

Agenda

Kingsport MPO Executive Board

**Tuesday November 29, 2011 @ 9:00 AM (EST)
Improvement Building – 1st Floor Conference Room
201 West Market Street, Kingsport, TN 37660**

- 9:00** **1. Executive Board Welcome**
- 9:00 – 9:05** **2. Approval of Minutes from August 10, 2011 Meeting:**
 ■ Action □ Possible Action □ Discussion □ Information
- 9:05 – 9:10** **3. Public Comment on Agenda Items**
 □ Action □ Possible Action □ Discussion ■ Information
Agenda Those wishing to make a comment pertaining to any of the agenda items may do so
Pg 3-5 at this time with a five-minute time limitation. Comments not pertaining to a specific
 agenda item will be heard during the end of the meeting in the Public Hearing
 section.
- 9:10 – 9:40** **4. Present the Finalized US 23/SR 224 Corridor Study**
 □ Action □ Possible Action ■ Discussion ■ Information
Agenda **Presenter: Presenter:** Tim White, Kimley-Horn & Associates
Pg 7-10 **Item Summary:** This corridor study was conducted in Southwest Virginia and Northeast
 Tennessee in anticipation of significant travel pattern and land use changes occurring within
 the general corridor. The overarching purpose of the study was to build off the work that
 VDOT started with the completion of Phase I of the Moccasin Gap project to determine how
 future traffic volumes on US 23 and SR 224 will be impacted by the construction of Phases
 II and III of the Moccasin Gap project.
 Recommendation: Incorporate the study's findings into the MPO's planning
 process for implementation
- 9:40 – 10:10** **5. Review and Discuss 2035 LRTP Candidate Project List and Financial Data**
 ■ Action □ Possible Action □ Discussion □ Information
Agenda **Presenter: Presenter:** Chris Campbell & Preston Elliott, RPM Consultants
Pg 11-19 **Item Summary:**
 This item pertains to the review and endorsement of aspects of the long range plan:
 1) the testing of a set of transportation projects for consideration as part of the long
 range transportation plan, 2) preliminary federal revenue forecasts for the MPO area,
 and 3) program initiatives linked to the MPO's Plan Goals, Objectives and Project
 Scoring Criteria. Based on the information presented funding targets for the
 development of the 2035 Long Range Transportation Plan will be determined.
 Recommendation: Endorse a Candidate Project List, Program Initiative
 Categories, and Project Scoring Criteria

10:10 – 10:15 6. Kingsport MPO Prioritized TDOT/VDOT Projects

Action Possible Action Discussion Information

Presenter: Chris Campbell

Agenda

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Item Summary: TDOT has provided a list of projects which are working their way thru the state’s 3-yr work program. Please note, the list is not every project being planned/programmed in the MPO boundary, these are only the major projects being managed thru TDOT. The projects on the list are ones that TDOT has under development using State NH, STP, or IM funds and moving thru the development process. All projects have a previously completed phase that’s been funded: either NEPA, PE, ROW. TDOT is requesting that the MPO prioritize the projects in each category. Please see the attachment for a listing of the proposed projects and their ranking. In previous years the MPO has developed a listing of prioritized state route projects. The proposed FY12 MPO prioritized state route projects list is also attached for the boards review and approval.

Recommendation: Approve Prioritized Projects

10:15 – 10:20 7. Kingsport MPO naming convention and logo design

Action Possible Action Discussion Information

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Presenter: Chris Campbell

Item Summary: Currently, the MPO’s prospectus states the name of the organization as the Kingsport Area Metropolitan Planning Organization (MPO). This naming convention does not easily convey our responsibilities as a transportation planning agency and can be confused with regional “land-use” planning agencies. A name change could resolve these issues and more easily identify our transportation focus. If a name change is agreed to a logo could be designed for marketing materials.

10:20 – 10:25 8. 2012 Meeting Dates

Action Possible Action Discussion Information

Presenter: Chris Campbell

Item Summary: Each year the MPO Executive Board typically meets once per quarter to conduct essential business and approval of documents. Due to the LRTP being updated there will be a need for an additional meeting. The proposed meeting dates next year are: February 15th, April 18th, June 6th, August 15th, and November 14th.

Recommendation: Tentatively schedule 2012 meeting dates

10:25 – 10:30 9. Public Comment

Action Possible Action Discussion Information

Members of the public may address the Executive Board with issues related to the region’s transportation system. There is a five-minute time limitation per individual and/or topic

10:30 10. Meeting Adjournment

**KINGSPORT URBAN AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
Meeting Minutes for August 10, 2011**

Jimmy Walker Conference Room 9:00 A.M.
201 W. Market Street, Kingsport, TN

Members Present:

John Campbell, Deborah Fleming, Jeff Jackson, Donny Necessary, Ambre Torbett

Absent:

Chris Starnes

Staff Present:

Chris Campbell, Susan Doran, Jack Qualls, Michael Thompson

Visitors Present:

Chris Craig – 1st TN Development District
Randy Dodson – Mattern and Craig
Rex Montgomery – Bristol MPO
Carl Wolfe – Vice Mayor, Mt. Carmel

Recorder: Susan Doran

- I. Call to Order:** John Campbell called the meeting to order.
- II. Approval of Minutes:** The minutes of the May 3, 2011 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Ambre Torbett to approve the minutes and was seconded by Donny Necessary. The motion carried unanimously.
- III. Public Comment:** John Campbell opened the floor for public comments. No comments.
- IV. New Business:**
 - A. Review and Approve the FY12 Unified Planning Work Program (UPWP).**
Presented by Chris Campbell (for Bill Albright who is out on Medical Leave). The UPWP provides the various planning tasks that the Kingsport MPO will be involved in and the amount of funding that will be set aside for each task. A motion was made by Deborah Fleming to approve the FY12 Unified Planning Work Program (UPWP) and was seconded by Ambre Torbett. The motion carried unanimously.
 - B. Review and Approve Transportation Improvement Program (TIP) Amendments.**
Presented by Chris Campbell. TIP Amendments include I-26 Welcome Center,

SR-126, SR-93, I-26/I-81 Interchange Modification, and KATS. A motion was made by Donny Necessary to approve the Transportation Improvement Program (TIP) amendments and was seconded by Deborah Fleming. The motion carried unanimously.

- C. Review and Approve Kingsport MPO Complete Streets Resolution. Presented by Chris Campbell. The term “Complete Streets” describes a comprehensive, integrated, transportation network designed to safely accommodate users of all ages. Through the resolution, MPO intends to encourage transportation projects that are routinely planned, designed, constructed, operated, and maintained according to Complete Streets principles. A small packet describing “Complete Streets” in more detail was included in the agenda packet. A motion was made by Jeff Jackson to approve the Kingsport MPO Complete Streets Resolution and was seconded by Ambre Torbett. The motion carried unanimously.

- D. Support of Potential Grant Opportunity – Presented by Donny Necessary. Donny Necessary indicated VDOT has been trying to build the Moccasin Gap Project for 10-15 years and there is an opportunity to apply for the TIGER Grant. Scott County is excited about this opportunity and is requesting the MPO’s support. Scott County will be pursuing a Transportation Investment Generating Economic Recovery (TIGER) grant for Moccasin Gap interchange project. If successful, the grant will construct improvement along the US 23/SR 224/US 58/US 421 area as recommended in the corridor study being developed. A request is being made for the board to pass a resolution in support of the grant. A motion was made by Jeff Jackson to support a potential TIGER grant opportunity and was seconded by Donny Necessary. The motion carried unanimously.

- E. Kingsport MPO Naming Convention and Logo Design – Presented by Chris Campbell. The MPO’s Prospectus states the name of the organization as the Kingsport Area Metropolitan Planning Organization (MPO). The name does not convey the responsibilities as a transportation planning agency. A name change could identify the transportation focus and a logo could be designed for marketing materials. John Campbell suggested Chris Campbell send ideas of possible names to board members to review before the next MPO Executive Board meeting.

V. STAFF REPORTS: (Detailed Project Status Report Included in Agenda Packet)

Mount Carmel Signal Project – Contractor indicated they would start next week (August 15th). Project was delayed due to the coordination of the paving of Main Street along with the installation of the signal. The contract has been awarded to S&W Contracting Company and the contract completion date for the signal is October 30, 2011.

Rescission – Chris Campbell indicated there has been several billion dollars rescinded from Federal Highway. The elected leaders in Washington D.C. are trying to find ways of creatively financing different programs and this has resulted in rescissions. The rescission affected 52 million dollars of projects from TDOT and about 63 million dollars from VDOT. Chris indicated that he didn't think Kingsport MPO's projects would be delayed because the money was taken mainly from CMAC funds. As of right now, Kingsport MPO is still expected to receive an allocation of STP funding. Deborah Fleming indicated TDOT had about 55 million dollars in CMAC funds and a little over 40 million was rescinded. Most of that money had been awarded to qualifying local jurisdictions and was not already obligated. TDOT realizes there can be hang-ups with contracts or not being able to get the money from City Council but not 55 million dollars. Deborah indicated that once an MPO gets TIP Amendments completed and contracts are received, the most important thing is to get the money obligated. Deborah stated we are in a different political climate now and if anyone sees money not being utilized it becomes very vulnerable. TDOT will continue to fund, on a first come first serve basis, any projects that have already been selected. Deborah indicated the rescissions will continue. If Kingsport MPO has any projects that are not moving forward, please contact Deborah Fleming, Angie Midgett or Jeanne Stevens. They probably can't do anything directly but they will let Joe Carpenter know. Michael Thompson indicated the Kingsport MPO has been very good about obligating funds.

MPO Meeting in November – The next scheduled MPO meeting will be Wednesday, November 9th at 9:00 a.m. The meeting date and time is subject to change.

- VI. PUBLIC HEARING:** John Campbell invited those attending to make comments or ask questions about any and all agenda items, transportation planning issues, activities, and/or projects that pertain to the Kingsport Area Metropolitan Transportation Planning Organization.

- VII. ADJOURNMENT:** There being no other business, the meeting was adjourned.

Sample Proxy Letter

(Date)

I, _____, of _____
(Name) (Agency)

Hereby designate _____ to vote as my proxy
(Name of Proxy)

during the _____ meeting of the Kingsport MPO Executive
(Meeting Date)

Board.

Sincerely,



SR 224/US 23 Corridor Study

Prepared for:






Prepared by:



Kimley-Horn and Associates, Inc.



US 23/Route 224 Corridor Study



1. EXECUTIVE SUMMARY

1.1. Purpose and Need

The Kingsport Metropolitan Organization (MPO) and Virginia Department of Transportation (VDOT), in conjunction with the City of Kingsport, LENOWISCO Planning District Commission (PDC), and Tennessee Department of Transportation (TDOT) identified the need to develop a corridor study for State Route (Route) 224 and US 23. This corridor study is being conducted in Southwest Virginia and Northeast Tennessee in anticipation of significant travel pattern and land use changes occurring within the general corridor limits. The overarching purpose of the study is further the work that VDOT has started with the completion of Phase I of the Moccasin Gap interchange project, located at the intersection of Route 224 and US 58/US 421, to determine how future traffic volumes on Route 224 will be impacted by the construction of Phases II and III of the Moccasin Gap interchange project. When Phases II and III are completed, Route 224 will be the major route between Gate City and the city of Kingsport. In addition, access management and safety issues on US 23 will be identified in an attempt to improve the existing infrastructure. This study will identify projects that will improve the capacity of and access to/from Route 224 and US 23.

The Route 224/US 23 Corridor Study is intended to be used as a detailed planning tool by the Kingsport MPO, VDOT, and TDOT to assist with managing planned growth anticipated along the corridor as a result of recent economic retail redevelopment in Kingsport and tax incentives in Southwest Virginia, to quantify the associated transportation network impacts, that ultimately creates a comprehensive plan that defines the strategic implementation of the necessary improvements along and adjacent to the Route 224 and US 23 corridors. The overall objective of this project is to more efficiently connect Southwest Virginia to Upper East Tennessee to allow for increasing growth in both areas. Some of this potential growth is spurred by Eastman Chemical Company (FORTUNE 500 company), which is a global company headquartered in Kingsport. Specifically, the outcomes of the study are as follows:

- Determine the safety and integrity of existing transportation infrastructure, including vehicular, bicycle, and pedestrian infrastructure
- Develop consensus-based preferred scenarios
- Provide future recommended improvements to both routes with prioritization and phasing

The Study is a multi-jurisdictional transportation study that will be used as a detailed planning tool by the Kingsport MPO and local jurisdictions to assist with managing planned growth and provide an assessment of the transportation network impacts due to anticipated land development patterns. The study will assist in the strategic implementation of the transportation vision for the community.

The Route 224/US 23 Corridor Study is a collaborative partnership between the City of Kingsport, Kingsport MPO, LENOWISCO PDC, VDOT and TDOT. These individuals are heretofore referred to as the "Study Team".

To direct the study team, several goals were developed at the beginning of the project based on initial field reviews, information provided at the project scoping phase and comments received at the first public information meeting. The following eight goals, listed in no particular order, were established for the study.

- Determine the safety and integrity of existing transportation infrastructure, including vehicular, bicycle, and pedestrian, infrastructure
- Address increases in travel (by all modes)
- Enhance safety for all modes of transportation
- Develop a consensus-based scenario
- Identify recommendations to address all modes of transportation
- Coordinate with adopted plans/study efforts for Virginia and Tennessee
- Provide future recommended improvements with prioritization
- Establish a future vision for the corridors
- Determine optimal configuration of the Route 224 and US 58/US 421 intersection

1.2. Study Area

The limits of the study on Route 224 (Wadlow Gap Road) are from the signalized intersection with Bloomingdale Pike in Sullivan County, Tennessee to the signalized intersection with US 58/Route 224/US 421 in Weber City, Virginia. The limits of the study on US 23 are from the signalized intersection with E. Carters Valley Road in Sullivan County, Tennessee to the signalized intersection with Kane Street (US 58 Business) in Gate City, Virginia. Although portions of the Route 224 and US 23 corridors have an east-west alignment, for purposes of this study, both corridors are considered to have a north-south alignment through the study area. Approximately 3.2 miles of the 4.6-mile Route 224 corridor are located within Virginia. Approximately 4.0 miles of the 4.2-mile US 23 corridor are located within Virginia. The study area boundary is shown in Error! Reference source not found..

Although this study is referred to as the Route 224 and US 23 Corridor Study, the entire Route 224 and US 23 corridors are not designated as Route 224 and US 23, respectively. Traveling south to north from Sullivan County, Tennessee into Weber City, Virginia, at the start of the Route 224 southern project limit, the corridor is designated as Route 93. At this point, Route 93 is called Wadlow Gap Road. The next route designation change occurs at the Tennessee/Virginia state line where Route 93 becomes Route 224. Approximately 3.2 miles north of the state line, Route 224 terminates at the signalized intersection of US23/US 58/421. At its southern project limits in Sullivan County, Tennessee, US 23 is designated as US 23 and continues north to its intersection with US 58/421 (approximately 3 miles). US 23 becomes US 23/58/421 heading north to Kane Street in Gate City, Virginia (northern project limit).

An inventory of existing roadway conditions was prepared at the study area intersections (as defined later in this section). Existing traffic data and accident data for the study area and more specifically the study area intersections was provided by VDOT, TDOT, City of Kingsport, Kingsport MPO and LENOWISCO PDC. A request was made to the Study Team for all recent and relevant studies and county board / city council action regarding zoning or comprehensive plans.

Observations from field reconnaissance of existing physical and operational conditions for the Route 224 corridor reveal that the corridor is in a rural setting with rolling terrain and with cut and fill sections throughout. Route 224 is a two-lane primary route with an

US 23/Route 224 Corridor Study



average width of 21 feet and between 1 foot and 6 feet gravel shoulders. Most major intersections provide left and right turn lanes with adequate sight distance.

Observations from field reconnaissance of existing physical and operational conditions for the US 23 corridor reveal that the corridor exists within an urban setting with level terrain and minimum cut and fill sections throughout. On some portions of US 23, the roadway is a four-lane, divided (raised median) section and on other portions, it is a five-lane section with center two-way left-turn lane. Curb and gutter exists on a majority of the corridor. The average width is 44' and variable width paved shoulders. Most major intersections provide left and right turn lanes with adequate sight distance. Within the study area, US 23 has 25 crossovers or 1 every 844 feet and 182 commercial or residential driveway entrances or 1 every 116 feet along the 4.1 mile study corridor.

The following intersections within the study area were identified and analyzed. Those intersections not identified in Tennessee are located in Virginia.

1. Route 93 at Bloomingdale Pike [Signalized] – Tennessee
2. Route 224 at E. Carters Valley Rd (Route 704) [Unsignalized]
3. Route 224 at Nottingham Rd (Route 614) [Unsignalized]
4. Route 224 at Whispering Cir (Route 951) [Unsignalized]
5. Route 224 at Spring Dr (Route 708) [Unsignalized]
6. Route 224 at Whispering Cir (Route 952) [Unsignalized]
7. Route 224 at Bristol Hwy (US 58/421) [Unsignalized]
8. US 23 at Kane St (Route 421 Business) [Signalized]
9. US 23 at Wadlow Gap Rd (US 58/421/224) [Signalized]
10. US 23 at Shopping Center Entrance [Signalized]
11. US 23 at Jennings St (Route 744) [Signalized]
12. US 23 at Yuma Rd (Route 614) [Signalized]
13. Lynn Garden Drive at E/W Carters Valley Rd (Route 704) [Signalized] – Tennessee

1.3. Methodology

The consultant team collected existing condition information related to the study area by reviewing relevant literature, conducting a field inventory of vehicular, bicycle and pedestrian facilities, identifying potential environmental constraints, obtaining crash and traffic data, and collecting public response surveys. Analysis was performed on the crash data and existing traffic data to determine corridor and intersection safety characteristics as well as levels of service and operational capacity. The existing conditions analysis was used as a baseline to develop recommended improvements for future corridor needs.

The consultant team using the Kingsport Area Travel Demand Model to determine baseline and future traffic demands. The model uses a combination of historical traffic count data, socio-economic data and traffic volume projections to develop growth rates that, based on the needs and assumptions in the study, could be applied to the study corridor for the development of future traffic volumes. The growth rates were applied to the existing traffic volumes to project 2015 No-Build, 2035 No-Build and 2035 Build traffic volumes. The No-Build scenario applies only projected growth within the study area on the existing network, while the Build scenario applies projected growth within the study area on the network with recommended improvements. Additional analysis was performed using the future corridor and intersections volumes under the 2015 No-Build, 2035 No-Build and 2035 Build scenarios to determine projected levels of service and operational capacity of the corridor. Recommended improvements and analyses were modified and refined iteratively to promote the fulfillment of the study area goals and needs as identified in Section 1.1. Recommended improvement alternative analyzed for future conditions, as they relate to capacity and level of services included:

- Roadway widening and cross-sectional modifications to the US 23 and Route 224 corridors
- Turn lane installations/modifications at intersections and median crossovers
- Intersection configuration changes
- Alternatives designs at the Route 224 and US 58/US 421 intersection: traffic signal, diamond interchange, cloverleaf interchange and roundabout

1.4. Recommendations and Cost Summary

A number of corridor-wide improvement recommendations have been developed for the US 23 and Route 224 corridors within the study area. These improvements were developed based on field observations, results of the project analyses, and input received from the public. The overall recommended improvements to the US 23 and Route 224 corridors are identified below.

Route 23 Improvements

- Develop an access management plan on US 23 corridor beginning at the Tennessee/Virginia state line, continuing north through Weber City, and ending at Kane Street in Gate City.
- Construct a raised median and implement several driveway modifications along US 23 within Weber City to manage access along this segment of the corridor.
- Construct a curb and gutter section, including sidewalks, along portions of US 23 to better define driveway limits and provide pedestrian access.
- Upgrade turn lane storage and taper lengths to meet current VDOT and TDOT standards, where warranted based on projected traffic volumes.
- Install stop bars and stop signs on all publically-maintained side street approaches at intersections with US 23.
- Coordinate traffic signals throughout the US 23 corridor to improve travel time and reduce delay.
- Install overhead street name signs on mast arms at all signalized intersections.
- Improve and/or consolidate railroad crossings that intersect with US 23.

US 23/Route 224 Corridor Study



- Develop intersection and spot improvements based on crash and operational analysis results.
- Update all traffic signals and signing to meet current federal and state standards.

Route 224 Improvements

- Straighten two horizontal curves south of the bridge over the North Fork of the Holston River to improve sight distance.
- Pave shoulders on the east and west sides of Route 224 from the intersection of US 58/US 421 south to the Virginia/Tennessee state line.
- Replace damaged or install missing guardrail and upgrade guardrail end treatments along Route 224 from the intersection of US 58/US 421 south to the Virginia/Tennessee state line to meet latest VDOT and TDOT standards.
- Widen SR 93 to a 5-lane facility with a center two-way left-turn lane from the Virginia/Tennessee state line to Bloomingdale Pike.
- Construct left- and right-turn lanes at intersections where they are warranted based on state standards.
- Install stop bars and stop signs to all public maintained side street approaches at intersections with Route 224.
- Upgrade turn lane storage and taper lengths to meet current VDOT and TDOT standards, where needed.
- Update all traffic signals and signing to meet current federal and state standards.
- Develop intersection and spot improvements based on crash and operational analysis results.
- Install overhead street name signs on mast arms at all signalized intersections.

Route 224 at US 58/US 421

The consultant team analyzed alternatives to the cloverleaf interchange recommended at the Route 224 and US 58/US 421 intersection in the Moccasin Gap study. The projected 2035 Build volumes did not warrant further analysis of the cloverleaf interchange; however, the alternatives considered included a diamond interchange, a single-point urban interchange (SPUI), a single-lane roundabout, a multi-lane roundabout, and an at-grade signalized intersection. The single-lane roundabout alternative was chosen as the preferred alternative due to its ability to accommodate for future growth. The design should include geometry that can be easily modified to a multi-lane roundabout if or when future traffic volumes warrant this change. This alternative is also appealing due to its ability to integrate streetscape elements and aesthetics within the roundabout. The proposed roundabout is to include a right-turn slip lane for vehicles making a northbound right-turn movement from Route 224 to US 58/US 421. This slip lane will provide free-flow access for traffic making this movement. Additional benefits of a roundabout include reducing the frequency and severity of crashes, reducing traffic delays and stops, slowing excessive speeds, and reducing long-term operational costs. In the near term, it is recommended to construct a northbound right-turn lane on Route 224 with 200 feet of storage and 200 feet of taper. The proposed turn lane will improve congestion through this intersection as vehicles will no longer be forced to stop or slow down for right-turning

vehicles ahead of them on the road. Rear-end crashes may also be reduced at this location since slowing vehicles will have their own turn lane.

Conclusions and Cost Summary

Recommendations described previously take into consideration field observations, results of the project analyses, and input received during public outreach efforts. These recommendations are intended to enhance the safety and integrity of the existing transportation infrastructure while providing for the continued growth and economic development of the study area region. Many of the improvements can be implemented within a 1-year period using federal safety improvement funds or annual maintenance funds. Other improvements require programming into VDOT's 6-Year Improvement Program for additional planning, engineering, design and construction for future implementation.

Planning level cost estimates were developed to provide VDOT, Kingsport MPO and LENOWISCO MPO's a tool for programming prioritizing future improvements in the corridor to meet the needs of the growing region. Planning costs were included for an optional widening project on Route 224/SR 93, from a 2-lane to 4-lane facility, should future growth require additional capacity to achieve desirable levels of service. **Table 7-4** contains the planning level cost summary for both corridors in the study area.

Table 7-4: Planning Level Cost Summary

Improvement Section	Planning Level Cost
Route 23 Improvements	\$44,100,000
Route 224/SR 93 Improvements (as a 2-lane section)	\$8,800,000
Route 224/SR 93 Widening (to a 4-lane section)	\$45,400,000
At-Grade Single-Lane Roundabout	\$1,600,000

Costs in the table above are based on the guidelines in the Transportation and Mobility Planning Division's Statewide Planning Level Cost Estimates worksheet dated January 2009. Typical section unit costs include 25% for PE and construction contingencies. The typical section unit costs do not include bridge, right-of-way (ROW) or other improvement costs. These numbers are preliminary and are not based on design. The unit costs used to compute the planning level construction cost are based on an understanding of local geographic conditions.

2035 Long Range Transportation Plan

This item pertains to the review and endorsement of aspects of the long range plan:

- 1) The testing of a set of transportation projects for consideration as part of the long range transportation plan (a Vision Plan)
- 2) Preliminary federal revenue forecasts for the MPO area
- 3) Program Initiatives linked to the MPO's Plan Goals, Objectives and Project Scoring Criteria

Vision Plan – Projects

MPO staff and the project consultant have reviewed projects from the current 2030 Long Range Transportation Plan as well as the results from the MPO's 2035 Existing Plus Committed (E+C) model run and established a list of projects for consideration in the MPO 2035 Long Range Transportation Plan. At this point project cost estimates have been updated to today's dollars. Preliminary findings indicate that not all projects will be able to be in the MPO's financially feasible plan.

The purpose of this item is to endorse the list of projects to be tested using the MPO's 2035 population and employment growth. The intent of this test is to assess how best these projects address future growth and development and to determine the order of magnitude these projects provide in meeting near and long term transportation need. From this model run MPO staff and the project consultant will refine the project list down to a financially feasible set of projects based on anticipated revenues over the 25 year horizon (this relates to the item below).

Action: Endorsement of the project listing as presented, as a Vision Plan Scenario, for purposes of developing the MPO's 2035 Financially Feasible Long Range Transportation Plan.

Preliminary Federal Revenue Forecast

Attached is the latest information on financial revenues for the Kingsport MPO over the 2035 plan horizon. Current data reflects federal highway funds from the Tennessee side of the MPO planning area. Historic trends indicate that the MPO will likely see just under \$295 million of federal surface transportation funds over the 25-year planning horizon (for the Tennessee portion of the MPO planning area) for capital type projects.

The purpose of this item is to share initial financial assumptions and to engage in a discussion of use of these funds as part of the development of the MPO's 2035 Long Range Transportation Plan.

Please note that an updated table will be presented at the meeting to reflect the Virginia portion of the MPO planning area as well as transit funding for the MPO area.

Action: Informational Item. No formal action at this time.

Program Initiatives and Project Evaluation Scoring

Based on the information presented above this item will focus on a discussion of endorsing program initiative targets (funding targets) for the development of the 2035 Long Range Transportation Plan. As previously stated, the MPO will be required to develop and adopt a financially feasible Long Range Transportation Plan. The project consultant will present a series of data on program approaches that can allow the MPO to develop a plan that is directly linked to the MPO's Long Range Plan Goals, Objectives, and Project Scoring. Categories for discussion include: safety, transportation systems management, economic development/access, and active transport.

Action: Endorsement of the program initiative categories and project scoring criteria for use in developing the MPO's 2035 Financially Feasible Long Range Transportation Plan.

**Kingsport Area MPO
2035 Long Range Transportation Plan
Revenue Forecasts**

Capital Funding - Tennessee

Revenue Source	Annual Average*			Inflation Factor **	Revenue Forecasts			
	Federal Share	Non-Federal Share	Total		2016 Horizon Year	2025 Horizon Year	2035 Horizon Year	Total 2011-2035
National Highway System (NHS) (80%/20%)	\$ 900,000	\$ 225,000	\$ 1,125,000	1.03	\$ 8,878,878	\$ 14,477,908	\$ 21,316,551	\$ 44,673,338
Interstate Maintenance (I/M) Funds (90%/10%)	\$ 900,000	\$ 100,000	\$ 1,000,000	1.03	\$ 7,892,336	\$ 12,869,252	\$ 18,948,046	\$ 39,709,634
Surface Transportation Program (S-STP) Funds State Selected Projects (80%/20%)	\$ 600,000	\$ 150,000	\$ 750,000	1.03	\$ 5,919,252	\$ 9,651,939	\$ 14,211,034	\$ 29,782,225
Safety Funding (90%/10%)	\$ 900,000	\$ 100,000	\$ 1,000,000	1.03	\$ 7,892,336	\$ 12,869,252	\$ 18,948,046	\$ 39,709,634
Bridge Rehabilitation & Replacement (BRR or BR) (80%/20%)	\$ 400,000	\$ 100,000	\$ 500,000	1.03	\$ 3,946,168	\$ 6,434,626	\$ 9,474,023	\$ 19,854,817
Surface Transportation Program (L-STP) Funds MPO Selected Projects (80%/20%)	\$ 1,322,000	\$ 330,500	\$ 1,652,500	1.03	\$ 13,042,085	\$ 21,266,438	\$ 31,311,646	\$ 65,620,169
Enhancement Funds (80%/20%)	\$ 400,000	\$ 100,000	\$ 500,000	1.03	\$ 3,946,168	\$ 6,434,626	\$ 9,474,023	\$ 19,854,817
Safe Routes to School (100% Federal)	\$ 250,000	\$ -	\$ 250,000	1.03	\$ 1,973,084	\$ 3,217,313	\$ 4,737,011	\$ 9,927,408
Other Federal-Aid Programs & Discretionary Funds (e.g. APD, ARRA, TIGER) (80%/20%)	\$ 200,000	\$ 50,000	\$ 250,000	1.03	\$ 1,973,084	\$ 3,217,313	\$ 4,737,011	\$ 9,927,408
State Funds (STA or SP and SPPR) (100% State)		\$ 400,000	\$ 400,000	1.03	\$ 3,156,934	\$ 5,147,701	\$ 7,579,218	\$ 15,883,853
City of Kingsport, TN (100% Local)			\$ -	1.03	\$ -	\$ -	\$ -	\$ -
Sullivan County, TN (100% Local)			\$ -	1.03	\$ -	\$ -	\$ -	\$ -
City of Mt Carmel TN (100% Local)			\$ -	1.03	\$ -	\$ -	\$ -	\$ -
City of Church Hill, TN (100% Local)			\$ -	1.03	\$ -	\$ -	\$ -	\$ -
Sub-Total (TN)	\$ 5,872,000	\$ 1,555,500	\$ 7,427,500		\$ 58,620,326	\$ 95,586,367	\$ 140,736,610	\$ 294,943,303

* Based on a review of historic funding levels to the MPO region.

** Revenue forecasts assume a 3 percent annual growth rate of funding.

**Kingsport Area MPO
2035 Long Range Transportation Plan
Revenue Forecasts**

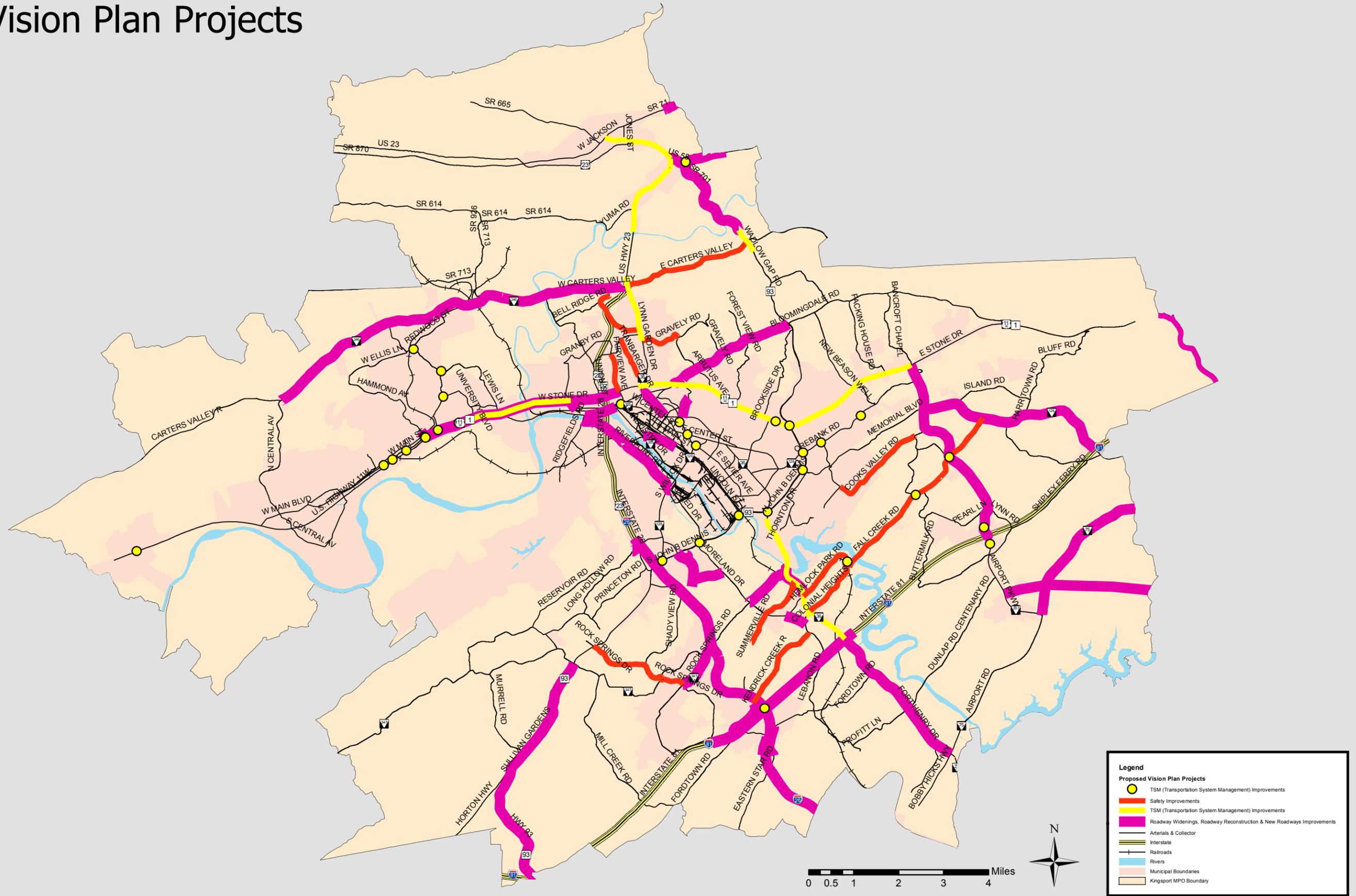
Capital Funding - Virginia								
Revenue Source	Annual Average*							
Virginia Revenue Sources	Federal Share	Non-Federal Share	Total	Inflation Factor **	2016 Horizon Year	2025 Horizon Year	2035 Horizon Year	Total 2011 - 2035
Federally Funded Construction*** (80%/20%)	\$ 700,000	\$ 175,000	\$ 875,000	1.03	\$ 6,905,794	\$ 11,260,595	\$ 16,579,540	\$ 34,745,929
State Funds (STA)/Non-Federal (100% State)		\$ 490,000	\$ 490,000	1.03	\$ 3,867,245	\$ 6,305,933	\$ 9,284,542	\$ 19,457,720
Sub-Total (VA)	\$ 700,000	\$ 665,000	\$ 1,365,000		\$ 10,773,039	\$ 17,566,529	\$ 25,864,082	\$ 54,203,650

* Based on a review of historic funding levels to the MPO region (FY11-FY14 MPO TIP and FY12-FY15 VDOT STIP)

** Revenue forecasts assume a 3 percent annual growth rate of funding.

*** For Virginia Revenues - Federally Funded Construction includes the following funding types: Bridge Replacement/Rehabilitation (BR), Interstate Maintenance (IM), National Highways (NH), Hazard Elimination (HES/HSIP), Surface Transportation (STP), Transportation Enhancement (EN), High Priority Projects (HPP), Appalachian Development (APD), Federal Demonstration (DEMO), Safe Routes to School (SRS), High Priority Development (HPD), Intelligent Technology Systems (ITS), Regional STP (RSTP), and Equity Bonus/Minimum Guarantee (EB/MG)

Proposed Vision Plan Projects



Kingsport Area MPO
2035 Long Range Transportation Plan - Vision Plan Projects (Roadway Widening, Roadway Reconstructions, and New Roadways)

Project Number	Jurisdiction	Roadway	From	To	Length (Miles)	Federal Functional Classification	Type of Improvement*	Project Description	Current Number of Lanes	Future Number of Lanes	Total Estimated Project Cost***
I-1b	Kingsport	Interstate 26 (I-26)	Rock Springs Rd (Exit 6)	Mile Marker 2	6.57	Interstate	Widening	Widen to 6 lanes	4	6	\$40,370,000
I-2b	Kingsport	Interstate 81 (I-81)	Fort Henry Dr (SR 36)	Tri-Cities Crossing (Exit 56)	8.06	Interstate	Widening	Widen to 6 lanes	4	6	\$49,520,000
PA-2b	Hawkins Co	US 11W/SR 1	Hammond Ave	East Ave	4.67	Principle Arterial	Widening	Widen to 6 lanes	4	6	\$37,130,000
PA-2c	Kingsport	Stone Dr West (US 11W/SR 1)	East Ave	Fairview Ave	2.30	Principle Arterial	Widening	Widen to 6 lanes	4	6	\$17,520,000
PA-4 (Part 1 & 2)	Kingsport	Fort Henry Dr (SR 36)	Holston River Bridge	Hemlock Rd	1.2	Principle Arterial	Reconstruction	Widen shoulders and improve turning movements/extend center turn lane	4/5	4/5	\$3,130,000
PA-8b	Sullivan Co	Sullivan Garden Pkwy (SR 93) - Ultimate	Lone Star Rd (SR 347)	Interstate 81 (I-81)	5.68	Principle Arterial	Reconstruction	Reconstruct to Super 2 lane with shoulders (including turn lane/safety improvements at select intersections/locations)	2	2	\$48,280,000
PA-9	Scott Co. VA	US 58/US 421	Hilton Road (SR 224)	SR 614 (East of Gate City)	1.50	Principle Arterial	Reconstruction	Reconstruct to 3 lanes (center turn lane) as part of Moccasin Gap project	2	3	\$10,410,000
PA-11	Gate City VA	Jackson St East (SR 71)	SR 72 Bypass (east of Gate City)	Veterans Memorial Hwy (SR 72)	0.50	Principle Arterial	Reconstruction	Reconstruct to 3 lanes as part of proposed Clinch Mountain/SR 72 bypass project	2	3	\$3,150,000
PA-12	Kingsport	Wilcox Dr (SR 126)	John B Dennis (SR 93)	Interstate 26 (I-26)	1.05	Principle Arterial	New Roadway	Construct new 4 lane roadway to new interchange at I-26 and the new TN Welcome Center	2	4	\$13,050,000
MNA-1	Kingsport	Bloomingtondale Pk	Stone Dr West (US 1/11W)	Orbin Dr	0.25	Minor Arterial	Reconstruction	Reconstruct to 3 lanes with safety and geometric improvements at select locations/intersections	2	3	\$1,760,000
MNA-2	Hawkins Co	Carters Valley Rd (SR 346)	Central Ave North (SR 346)	Lynn Garden Dr (SR 36)	8.48	Minor Arterial	Reconstruction	Reconstruct to 3 lanes with wider shoulders in 2 phases; Phase I - N Central Ave (SR 346) to Holston River (Hawkins Co); Phase II - Holston River to Lynn Garden Dr (SR 36) (Sullivan Co)	2	3	\$66,510,000
MNA-20b	Sullivan Co	Memorial Blvd (SR 126)	Cooks Valley Rd	Harr Town Rd	2.46	Minor Arterial	Reconstruction	Reconstruct to 3 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2	3	\$25,190,000
MNA-22	Kingsport	Netherland Inn Rd	Center St (SR 36)	Ridgefields Rd	0.73	Minor Arterial	Reconstruction	Reconstruct to 3 lanes (center turn lane) in coordination with roundabout	2	3	\$4,450,000
MNA-25	Kingsport	Reservoir Rd	Interstate 26 (I-26)	Saratoga Rd	0.18	Minor Arterial	Reconstruction	Reconstruct to 3 lanes (center turn lane) and widen shoulders	2	3	\$1,320,000
MNA-26a	Kingsport	Riverport Rd	Holston River Sluice Bridge	Wilcox Dr (SR 126)	1.48	Minor Arterial	Reconstruction	Reconstruct to 2 lanes and widen shoulders with safety and geometric improvements at select locations/intersections (possible relocation of roadway to mitigate reconstruction impacts)	2	2	\$8,870,000
MNA-26b	Kingsport	Riverport Rd	Ridgefields Rd	Holston River Sluice Bridge	1.12	Minor Arterial	Reconstruction	Reconstruct to 2 lanes and widen shoulders with safety and geometric improvements at select locations/intersections (possible relocation of roadway to mitigate reconstruction impacts)	2	2	\$6,700,000
MNA-27a	Kingsport	Rock Springs Rd	Interstate 26 (I-26)	Cox Hollow Rd	1.16	Minor Arterial	Reconstruction	Reconstruct to 3 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2	3	\$11,890,000
MNA-27b	Kingsport	Rock Springs Rd	Fort Henry Dr (SR 36)	Moreland Dr	1.09	Minor Arterial	Reconstruction	Reconstruct to 2 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2	2	\$8,600,000
MNA-28	Kingsport	Sullivan St West	Church Circle Dr	Lynn Garden Dr (SR 36)	0.75	Minor Arterial	Reconstruction	Reconstruct to 3 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2	3	\$7,590,000

Kingsport Area MPO
2035 Long Range Transportation Plan - Vision Plan Projects (Roadway Widening, Roadway Reconstructions, and New Roadways)

Project Number	Jurisdiction	Roadway	From	To	Length (Miles)	Federal Functional Classification	Type of Improvement*	Project Description	Current Number of Lanes	Future Number of Lanes	Total Estimated Project Cost***
MNA-29	Kingsport	Gibson Mill Rd (Phase V)	Gibson St	Watauga St	0.46	Minor Arterial	Reconstruction	Reconstruct to 3 lanes as part of Gibson Mill Rd Improvements (transition to 2 lanes near Robertson St)	2	3	\$3,270,000
C-5	Kingsport	Eastern Star Rd	Mitchell Rd	Fordtown Rd	0.69	Collector	Reconstruction	Reconstruct to 3 lanes with safety and geometric improvements at select locations/intersections	2	3	\$4,590,000
C-14	Kingsport	Tri-Cities Crossing	Kendricks Creek Rd	Interstate 81 (I-81) Exit 58	0.98	Collector	Reconstruction	Reconstruct to 3 lanes with safety and geometric improvements at select locations/intersections	2	3	\$5,940,000
NC-1	Kingsport	Airport Pkwy (SR 357) Extension South	SR 75 (near SR 357 and the Tri-Cities Airport)	Kingsport/Bristol MPO Planning Area Boundary (terminating at Bristol Hwy (SR 34/US 11 E/US 19 W) - located in the Bristol MPO Planning Area)	8.64	Expressway	New Roadway	Construct new 4 lane for access to Tri-Cities Airport and I-81; The exact alignment of this roadway is not known. This project would extend from the Kingsport MPO Planning Area into the Bristol MPO Planning Area and connect to the corresponding project (TR-2) in the Bristol MPO's 2035 LRTP.	0	4	\$111,890,000
NC-3	Kingsport	Lincoln St/MLK Jr Dr Connector	Lincoln St/MLK Jr Dr	Industry Dr (SR 355)	0.76	Minor Arterial	New Roadway	Extend Lincoln St/MLK JR Dr to Industry Dr	0	2	\$5,010,000
NC-6	Sullivan Co	Moreland Dr-Lebanon Rd Connector	Near Shady Side Dr	Kendricks Rd	0.50	Minor Arterial	New Roadway	Construct new 3 lane roadway to provide back access to Colonial Heights which will eliminate congestion at Fort Henry (consider signalization needs)	0	3	\$3,580,000
NC-9	Kingsport	Mitchell Rd Connector	Fordtown Rd	Eastern Star Rd	0.60	Minor Arterial	New Roadway	Construct new 3 lane roadway to link Fordtown Rd to Eastern Star at I-26 Interchange	0	3	\$3,290,000
LRTP-1	Scott Co. VA	Wadlow Gap Rd (SR 224)	US 58/ US 421	VA/TN State Line (near East Carters Valley Rd (SR 704))	2.22	Minor Arterial	Reconstruction	Pave gravel shoulders; provide safety and geometric improvements at select locations/intersections	2	2	\$8,800,000
LRTP-8	Kingsport	Interstate 26 (I-26)	Rock Springs Rd	Ford Creek Rd	4.91	Interstate	Widen	Widen to 6 lanes	4	6	\$33,150,000
LRTP-10	Sullivan Co	Memorial Blvd (SR 126)	Harr Town Rd	Interstate 81 (I-81)	2.00	Minor Arterial	Reconstruction	Reconstruct to 2 lanes and widen shoulders (with safety and geometric improvements at select locations/intersections)	2	2	\$15,800,000
III-2	Church Hill	Volunteer High School Traffic Signal	US 11 W/SR 1	Tipton St	N/A	Principle Arterial	Signalization	Install new traffic signal on US 11W/SR 1	-	-	\$130,000
III-5	Kingsport	Bloomington Pike	Orbin Dr	John B Dennis (SR 93)	2.73	Minor Arterial	Reconstruction	Reconstruct to 2 lanes and widen shoulders (with safety and geometric improvements at select locations/intersections)	2	2	\$21,460,000
III-9	Sullivan Co	Moreland Drive Back Access	Wilcox Dr Extension (PA-12)	Mooreland Dr	0.71	Minor Arterial	New Roadway	Construct new 3 lane roadway	0	3	\$5,100,000
III-10	Kingsport	Fort Henry Drive (SR 36)	Interstate 81 (I-81)	Airport Road (SR 75)	3.54	Principle Arterial	Widening	Widen existing 2 lane road to 4/5 lanes	2	4/5	\$46,640,000
III-11	Sullivan Co	Airport Pkwy (SR 357) Extension North	Fall Creek Rd	Interstate 81 (I-81)	2.14	Minor Arterial	New Roadway	Construct Super 2 lane with shoulders	0	2	\$20,030,000
III-12	Sullivan Co	Airport Pkwy (SR 357) Extension North	Stone Drive East (US 11 W/SR 1)	Fall Creek Rd	2.48	Minor Arterial	New Roadway	Construct Super 2 lane with shoulders	0	2	\$23,270,000
III-13	Sullivan Co	SR-394	Interstate 81 (I-81)	US 11 W (SR 1)	3.04	Minor Arterial	Reconstruction	Reconstruct to Super 2 lane with shoulders (including turn lane/safety improvements at select intersections/locations)	2	2	\$24,000,000
C-15b	Kingsport	Granby Rd Extension	Stone Dr West (US 11 W/ SR 1)	Fort Robinson Dr	0.25	Collector	New Roadway	Extend Granby Dr from Stone Dr to Fort Robinson Dr as part of improved access to Netherland Inn Rd	2	2	\$1,920,000
III-15	Sullivan Co	Airport Rd (SR 75)	Airport Parkway (SR 357)	Kingsport/Bristol MPO Planning Area Boundary (terminating at SR 126 - located in the Bristol MPO Planning Area)	3.4	Minor Arterial	Widening	Widen existing 2 lane road to 4 lanes	2	4	\$41,210,000

Kingsport Area MPO
2035 Long Range Transportation Plan - Vision Plan Projects (Safety Improvements)

Project Number	Jurisdiction	Roadway	From	To	Length (Miles)	Federal Functional Classification	Type of Improvement*	Project Description	Current Number of Lanes	Future Number of Lanes	Total Estimated Project Cost****
MNA-5	Kingsport	Colonial Heights Rd	Near Hemlock Rd/Fall Creek Rd		0.50	Minor Arterial	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$9,000,000
MNA-7	Kingsport	Fairview Ave	Stone Dr West (US 1/11W)	Virgil Ave	0.88	Minor Arterial	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$1,540,000
MNA-8a	Sullivan Co	Fall Creek Rd	Colonial Heights Rd	Memorial Blvd (SR 126)	4.55	Minor Arterial	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$5,990,000
MNA-11	Kingsport	Gravelly Rd	Lynn Garden Dr (SR 36)	Shipps Spring Rd	0.94	Minor Arterial	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$4,300,000
MNA-13	Kingsport	Hemlock Rd	Fort Henry Dr (SR 36)	Fall Creek Rd	1.63	Minor Arterial	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$2,760,000
C-1	Scott Co. VA	Carters Valley Rd East (SR 704)	Lynn Garden Dr (SR 36)	Wadlow Gap Rd (SR 224)	2.93	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$4,350,000
C-2	Kingsport	Bell Ridge Dr	May Ave	Harrison Ave	1.08	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$1,600,000
C-4	Kingsport	Cooks Valley Rd	Harbor Chapel Rd	Emory Church Rd	2.30	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$2,460,000
C-8	Sullivan Co	Kendricks Creek Rd	Lebanon Rd	Tri-Cities Crossing	2.01	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$2,770,000
C-10a	Sullivan Co	Rock Springs Dr (SR 347)	Rock Springs Rd (SR 347)	Poplar Grove Rd (SR 347)	0.55	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	-	-	\$720,000
C-10b	Sullivan Co	Rock Springs Dr (SR 347)	Poplar Grove Rd (SR 347)	Sullivan Garden Pkwy (SR 93)	1.91	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	-	-	\$7,000,000
C-12	Sullivan Co	Summerville Rd	Fort Henry Dr (SR 36)	New Summerville Rd	1.77	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$1,940,000
C-13	Kingsport	Tranbarger Dr	Lynn Garden Dr (SR 36)	Virgil Ave	1.04	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$1,140,000
LRTP-3	Kingsport	May Ave	Bell Ridge Dr	Lynn Garden Dr (SR 36)	0.36	Collector	Safety/Geometric Improvements	Safety/geometric improvements (including widening shoulders) at select locations/intersections	2	2	\$470,000

Kingsport Area MPO
2035 Long Range Transportation Plan - Vision Plan Projects (Transportation System Management - TSM Improvements)

Project Number	Jurisdiction	Roadway	From	To	Length (Miles)	Federal Functional Classification	Type of Improvement*	Project Description	Current Number of Lanes	Future Number of Lanes	Total Estimated Project Cost***
E-1	Kingsport	Airport Pkwy (SR 357)	Bristol Hwy (SR 75)	Jericho Dr	N/A	Expressway	Intersection Improvements	Improve intersections at Jericho Dr, Flagship Dr, & NE Business Park - Add turning lanes & improve geometry	-	-	\$1,080,000
E-3a	Kingsport	John B Dennis Hwy (SR 93)	Interstate 26 (I-26)	Stone Dr West (US 11W/ SR 1)	N/A	Expressway	Intersection/ Interchange Improvements	Reconstruct intersections/interchanges to improve traffic flow and upgrade signals and improve geometrics at intersections/interchanges	-	-	\$1,530,000
PA-1	Hawkins Co	US 11W/SR 1	Intersection in Mt Carmel & Church Hill		N/A	Principle Arterial	Intersection Improvements/ Signalization	Install new signal at Inglewood Ave, Improve turning movements at intersection with modified turn lanes and redirect traffic to reduce conflicts	-	-	\$460,000
PA-2a	Kingsport	Stone Dr West (US 11W/SR 1)	Kaywood Ave (City of Mt Carmel)	Granby Rd	5.10	Principle Arterial	Signalization	Install signal system with advanced warning signals to improve safety at intersections	-	-	\$420,000
PA-3	Kingsport	Stone Dr East (US 11W/SR 1)	John B Dennis (SR 93)		N/A	Principle Arterial	Signalization/ Intersection Improvement	Extend left turn lane under John B Dennis Hwy (SR 93)	-	-	\$490,000
PA-5	Kingsport	Center St (SR 355)	Intersection of Sullivan St West & Fairview Ave		N/A	Principle Arterial	Intersection Improvements	Reconstruct intersection to more efficient design that includes improving left turns	-	-	\$360,000
PA-7	Kingsport	Lynn Garden Dr (SR 36)	Gravelly Rd	West Carters Valley Rd (SR 346)	1.50	Principle Arterial	Signalization	Intersection and signalization improvements (including signal system interconnection and signal timing/coordination)	-	-	\$120,000
PA-10	Webber City VA	Gate City Hwy (US 23)	Kane Street (US 23 Business)	VA/TN State Line	N/A	Principle Arterial	Signalization	Intersection and signalization improvements (including signal system interconnection and signal timing/coordination)	-	-	\$510,000
MNA-8b	Sullivan Co	Fall Creek Rd	Memorial Blvd (SR 126)	Hemlock Rd/ Fall Creek Rd	N/A	Minor Arterial	Intersection Improvements	Install left turn lanes at Petty John Rd, Emory Church Rd, & Colonial Heights Rd & eliminate left turn conflicts	-	-	\$1,080,000
MNA-14	Mt Carmel	Independence Ave	Intersections of Walnut St, Tranbarger Rd/Campground Rd, & Redwood St		N/A	Minor Arterial	Intersection Improvements	Add left turn lanes at designated intersections and widen shoulders at selected locations	-	-	\$1,080,000
MNA-16	Sullivan Co	Lebanon Rd	Intersection at Fort Henry Rd (SR 36)		N/A	Minor Arterial	Intersection Improvement	Extend left turn lane to length determined in queuing study	-	-	\$360,000
MNA-18	Mt Carmel	Main St	Intersections of Kaywood Ave, Independence Ave, Hammond Ave, Englewood Ave, Dover Ave, & Belmont Ave		N/A	Minor Arterial	Intersection Improvements	Coordinate traffic flow from US 11W/SR 1 - various intersection improvements to improve safety and traffic flow	-	-	\$360,000
MNA-23	Kingsport	Orebank Rd	Intersections of Woodbridge Ave & Chestnut Ridge Rd		N/A	Minor Arterial	Intersection Improvements	Add turning lanes to selected intersections and widen shoulders at specified locations	-	-	\$360,000
MNA-30	Scott Co. VA	Wadlow Gap Rd (SR 224)	Approx 1/4 mile north of Carters Valley Rd (SR 704)	Approx 1/4 mile south of Carters Valley Rd (SR 704)	N/A	Minor Arterial	Intersection Improvements	Install extended turn lanes to provide easier access to surrounding properties	-	-	\$720,000
C-11	Kingsport	Sevier Ave	Wilcox Dr North (SR 126)	Holston St	N/A	Collector	Intersection Improvements	Add turning lanes at various intersections as part of redevelopment corridor study	-	-	\$1,080,000
LRTP-2	Scott Co. VA	Wadlow Gap Rd (SR 224)	Intersection of US 58/ US 421		N/A	Minor Arterial	Roundabout	Construct a roundabout at the intersection of SR 224/US 58/US 421	-	-	\$600,000
LRTP-4	Kingsport	Stone Dr East (US 11W/SR 1)	Orebank Rd/ Bancroft Chapel Rd	John B Dennis (SR 93)	3.08	Minor Arterial	Signal Synchronization	Improve intersections and coordinate signal timings	-	-	\$390,000

Kingsport Area MPO
2035 Long Range Transportation Plan - Vision Plan Projects (Transportation System Management - TSM Improvements)

Project Number	Jurisdiction	Roadway	From	To	Length (Miles)	Federal Functional Classification	Type of Improvement*	Project Description	Current Number of Lanes	Future Number of Lanes	Total Estimated Project Cost***
LRTP-5	Kingsport	Stone Dr East (US 11W/SR 1)	John B Dennis (SR 93)	Lynn Garden Dr (SR 36)	3.57	Minor Arterial	Signal Synchronization	Improve intersections and coordinate signal timings	-	-	\$390,000
LRTP-6	Kingsport	Fort Henry (SR 36)	John B Dennis (SR 93)	Moreland Dr/ Hemlock Rd	2.01	Minor Arterial	Signal Synchronization	Improve intersections and coordinate signal timings	-	-	\$30,000
LRTP-7	Kingsport	Fort Henry (SR 36)	Moreland Dr/ Hemlock Rd	Interstate 81 (I-81)	1.38	Minor Arterial	Signal Synchronization	Improve intersections and coordinate signal timings	-	-	\$30,000
LRTP-9	Kingsport	Interstate 81 (I-81) and Interstate 26 (I-26)			N/A	Interstate	Reconstruct Interchange	Reconstruct Interchange to improve safety; Current IJS being conducted to determine the improvements needed	-	-	\$12,000,000
III-2	Church Hill	Volunteer High School Traffic Signal	US 11 W/SR 1	Tipton St	N/A	Principle Arterial	Signalization	Install new traffic signal on US 11W/SR 1			\$130,000

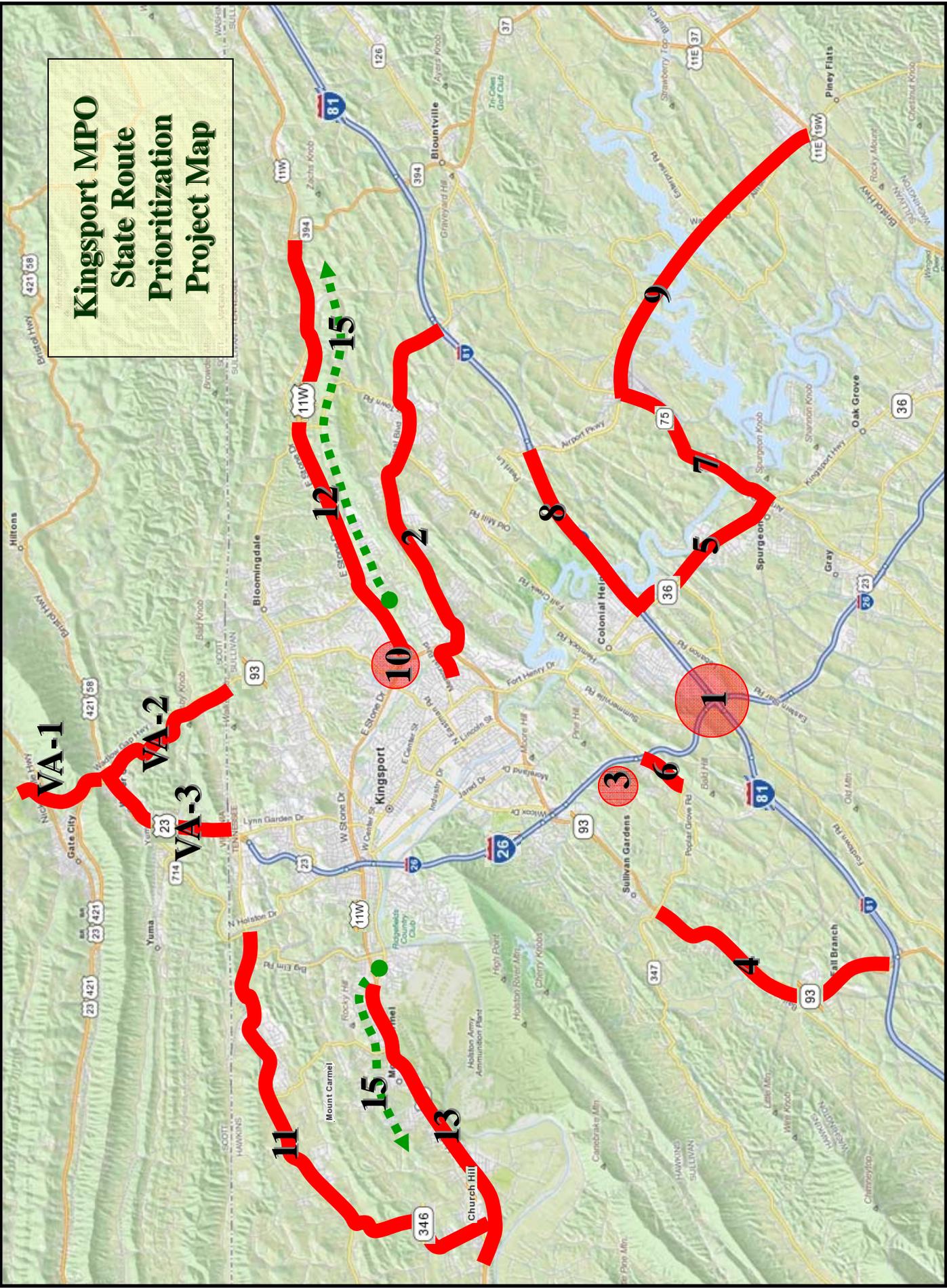
Kingsport MPO
2035 Long Range Transportation Plan
Preliminary Existing Plus Committed (E+C) Projects List

TIP #	TDOT/VA #	County	Route/Project Name	Termini or Intersection	Project Description	Existing Number of Lanes	Future Number of Lanes	Type of Improvement	Project Length	Federal Functional Classification	Exempt/Non-Exempt	TIP/STIP	Previous LRTP	Phases Funded	Regional Model
STP-1	10614.00	Sullivan	Fordtown Road	End of I-81 Exit Ramps (at Exit 56) to Near Eastern Star Road	Relocate and widen to 3 lanes along new corridor.	2	3	Safety	5,000 Feet	Urban Minor Arterial	Exempt	MPO TIPFY2011-2014	Yes	Construction	No
STP-2	112798.00	Hawkins	SR-1 - Main St / Hammond Ave Signalization & Geometric Improvements	Intersection of SR 1/Hammond Ave and Main St/Hammond Ave	Dual signal arrangement with a coordinated timing plan along with the installation of additional geometric improvement to add turning lanes and other safety improvements as designed.	-	-	Intersection	-	Urban Principal Arterial	Exempt	MPO TIPFY2011-2014	Yes	Construction	No
STP-5	Not Yet Assigned	Sullivan	Netherland Inn Road	Realignment of Union St from US-11W to Netherland Inn Rd	Realign and reconstruct Union St to improve access to Netherland Inn Rd and economic redevelopment area along the Holston River.	2	2	Reconstruction/Realignment	750 Feet	Urban Minor Arterial	Exempt	MPO TIPFY2011-2014	Yes	Preliminary Engineering	Yes
TN-1	40082.01	Sullivan	I-26 Tennessee Welcome Center	Proposed Welcome Station South of Bell Ridge Road	Construct New Tennessee Welcome Station	-	-	Welcome Center	-	Urban Interstate	Exempt	MPO TIPFY2011-2014	Yes	Construction	No
TN-2	101397.00	Sullivan/Washington	SR-75	SR-36 to SR-357 (HPP ID# 2026, 388 & 4969)	Widen from 2 lanes to 5 lanes	2	5	Widening	3.9 Miles	Urban Minor Arterial	Non-Exempt	MPO TIPFY2011-2014	Yes	Construction	Yes
TN-3	114173.00	Sullivan	I-81	Eastbound truck climbing lane at mile marker 60 to Exit 63	Add an eastbound truck climbing lane from mile marker 60 to Exit 63 to improve congestion.	4	5	Widening	1.2 Miles	Urban Interstate	Non-Exempt	MPO TIPFY2011-2014	Yes	Preliminary Engineering	Yes
TN-4		Sullivan	I-81	Along I-81 corridor at the I-26 interchange Exit 57, MM 53.0, MM 54.8, MM 56.8, MM 59.3, and MM 61.4	Install the required number of traffic cameras needed to monitor traffic along the I-81 corridor and their associated hardware/software, etc.	-	-	ITS	-	Urban Interstate	Exempt	MPO TIPFY2011-2014	Yes	Construction	No
VA-10	70080.00	Scott	Route 72 - Widening - Phase II	From: 0.394 Kilometer South ECL Weber City To: West ECL Weber City (3.5 KM)	Widening project from 2 to 4 lanes	2	4	Widening	2.2 Miles	Rural Major Collector	Non-Exempt	MPO TIPFY2011-2014	Yes	Construction	Yes
	86598.00	Scott	US-23 (RTE 23)	SBL Over North Fork Holston River VA Structure #1003	Bridge Replacement	4	4	Bridge Replacement	-	Urban Principal Arterial	Exempt	VDOT 6-Yr Program(FY2012-2017)	Yes	Construction	No
	17747.00	Scott	Intersection of SR-224, US-23, & US-58 (RTE 58)	From: 0.486 Kilometer West ECL Weber City To: 0.491 Kilometer East ECL Weber City	New Interchange			New Interchange	0.5 Miles	Urban Principal Arterial	Non-Exempt	VDOT 6-Yr Program(FY2012-2017)	Yes	Preliminary Engineering/Right-of-Way	Yes
	12764.00	Scott	Route 72 (RTE 72)	From: 0.394 Kilometer South ECL Weber City To: 0.120 Kilometer North Route 71	Roadway Reconstruction (New Alignment)	2	2	Reconstruction/Realignment	1.85 Miles	Rural Major Collector	Exempt	VDOT 6-Yr Program(FY2012-2017)	Yes	Preliminary Engineering/Right-of-Way	Yes
	86594.00	Scott	Route 687 (Gate Road)	Over Big Moccasin Creek VA Structure #6102	Bridge Replacement	2	2	Bridge Replacement	-	Local	Exempt	VDOT 6-Yr Program(FY2012-2017)	Yes	Preliminary Engineering	No
	105467.00	Sullivan	SR-126 (Memorial Blvd)	From East Center Street in Kingsport to East of Cooks Valley Road	Widening project from 2 to 4 lanes	2	4	Widening	4.1 Miles	Minor Arterial	Non-Exempt	TDOT STIP(FY2012-2014)	Yes	Preliminary Engineering	Yes
	112834.00	Sullivan/Washington	SR-93 (Sullivan Gardens Parkway)	From I-81 to SR-347	Various safety spot improvements along the corridor at five locations. Improvements range from the addition of a center turn lane at two locations, the flattening of existing horizontal curves, the addition of paved shoulders at several locations, and sidewalk improvements at one location.	2	3-Feb	Safety	4.5 Miles	Major Arterial	Exempt	TDOT STIP(FY2012-2014)	Yes	Preliminary Engineering	Yes
	101389.00	Scott	US-23 (RTE 23)	NBL over North Fork Holston River (VA STR1108)	Bridge Replacement	4	4	Bridge Replacement	.01 Miles	Urban Principal Arterial	Exempt	VDOT 6-Yr Program(FY2012-2017)	Yes	Construction	Yes
	293.00	Scott	Route 614 (Yuma Road)	From .06 miles west of intersection Route 713 to .02 miles east of Route 867 West	Reconstruction	2	2	Reconstruction	.79 Miles	Rural Major Collector	Exempt	VDOT 6-Yr Program(FY2012-2017)	Yes	Construction	Yes
		Sullivan	Gibson Mill	Intersection of East Stone Drive; West Ravine Road; and South to Watauga Street	Realignment at intersection of East Stone Dr, add roundabout at West Ravine Road, and add turn lane south to Watauga Street	2	2	Intersection/Realignment	-	Minor Arterial	Exempt	City Budget	Yes	Construction	Yes
		Sullivan	Rock Springs Road	From Edinburgh Channel Rd (entrance to new elementary school) to Cox Hollow/Rock Springs Drive	Add shoulders, multi-use path, and eliminate horizontal/vertical curves	2	2	Safety/Reconstruction	1.5 Miles	Minor Arterial	Exempt	City Budget	Yes	Construction	Yes
		Sullivan	Cleek Road	Intersection of East Stone Drive and New Beasonwell Road. Realignment of Cleek Road from East Stone Drive to new intersection on Orebank Road.	Intersection improvements and realignment as well as the addition of a multi-use path	2	2	Safety/Reconstruction	.75 Miles	Minor Arterial	Exempt	City Budget	Yes	Construction	Yes

TDOT Projects for Recommendation to the 3 Year Work Program 2013-2015

Rank	County	Route	KINGSFORT MPO		Length	PHASE TO BE FUNDED	ESTIMATED COST (IN MILLIONS)
			Project Termini/Description				
Projects Under Consideration for the FY-13 Program							
1	Sullivan	I-81	Eastbound Truck Climbing Lane @ Mile Marker 60		1.2	CONST	27.3
Projects Under Consideration for the FY-14/FY-15 Program							
1	Sullivan	SR-126	East Center Street in Kingsport to East of Cooks Valley Road		4.1	ROW	45.3
2	Sullivan / Washington	SR-93	From I-81 to SR-347 (TPR Option 5, Spot Improvements)		5.4	ROW	3.2
Projects Totally Funded							
1	Sullivan	I-26	Construct New Welcome Station South of Bell Ridge Road		0		

Kingsport MPO State Route Prioritization Project Map



KINGSPORT METROPOLITAN PLANNING ORGANIZATION

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

Prioritized List of Multi-modal State Route Projects

Rank	Location	State Route/ Road Name	Type of Work	Termini To and From	General Remarks	Cost Est.	Map #
<i>Tennessee</i>							
1	Sullivan/ Kingsport	I-81/I-26 Interchange	Reconstruction	Interchange reconfiguration	Interchange Modification Study in progress	\$42 Million	1
2	Sullivan/ Kingsport	SR-126 Memorial Blvd	Reconstruction	Center St to I-81	Under Design	\$80 Million	2
3	Sullivan/ Kingsport	I-26 Welcome Center	New Construction	New I-26 Interchange/ Service Rd/Welcome Center	In progress	\$9 Million	3
4	Sullivan	SR-93 Sullivan Gardens Pkwy	Reconstruction	SR-347 to I-81	TPR Option 5; Environmen tal Review	\$15 Million	4
5	Sullivan	SR-36	Reconstruction	SR-75 to I-81	Continu- ation of ongoing project	\$35 Million	5
6	Kingsport/ Sullivan	SR-347 Rock Springs Rd	Reconstruction	I-26 to Cox Hollow Rd	TPR complete	\$3 Million	6
7	Sullivan/ Washington	SR-75	Reconstruction	SR-36 to SR-357	In progress	\$26 Million	7
8	Sullivan/ Kingsport	I-81 Truck Climbing Lanes	New Construction	SR-36 to SR-357	Environ- mental Review	\$29 Million	8
9	Sullivan	SR-357 South	New Construction	Tri-Cities Airport to 11E/19W	Previously studied	\$40 Million	9
10	Kingsport	SR-93/11W Intersection	Reconstruction	Interchange reconfiguration	Studied and in LRTP		10
11	Hawkins/ Mt Carmel/ Church Hill	SR-346	Reconstruction	N Holston River Dr to 11W	Transportati on Plan		11

12	Kingsport/ Sullivan	11W/SR 1	Reconstruction	SR-93 to SR-394	Improve access management /widen where needed/imp rove bike lane		12
13	Hawkins/ Mt Carmel/ Church Hill	11W/SR 1	Reconstruction	Holston River to Church Hill	Improve access management /widen where needed/imp rove bike lane		13
14	Hawkins/ Sullivan/ Washington	Bridges	Reconstruction	Where needed	Rebuild/ Rehabilitate bridges on state's inspection list		
15	Hawkins/ Sullivan	Bicycle / Pedestrian	Greenbelt Extension(s)	Extend Greenbelt East and West from current terminuses	Extend Greenbelt to connect communities to the East and West		15
16	Throughout MPO	Bicycle	Bike Routes	All facilities	As projects are developed include improve- ments or add bike lanes or marked shoulders		
17	Kingsport	Transit	Service Enhancements	Service Area	Enhance- ments to service area, routes, customer facilities, ITS needs, vehicles, and technology advance- ments		

18	Hawkins/ Sullivan/ Washington	ITS	Variable Message Boards	Where needed	Install VMB for notifications, rerouting, security, etc	\$1.8 Million Combi ned	
19	Sullivan/ Washington	ITS	Help Trucks	Interstates	Expand the TDOT Help Truck program to Northeast Tennessee Interstates		
Virginia							
VA-1	Scott	Moccasin Gap Bypass	Reconstruction	US 23/US 58/SR-71	ROW complete/ awaiting construction	\$10.8 Million	VA-1
VA-2	Scott	SR-224	Reconstruction	US 58/US 23 to TN State Line	Corridor study underway		VA-2
VA-3	Scott	US-23	Safety / Access Management Improvements	TN State Line to Bus-US 58	Corridor study underway		VA-3
VA-4	Scott	Bridges	Reconstruction	Where needed	Rebuild/ Rehabilitate bridges on state's inspection list		
VA-5	Throughout MPO	Bicycle / Pedestrian	Bike Routes Pedestrian Facilities	All facilities	As projects are developed include improvement s for bike/ped- estrian needs		
VA-6	Throughout MPO	Transit	Service Enhancements	Service Area	Enhance- ments to service area, routes, customer facilities, ITS needs, vehicles, and technology advance- ments		

VA-7	Throughout MPO	ITS	Variable Message Boards	Where needed	Install VMB for notifications, rerouting, security, etc		
VA-8	I-81 Corridor	I-81	Various Improvements	I-81 Corridor	Enhancements to improve safety, security, spur economic development add capacity		
VA-9	SW Virginia	Rail	Extension of passenger rail service	Lynchburg to Bristol District	Extend passenger rail service to Bristol District		

Proposed Name: Kingsport Metropolitan Transportation Planning Organization (KMTPO)

Proposed Logo:

