ Callahan Rd Interchange	Callahan Rd Interchange	Knoxville	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$28,993,953	Exempt	No
662	I-75/ Merchant Dr Interchange	Merchant Dr Interchange	Knoxville	0.0	Reconfigure existing interchange to improve safety and operations	2024	\$28,993,953	Exempt	No
663	Northshore Drive (SR 332)	Lyons View Pk to Morrell Rd	Knoxville	2.2	Reconstruct 2-lane section	2024	\$18,233,572	Exempt	No
664	Broadway (SR 33) (US 441)	Intersection with Hall of Fame Dr	Knoxville	0.0	Intersection improvement	2024	\$2,899,395	Exempt	No
665	Murphy Road Extension	Washington Pike to Millertown Pike	Knoxville/ Knox County	1.3	Construct new 4-lane road	2024	\$11,307,642	Non-Exempt	Yes
666	South Knoxville Boulevard (SR 71)	Moody Ave to Chapman Hwy (SR 71) (US 441)	Knoxville/ Knox County	5.3	Construct new 4-lane road	2024	\$112,786,476	Non-Exempt	Yes
667	Strawberry Plains Pike	Moshina Rd to south of I-40	Knoxville/ Knox County	1.4	Widen 2-lane to 4-lane	2024	\$15,700,225	Non-Exempt	No
NEW / 699	Kingston Pike (SR 1) (US 11/70)	Intersection w/Campbell Station Rd	Farragut	0.0	Intersection improvement to add additional eastbound left turn lane	2024	\$2,464,486	Exempt	No
NEW / 700	Campbell Station Road	Snyder Road to Yarnell Road	Farragut/Knox County	1.8	Add center turn lane	2024	\$14,496,976	Non-Exempt	No

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247	Sam Houston School Road	Old Knoxville Hwy (SR 33) to Wildwood Rd	Alcoa/ Blount County	2.7	Add center turn lane	2034	\$19,945,830	Non-Exempt	No
248	Topside Road (SR 333)	Alcoa Hwy (US 129) (SR 115) to Wrights Ferry Rd	Alcoa	1.2	Reconstruct 2-lane section	2034	\$22,671,347	Exempt	No
249	Montvale Rd (SR 336)	Maryville City Limits (near Hill Ct) to Six Mile Rd	Blount County	2.7	Reconstruct 2-lane section	2034	\$29,939,393	Exempt	No
250	Sevierville Road (SR 35) (US 411)	Peppermint Rd to Chapman Hwy (SR 71) (US 441)	Blount County	10.5	Reconstruct 2-lane section	2034	\$78,358,618	Exempt	No
251	Topside Road (SR 333)	Pellissippi Pkwy (SR 162) to Louisville Rd (SR 334)	Blount County	3.0	Widen 2-lane to 4-lane	2034	\$43,360,500	Non-Exempt	Yes
252	Hunter Growth Study Corridor #4 - Cochran Rd Extension	Carpenters Grade Rd to Montvale Rd (SR 136)	Maryville/ Blount County	0.8	Construct new 2-lane road	2034	\$11,356,321	Non-Exempt	No
253	Hunter Growth Study Corridor #6 - Old Glory Rd Extension	S. Old Glory Rd to William Blount DR (SR 335)	Maryville/ Blount County	0.6	Reconstruct 2-lane section	2034	\$11,975,757	Exempt	No
254	Hunter Growth Study Corridor #7- Southern Loop Connector	US 321 (SR 73) @ proposed Pellissippi Pkwy (SR 162) extension to Old Niles Ferry Rd @ proposed Wm Blount Dr (SR 335) extension	Maryville/ Blount County	10.7	Construct 2-lane road along existing and new alignment	2034	\$82,591,428	Non-Exempt	Yes
417	SR 72	Corporate Park to Stockton Valley Rd	Loudon County	3.3	Widen 2-lane to 4-lane	2034	\$47,077,114	Non-Exempt	Yes
418	SR 72	US 11 (SR 2) to Vonore Rd	Loudon County	2.1	Widen 2-lane to 4-lane	2034	\$25,421,642	Non-Exempt	Yes
419	SR 72	Vonore Rd to Monroe County Line	Loudon County	7.0	Widen 2-lane to 4-lane	2034	\$88,269,589	Non-Exempt	Yes
420	Sugar Limb Road	US 11 (SR 2) to I-75	Loudon	2.3	Widen 2-lane to 4-lane	2034	\$28,952,425	Non-Exempt	Yes
421	US 11 (SR 2)	SR 72 to Pond Creek Rd	Loudon	3.4	Reconstruct 2-lane section	2034	\$33,629,165	Exempt	No
422	US 321 (SR 73)	I-75 to Simpson Rd	Lenoir City	1.6	Widen 4-lane to 6-lane	2034	\$30,558,829	Non-Exempt	Yes
668	Kingston Pike (SR 1) (US 11/70)	Smith Rd to Campbell Station Rd	Farragut	1.4	Widen 4-lane to 6-lane	2034	\$20,647,857	Non-Exempt	Yes
669	Everett Road	Proposed Synder Rd Extension to Kingston Pk (SR 1) (US 11/70)	Farragut	2.1	Reconstruct 2-lane section	2034	\$6,194,357	Exempt	No
670	Snyder Road Extension	Campbell Station Rd to Everett Rd north of I-40	Farragut	2.5	Construct new 2-lane road	2034	\$16,518,286	Non-Exempt	Yes
671	Central Avenue Pike	Beaver Creek Dr to Emory Rd (SR 131)	Knox County	2.3	Reconstruct 2-lane section	2034	\$8,775,339	Exempt	No
672	Dante Road	Central Avenue Pike to Dry Gap Pk	Knox County	2.1	Reconstruct 2-lane section	2034	\$15,795,611	Exempt	No
673	Oak Ridge Highway (SR 62)	Byington-Beaver Ridge Rd (SR 131) to Pellissippi Pkwy (SR 162)	Knox County	4.2	Widen 2-lane to 4-lane	2034	\$45,425,286	Non-Exempt	Yes
674	Westland Drive	Northshore Dr (SR 332) to Pellissippi Pkwy (I-140)	Knox County	1.7	Reconstruct 2-lane section	2034	\$17,550,679	Exempt	No
675	Maryville Pike (SR 33)	Gov. John Sevier Hwy (SR 168) to Blount County Line	Knox County	1.2	Reconstruct 2-lane section	2034	\$10,530,407	Exempt	No

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676	Emory Road (SR 331)	Tazewell Pike (SR 131) to Grainger County Line	Knox County	7.8	Reconstruct 2-lane section	2034	\$71,957,782	Exempt	No
677	Gov John Sevier Highway (SR 168)	Chapman Hwy (SR 71) (US 441) to Asheville Hwy	Knox County	9.2	Widen 2-lane to 4-lane	2034	\$111,395,189	Non-Exempt	Yes
678	Gleason Drive	Gallaher View Rd to Ebenezer Rd	Knox County	1.1	Add center turn lane	2034	\$13,421,107	Non-Exempt	No
679	I-75/ Raccoon Valley Rd Interchange	Raccoon Valley Rd Interchange at I-75	Knox County	0.0	Reconfigure existing interchange to improve safety and operations	2034	\$41,295,714	Exempt	No
680	Northshore Drive	Concord Rd (SR 332) to Choto Rd	Knox County	2.8	Reconstruct 2-lane section	2034	\$21,938,348	Exempt	No
681	Raccoon Valley Road (SR 170)	Norris Frwy (SR 71) (US 441) to I-75	Knox County	2.0	Reconstruct 2-lane section	2034	\$15,795,611	Exempt	No
682	Tazewell Pike (SR 131)	Barker Rd to Union County Line	Knox County	3.1	Reconstruct 2-lane section	2034	\$28,081,086	Exempt	No
683	McFee Road/ Harvey Road	McFee Rd to Harvey Rd over railroad	Knox County/ Farragut	0.1	Construct new road or widen railroad underpass	2034	\$10,633,646	Non-Exempt	Yes
685	Vanosdale Road	Buckingham Rd to Middlebrook Pike (SR 169)	Knoxville	0.9	Add center turn lane	2034	\$9,766,436	Non-Exempt	No
686	Cedar Lane	East of Central Avenue Pike to Inskip Rd	Knoxville	1.0	Add center turn lane	2034	\$15,072,936	Non-Exempt	No
687	Moody Avenue	Chapman Hwy (SR 71) (US 441) to Maryville Pike (SR 33)	Knoxville	0.4	Construct new 2-lane road w/ center turn lane	2034	\$3,485,771	Non-Exempt	No
688	Morrell Road	Westland Dr to Northshore Dr (SR 332)	Knoxville	0.9	Add center turn lane	2034	\$11,098,223	Non-Exempt	No
689	Papermill Road	Kingston Pike (SR 1) (US 11/70) to Weisgarber Rd	Knoxville	0.6	Add center turn lane	2034	\$7,102,863	Non-Exempt	No
690	Woodland Avenue	Central St to Huron St	Knoxville	0.6	Add center turn lane	2034	\$6,658,934	Non-Exempt	Yes
691	I-40/75	I-40/I-75 Interchange to Lovell Rd (SR 131) Interchange	Knoxville/ Farragut/ Knox County	6.7	Widen 6-lane to 8-lane	2034	\$185,830,714	Non-Exempt	Yes
692	I-75	Emory Rd (SR 131) to Raccoon Valley Rd (SR 170) Interchange	Knoxville/ Knox County	4.8	Widen 4-lane to 6-lane	2034	\$158,988,500	Non-Exempt	Yes

Projects Deleted from original 2009 – 2034 Knoxville Regional Mobility Plan:

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200	Cusick Road	Alcoa Hwy (SR 115) (US 129) to Pellissippi Pkwy (SR 162)	Alcoa	1.7	Add center turn lane	2014
205	Topside Road (SR 333)	East of Old Topside Rd to Wrights Ferry Rd	Alcoa	1.0	Phase I & II signalization and intersection realignment	2014
311	Rittenhouse Rd/Slate Rd	Ritenhouse Rd to Slate Rd	Jefferson City	0.4	New 2 lane road connection	2014
684	Knoxville Regional Parkway (SR-475)	I-40/75 in Loudon County to I-75 in Anderson County	Knox/ Anderson/ Loudon County	24.3	Construct new 4-lane freeway	2034



## Programmed Project List: Knoxville Regional Projects (As Amended, September 2010)

