

KINGSPORT METROPOLITAN PLANNING ORGANIZATION

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

M E M O R A N D U M

To: Kingsport MPO Executive Board
From: Chris Campbell, MPO Coordinator
Subject: MPO Executive Board Meeting
Date: January 24, 2011

Please find enclosed for your review a tentative agenda for the next Kingsport MPO Executive Board meeting scheduled for **Tuesday February 1, 2011 at 11:00 AM (EST)** in the Kingsport City Hall Building at 225 West Center Street, Kingsport, TN 37660.

The focus of this meeting will be to:

- Provide an update regarding the SR 224/US 23 Corridor Study
- Review, discussion, and endorsement of several items pertaining to the development of the Region's 2035 Long Range Transportation Plan
- Provide an update regarding MPO initiatives

Please make every effort to attend this meeting. If you are unable to attend, you may designate a proxy in writing to represent you. A sample proxy letter is enclosed. The minutes from the last Executive Board meeting are also enclosed.

If you have any questions or need more information, please contact me at 423-224-2670 or email at ChrisCampbell@KingsportTN.gov

Sincerely,



Chris Campbell
Kingsport MPO Coordinator
201 West Market St
Kingsport, TN 37660
423.224.2670
ChrisCampbell@KingsportTN.gov

Agenda

Kingsport MPO Executive Board

Tuesday February 1, 2010 @ 11:00 AM (EST)
Kingsport City Hall – 2nd Floor Conference Room
225 West Center , Kingsport, TN 37660

11:00 – 11:02 1. Executive Board Roll Call / Welcome

11:02 – 11:05 2. Approval of Minutes from October 20, 2010 Meeting:

Agenda Pages 4-7 ■ Action □ Possible Action □ Discussion □ Information

11:05 – 11:10 3. Public Comment on Agenda Items

□ Action □ Possible Action □ Discussion ■ Information

Those wishing to make a comment pertaining to any of the agenda items may do so 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.

11:10 – 11:35 4. SR 224 / US 23 Corridor Study

Agenda □Action □ Possible Action □ Discussion ■ Information

Pages
9-38

Presenter: Chris Campbell, Donny Necessary, Chris Starnes
Item Summary: 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. The overarching purpose of the study is to build off the work that VDOT has started with the completion of Phase I of the Moccasin Gap project to determine how future traffic volumes on Route 224 will be impacted by the construction of Phases II and III of the Moccasin Gap project. When Phases II and III are complete, State Route 224 will be the major route between Gate City and the city of Kingsport. In addition, access management and safety impacts on US 23 will be identified in an attempt to maximize existing infrastructure. This study will identify short-term (2015) and long-term (2035) projects that will improve the capacity of and access to/from Route 224 and US 23. The goal is to more efficiently connect southwest Virginia to Upper East Tennessee to allow for increasing growth in both areas. Two public meetings have been held and staff wishes to provide the board with an update of this project.

Recommendation: Provide feedback and input

11:35 – 11:45 5. Staff Reports

Agenda □Action □ Possible Action □ Discussion ■ Information

Page 39

Presenter: MPO Staff
Item Summary: Provide an update regarding current and future MPO initiatives. Various projects include: Welcome Center, Bike/Pedestrian Plan,

Local Agency project(s) update, Urban Agglomeration, Air Quality, FY 11-12 UPWP, and etcetera.

11:45 – 12:30 (Luncheon) 6. Review, Discussion, and Endorsement of Several Items Pertaining to the Development of the Region’s 2035 Long Range Transportation Plan (LRTP)

Agenda
Pages
40-50

■ Action □ Possible Action ■ Discussion □ Information

Presenter: MPO Staff & RPM Transportation Consultants

Item Summary: This agenda item includes four discussion items of which two require endorsement by the Board. These items and the associated actions are described below:

- Project Update – A brief update on the overall project and project schedule will be presented (**Action - Information Only**)
- Base Year & Future Year Population & Employment Control Totals and Horizon Year Assumptions – It is important early in the planning process to establish certain planning assumptions which drive the development of the LRTP for the MPO. These include establishing the base year and future planning horizons for the LRTP as well as the population and employment control totals for the region (i.e. the projected population and employment for which the region is likely to grow in the future). This action is especially important should the MPO region be designated non-attainment for air quality. Staff is recommending the base year of the Plan be 2009 and the future year be 2035 (with interim horizons years of 2015 and 2025 for air quality planning purposes). Some of this information has been previously presented to the Board. Attached are summary tables with the proposed population and employment projections by horizon year. (**Action – Endorsement**)
- Existing Plus Committed (E+C) Projects List – As part of the planning process it is standard practice to develop a highway network as part of regional travel demand model that reflects the current transportation system (roadways which are open to traffic today) plus the addition of projects which are far enough along in the project development process (i.e. funded in the MPO’s TIP) to be considered committed transportation improvements. This network is commonly referred to as the existing plus committed highway network (or E+C Network for short). The importance of the E+C Network is to allow the MPO to test what roadways in the future would fail if only current roadways plus committed projects were constructed in the future. Attached is a listing of projects which have been identified as committed (i.e. funded projects in the MPO’s current TIP). (**Action – Endorsement**)
- Discussion of Regional Goals and Objectives – This item will involve an initial brainstorming session relative to the development of regional goals and objectives which will be used to guide the development of the 2035 LRTP. The Project Consultant will lead a discussion of potential regional goals for consideration by the MPO. This session will be fairly interactive requiring Board input and will help shape the ultimate direction of the 2035 LRTP. (**Action – Discussion**)

Recommendation: Endorsement of the following items as presented:

- Base Year & Future Year Population & Employment Control Totals and Horizon Year Assumptions, and
- Existing Plus Committed (E+C) Projects List

12:30 – 12:35 7. Public Comment

Action Possible Action Discussion Information

Members of the public may address the Executive Board with a five-minute time limitation.

12:35 8. Meeting Adjournment

**KINGSPORT URBAN AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
Meeting Minutes for October 20, 2010**

**CITY HALL COUNCIL ROOM 9:00 A.M.
225 W. Center Street, Kingsport, TN**

Members Present:

Charles Anderson, Deborah Fleming, Gary Lawson, Donny Necessary, Dennis Phillips, Chris Starnes, Ambre Torbett

Absent:

Staff Present:

Bill Albright, Chris Campbell, Susan Doran, Michael Thompson

Visitors Present:

Jason Carder – Mattern and Craig
Tammye Davis – FHWA Virginia
Steve Godsey – Sullivan County Mayor
Jeff Jackson – Mount Carmel Chief of Police

Recorder: Susan Doran

- I. **Call to Order:** Dennis Phillips called the meeting to order at 9:05 a.m.
- II. **Approval of Minutes:** The minutes of the August 3, 2010 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Chris Starnes to approve the minutes and was seconded by Donny Necessary. The motion carried unanimously.
- III. **Public Comment:** Dennis Phillips opened the floor for public comments. No comments.
- IV. **New Business:**
 - A. Review and Approve Long Range Transportation Plan (LRTP) Amendment 1. Presented by Chris Campbell. An amendment to the Long Range Transportation Plan (LRTP) is needed in order to change the existing project description of #MNA-19 (SR-75 widening project) to state "Widen from 2 to 5 lanes" and to add project #C-15 (Netherland Inn Connection) which will potentially construct a new corridor from US 11W to Netherland Inn Road. This amendment is fiscally constrained and will not affect any other projects in the LRTP. A motion was made by Deborah Fleming to approve the Long Range Transportation Plan Amendment 1 and was seconded by Ambre Torbett. The motion carried unanimously.
 - B. Approval of the Kingsport MPO FY 2011-2014 Transportation Improvement Program (TIP). Presented by Chris Campbell. The TIP is a product of the ongoing transportation planning process of the Kingsport MPO. The purpose of the TIP is to identify all transportation projects funded by Federal Title 23 and the Federal Transit Act within the Kingsport area, including streets and highways, transit service and facilities, bicycle and pedestrian facilities and transportation enhancement projects. It is also to ensure coordination of transportation improvements by local, state, and federal agencies. Draft

versions of the TIP have been reviewed and commented on by TDOT, VDOT, FHWA, and FTA. Once adopted, the TIP will be incorporated into the State TIP (STIP). The final document will be adopted at an upcoming meeting of the Executive Board. Once adopted, the TIP will be incorporated into the State TIP (STIP). A motion was made by Donny Necessary to approve the Kingsport MPO FY 2011-2014 Transportation Improvement Program (TIP) and was seconded by Deborah Fleming. The motion carried unanimously.

C. Potential Urbanized Agglomerations. Presented by Chris Campbell and Deborah Fleming.

Comments From Chris Campbell - Every 10 years the United States does a Census of the population. The MPO's are funded based on the urbanized populations. Throughout the 2010 census there is a list of 20 + communities across America that the census feels like should not be an urbanized area and should be agglomerated with their joining communities. Kingsport and Johnson City are tending to grow together and the census is looking at those two urbanized areas as potentially one agglomeration. This would separate Kingsport from having its own urbanized area and Johnson City from having its own urbanized area to a potential population of over 200,000. In the Federal Authorization Act if you are above 200,000 you become a Transportation Management Area (TMA). There are certain things that would be required from MPO and Transit. It has a lot of ramifications on Transit. Transit uses a particular funding code for operation and maintenance and capital but they wouldn't be able to spend that money on operations. The local jurisdiction sponsoring that agency would have to pick up the tab. For Kingsport, it is almost \$1M and for Johnson City it is over \$1M. We have been told we would not be forced into becoming one MPO but potentially there would only be one agency receiving the transportation funds and we would have to come up with an internal agreement on how to split the funds. These are things we are working behind the scenes on as a staff. Today there is a meeting with a representative at Lamar Alexander's office to discuss this topic and we are reaching out to our representatives. If there is nothing we can do on the Census side to change what the potential agglomeration would be there might be something we could do within the Authorization Act. We have submitted a list of potential questions to TDOT and FHWA about this issue and will hopefully receive a response soon. We have an opportunity to comment on urban agglomeration and it is due by November 22nd. In the future, we will probably want to come together as an MPO and have a resolution or something indicating how we want to approach this. If this does go through, we wouldn't be designated as such until 2012. Ambre Torbett asked if there are there other areas within the state that are going through the same process.

Comments from Deborah Fleming - Murfreesboro is part of the Nashville MPO but has its own separate Urbanized Area and it is also listed in the Federal Register. They share some of the same concerns. Right now they receive their own funding allocations but based on what is proposed they could be lumped in with the Nashville urbanized area. In Tennessee, we have never had an urbanized area over 1,000,000. If Murfreesboro and Nashville are lumped together that would give us an urbanized area over 1,000,000. As far as other MPOs in the State going through the same thing, the answer to that is no. However, TDOT took all the questions we received from Kingsport MPO, Johnson City MPO, Murfreesboro MPO and Nashville MPO and sent those on to Federal Highway. They apparently have people that work at their headquarters in Washington D.C. who work with the Census Bureau. They have national resources that TDOT does not. As Chris stated, neither the State nor Federal government, if you are an existing MPO, cannot make you merge or go away. However, we might recommend it or encourage it. It will be up to Kingsport and Johnson City if you choose to remain two separate MPOs but where we are not clear is

how the money gets divided up and what we can and cannot do. One thing that would be different is that right now your STP funds are at the discretion of TDOT but if you become a TMA, you would get a congressional appropriation. That means that TDOT can't touch it. Also, if you put Johnson City and Kingsport together, you would get more STP funds than you do now combined from TDOT. With the 5307 funds, there is an issue that you could no longer use that for operating. However, we were recently in a meeting with Federal Highway and FTA and David Schilling (Region 4 office FTA Atlanta) and he indicated that you would have 6-7 years to transition. This was confusing to people at TDOT. The Census Bureau simply collects and reports data information but what any state or federal agency chooses to do with that information is not the business of the Census Bureau. In the new Transportation Act, a TMA could be something different than 200,000. That decision is at Congress and DOTs discretion. They did point out that Kingsport and Johnson City urbanized areas did join or overlap in the previous census.

Comments From Others - Donny Necessary asked about Bristol and Chris Campbell indicated that the Kingsport urbanized area did not join the Bristol urbanized area. Michael Thompson asked if they were still talking about changing the density from 500 square miles to 1000 square miles and indicated if that happened it is potential after the next census that you have one urbanized area that runs from Hawkins County to above Abingdon in Washington County, Virginia. Ambre Torbett indicated there would probably be a lot of people that fight the lower density because that also affects the storm water regulations. Michael Thompson indicated from what they have heard the Census Bureau's job is to report statistics and they could care less how the other agencies use the data. Chris Campbell indicated that based on urbanized areas, Kingsport population is 96,000 and Johnson City is 108,000. Donnie Necessary asked that VDOT be kept in the loop about this issue. Someone asked if MPO sees this as a positive. Chris Campbell indicated we see this as negative mainly because on the Transit side it does away with the operations and there is no way that Johnson City or Kingsport can fiscally pick up the tab for those operations. Transit has buses and headquarters but they wouldn't have the people to drive the buses. The second reason would be having to designate one agency to receive the funds and then pass through money. Trying to coordinate those issues can cause a lot of inefficiencies. Ambre Torbett also indicated that it affects the attainment. Chris Campbell indicated that it could potentially affect attainment and that is one of the questions. Deborah Fleming indicated that TDOT does not know how EPA will use this information. Another thing that people are a little unclear on is the two separate MSAs in this area. The Census Bureau does not designate MSAs. No voting is required on this issue at this time.

V. STAFF REPORTS:

SR224/US 23 Corridor Study – Kimley-Horn has developed a document on the current conditions. Donny Necessary indicated the baseline conditions were much better than he anticipated. The lowest operating level for all the intersections is a “C”, which is actually a positive. The first public kick-off meeting was held August 19th and 40+ people attended. Another public meeting is scheduled for December 3rd. A website is available now and can be accessed at www.route23-224corridor.com. The study is being paid for by Virginia SPR funds.

Air Quality – Hopefully, EPA will announce the ozone standards at the end of the month. MPO staff will be participating in some Inter-Agency Consultation conference calls. If the MPO Urbanized Area was classified as non-attainment, in January 2011 the State would make recommendations to EPA on who should be designated. July 2011 the EPA makes determinations of who would be designated and August 2011

those designations would become effective. We would have until December 2013 to participate with the State on their State Implementation Plan to have all of our documents brought up to speed. Donny Necessary requested the contact number for the next IAC conference call be sent to him.

2011 MPO Executive Board Meetings – 2011 meetings will be scheduled on the 1st Tuesday of the month each quarter. Meetings will be scheduled for February 1st, May 5th, August 2nd, and November 1st beginning at 9:00 a.m. The meetings will be held at City Hall in the Council Room unless otherwise notified.

Church Hill Resurfacing – Bid will be in February 2011.

Mount Carmel Traffic Signal – Only one bid submitted and TDOT did not accept. Project will go out to bid again in February 2011.

Carters Valley Road – Rumble strips are needed. Chris Campbell has been working with Jeff Jackson on this issue.

Pavilion Drive Signal – Project is under construction and poles are up.

Memorial Boulevard – October 31st is the completion date on resurfacing.

STP Resurfacing – Received final approval from Judy Walton, TDOT Right-of-Way Office, that the resurfacing will not affect right-of-way. This includes University Boulevard, Lewis Lane, Granby Road, Lincoln Street and part of Cooks Valley Road. Lincoln Street and Cooks Valley Road has went through the environmental process and been approved.

Cleek Road and Stone Drive – Is under construction.

Rock Springs Road – Bids were opened on September 28th (the non-TDOT portion). It came in a little over budget but the City is working on budget amendments to complete the project.

Center Street / Clinchfield Street – Intersection improvements are complete.

Netherland Inn Road / Center Street / Industry Drive – Having to go through some condemnation on the Netherland Inn Road/Center Street/Industry Drive roundabout but hope to start construction this winter.

SR93 / SR347 – The TPR has been approved. It's now time to get the legislators to move those toward environmental.

Realignment of Netherland Inn Road at Lilac Road – Shifting Netherland Inn Road over about 12 feet to provide sight distance at Lilac Road.

Fordtown Road – In the process of redesign for value engineering – box culverts versus bridge.

Safe Routes to School – Working on a couple of projects

Welcome Center – Let and Construction of project Spring 2011

I-26 / I-81 Interchange – No actual study. A TIGER Grant has been applied for a second time.

Long Range Transportation Plan –RPM is currently developing the Traffic Model. Public meetings will begin in December.

- VI. **PUBLIC HEARING:** Chris 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,



Presentation

US 23/SR 224 Corridor Study

Presented by:



January 2011

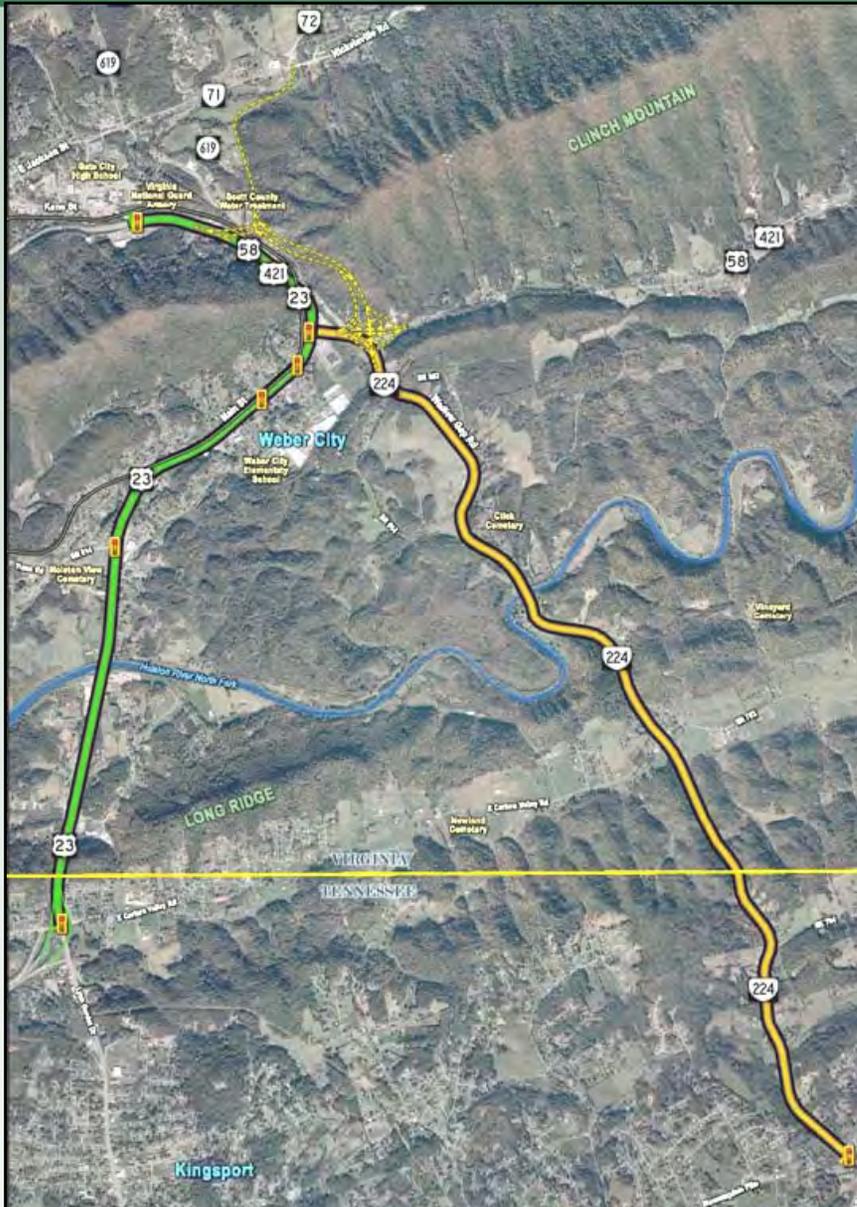


Welcome to the US 23 / Route 224 (Wadlow Gap Road) Corridor Study Public Workshop #2

- What have we been doing since our last meeting in August?
- Future conditions traffic results
- Possible recommendations

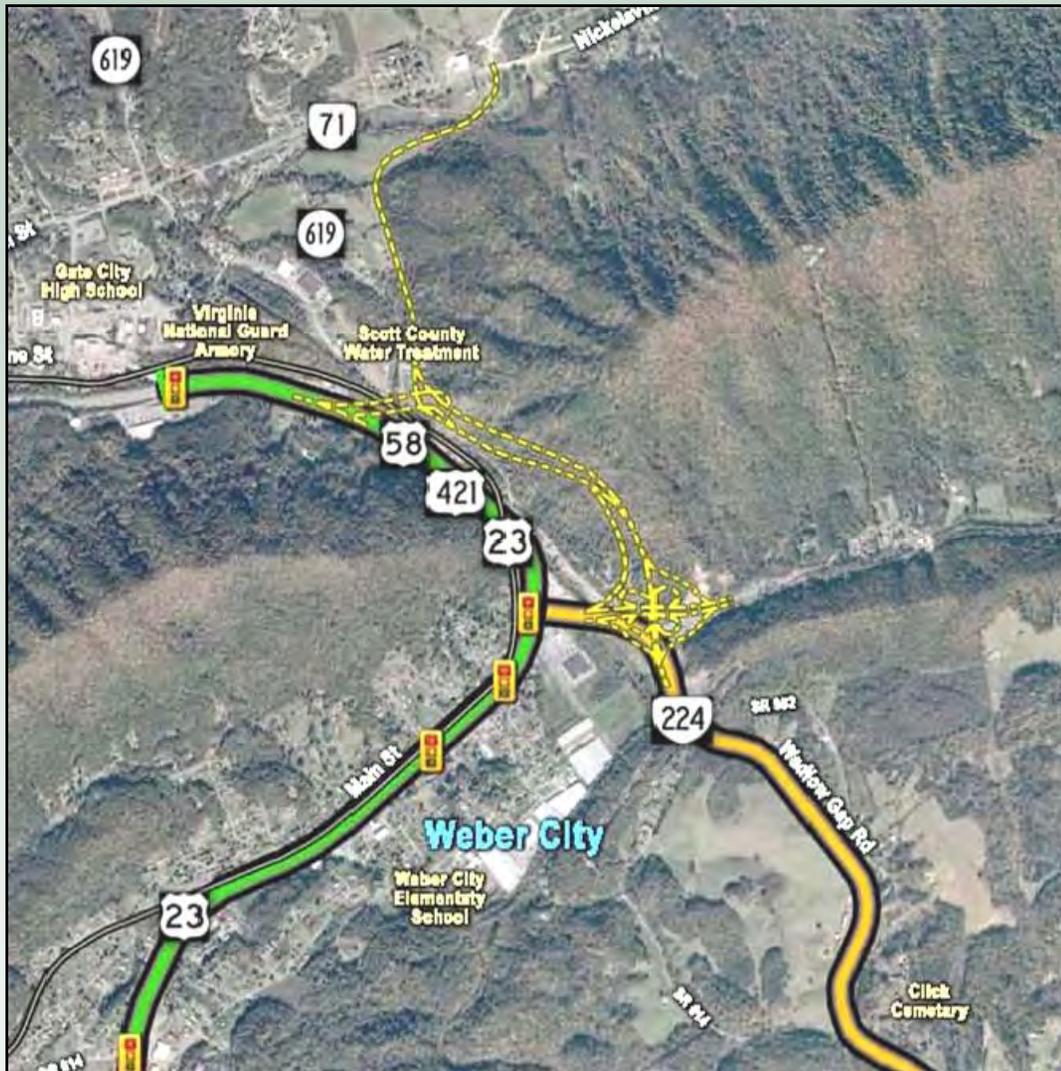
- How can you help?

US 23/SR 224 Corridor Study



Corridor Study Area

- US Route 23
- Route 224
(Wadlow Gap Road)

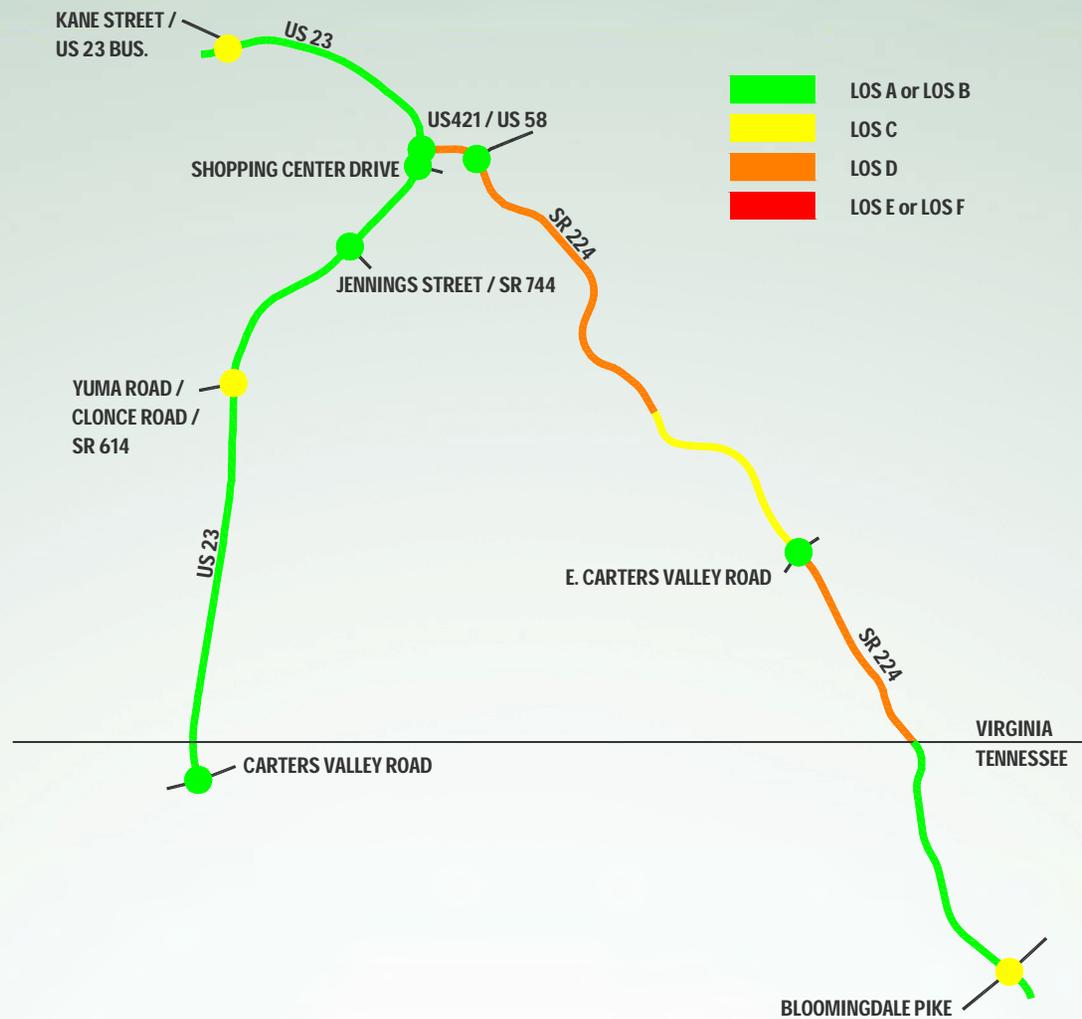


Corridor Study Area

- Proposed Moccasin Gap Interchange
 - Phase II
 - Phase III

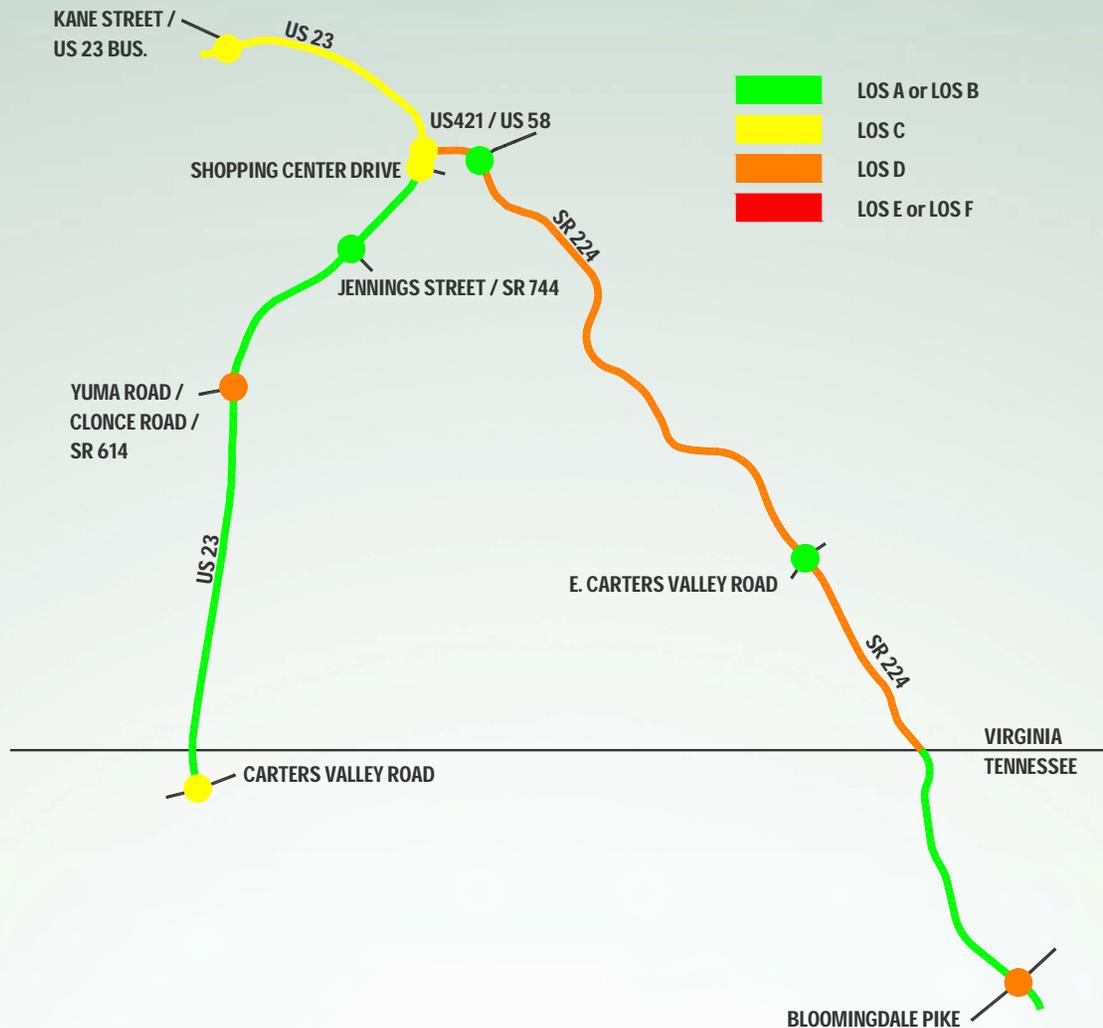


Existing Conditions Results





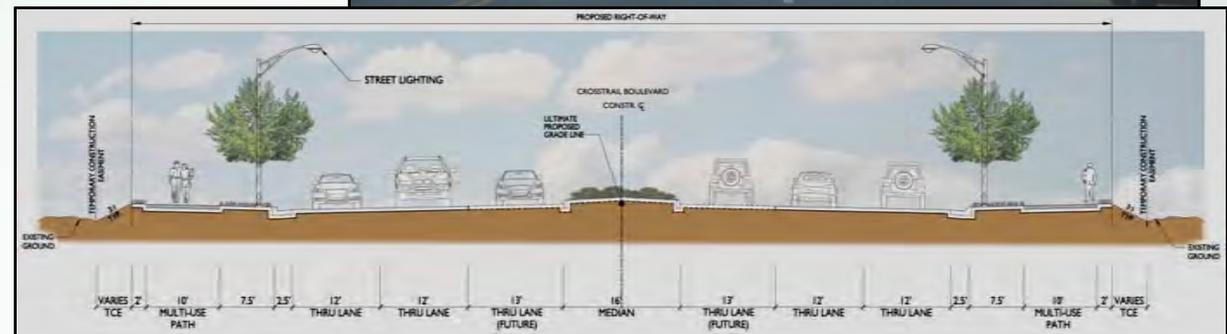
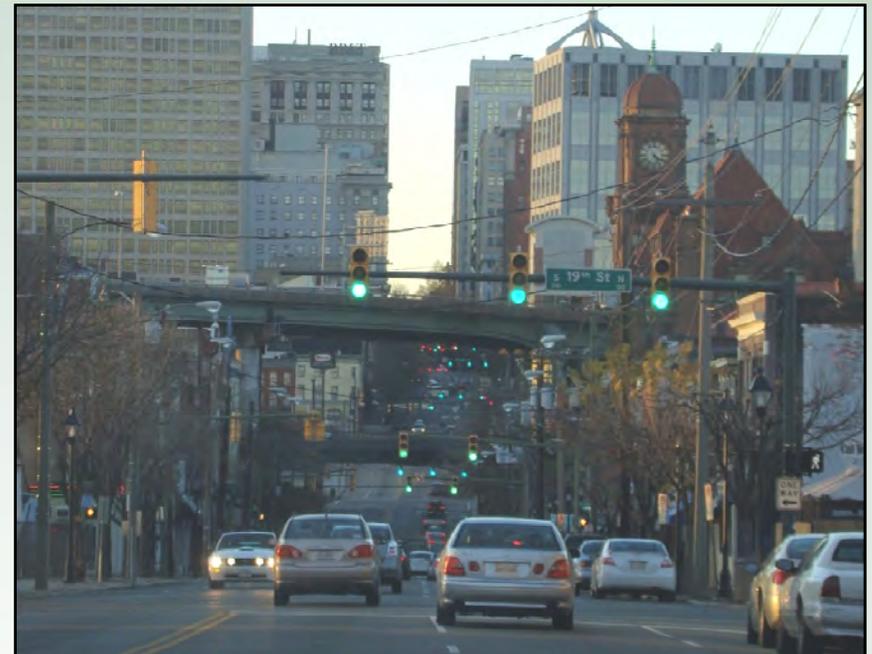
Future Conditions Results





Potential Improvement Strategies

- Left- and right-turn lanes
- Access management
- Signal timing optimization
- Removal of sharp curves
- Roundabout
- Medians



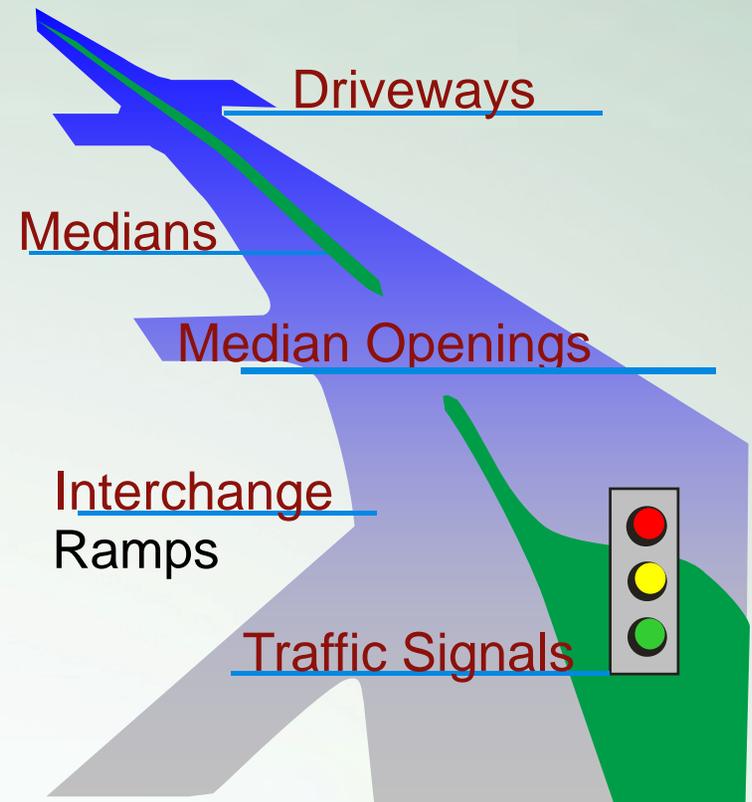
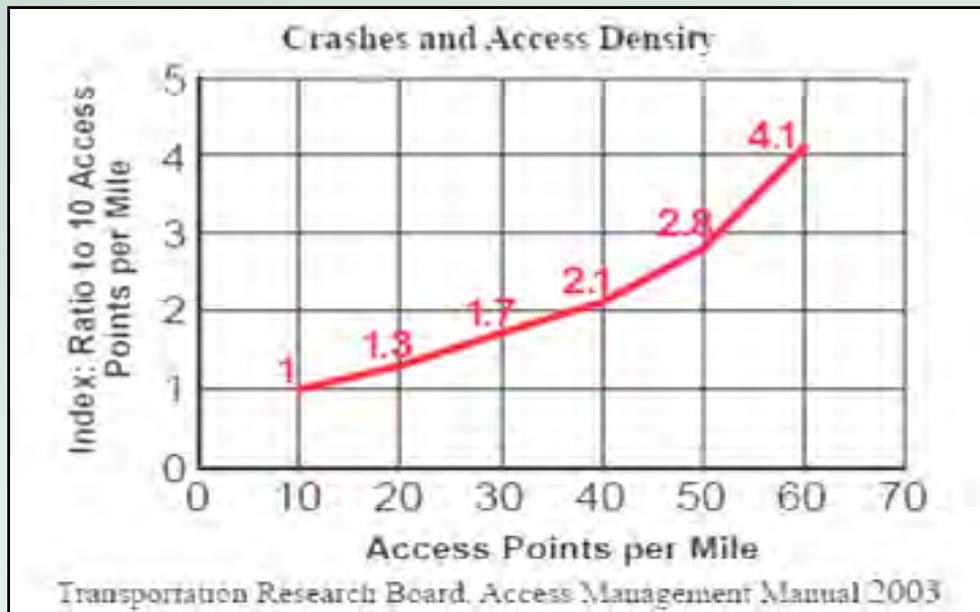


Left- and Right-Turn Lanes





Access Management – What is it?





Access Management Examples



5 Driveways Within the Right Turn Lane



3 Driveways Within 250 Feet – 45 Foot Spacing



Access Management Examples



Every driveway adds
4% to crash rate

Every driveway reduces
speeds by 0.25 mph



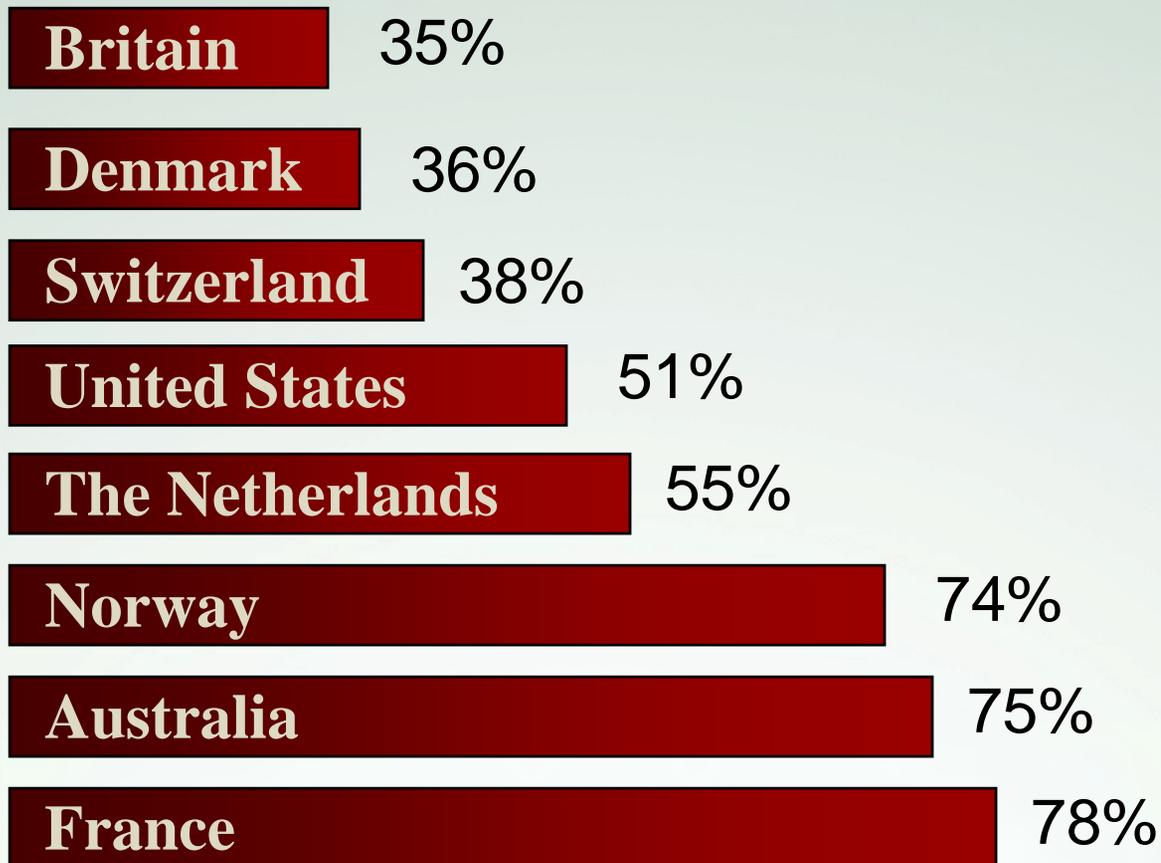
Why are People Interested in Roundabouts?

- Improved Safety
- Reduced Delay
- Aesthetically Pleasing
- Pedestrian Friendly



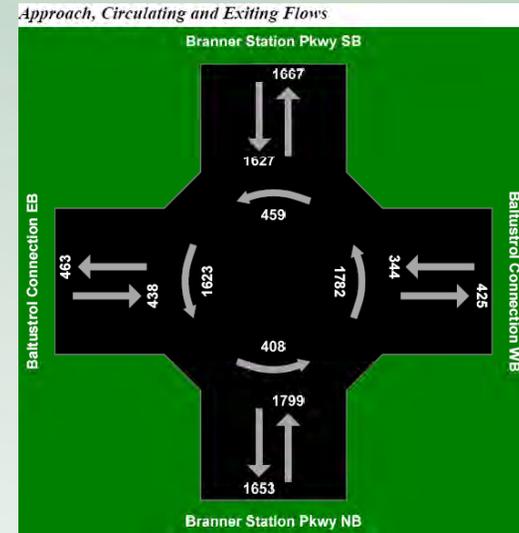
Safety

Injury Accident Reductions





Performance Increased Capacity



Number of Lanes	Entering Volume (vph)	Daily Traffic
1	2,500-2,800	15,000
2	3,500-4,400	28,000



Aesthetics

Roundabouts

- Can be landscaped and planted to provide a pleasant point of focus
- Can be used as a gateway treatment to delineate neighborhood entrances
- Produce less noise and air pollution



Roundabouts vs. Traffic Signals

- Low Accident Rates
- More Traffic With Less Lanes
- Near Zero Maintenance
- Landscaped Area - Aesthetically Pleasing
- Less Legal Liability
- Self Regulating
- High Accident Rates
- Requires Additional Turn Lanes
- \$2,000-\$5,000 Annual Operation
- Poles and Pavement
- Law Suits
- Driver Irresponsibility

Presentation

US 23/SR 224 Corridor Study



Kingsport Roundabout



Presentation

US 23/SR 224 Corridor Study



Watauga Roundabout





Tractor-Trailer Access



Lothian, Maryland



Before



University Place, Washington



After



University Place, Washington



Public Opinion

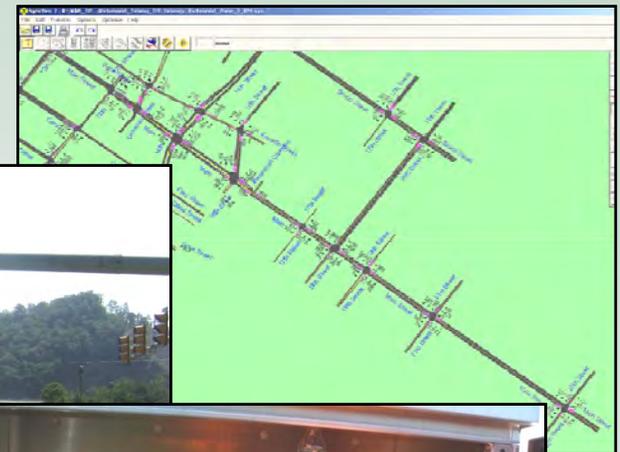
Attitude	Percent	
	Before	After
Negative/ Very Negative	68	0
Neutral	18	27
Positive/Very Positive	14	73



Signal Optimization - Before and After

Recent Results

- Richmond, VA:
46% delay reduction
- Maryville, TN:
38% delay reduction
- Nashville, TN:
30% countywide
delay reduction





We're here to listen to you...

- Two corridors broken into 2 stations with 4 boards at each station
- Identify types of roadway and/or pedestrian improvement(s) you would like to see at each station



Rules

1. Be an active participant – ask questions and provide input
2. Identify possible transportation solutions for improvement in both corridors
3. Think creatively and big – this plan is for today, tomorrow, and also for 30 years from now



Project Schedule

Task	Month					
	2010	2011				
	December	January	February	March	April	May
Public Involvement		★				
Transportation Needs						
Concept						
Evaluation						
Draft / Final Report						



Stay Involved!

- Please make sure you have **signed in** and provided contact information
- **Turn-in** your filled-out questionnaires
- Visit www.Route23-224Corridor.com in the coming months for...
 - Summaries from meetings
 - Project information and updates
 - Contact information

Presentation

US 23/SR 224 Corridor Study



Thank You for Your Participation!

Date: Jan 19, 2011; Section: Metro; Page: 1B

Meeting held on Route 23, Wadlow Gap Road corridor

Information presented at the meeting focused on access management problems as well as issues related to congestion and safety.

By *WES BUNCH*

wbunch@timesnews.net

GATE CITY — About 80 people showed up at the Gate City High School/Middle School cafeteria Tuesday night to gather information and provide feedback during a meeting on proposed improvements to the Route 23/Route 224 corridor in Scott County.

The two-hour public meeting was organized by the Kingsport Metropolitan Planning Organization and provided citizens and transportation planners with a chance to discuss the corridor's future and various ideas for both short- and long-term projects.

Kingsport MPO Director Chris Campbell said attendees provided excellent feedback that would be analyzed and integrated into the group's final report, which is expected sometime in late May or early June.

Campbell said that feedback should help the MPO generate more effective solutions to issues on both Route 23 in Weber City and Wadlow Gap Road (Route 224).

"Somebody who lives there, or who travels through there to shop or get to their job, they're on there every single day and have a greater insight than we would," Campbell said. "If we operated in a vacuum, we might generate something that may or may not help the most people. So we're trying to make sure we're getting what's going to work according to the existing conditions and what we are projecting."

The information presented at the meeting was compiled by the transportation consulting firm Kimley-Horn and focused on access management problems — as well as issues related to congestion and safety — along both roadways.

Meeting organizers also displayed large maps depicting the corridor and proposed changes, and solicited comments from attendees for additional ideas and solutions, both in writing at the meeting and by directing them to the study's Web site: www.route23-224corridor.com.

Online comments will remain open until May.

Consultant Tim White presented current and expected conditions in the corridor and laid out a number of possible improvements, ranging from synchronizing traffic signals throughout Weber City to constructing roundabouts to ease congestion at intersections.

Campbell said the study was concerned with the corridor's growth over the next 25 years, and even took into account changes like the now-delayed Moccasin Gap Interchange project.

"We're trying to revisit what the ultimate solution there is. We feel like that's been planned and it's far enough along in the pipeline that it's probably going to happen," Campbell said. "Even if that does happen, it doesn't solve the solution of these access management problems (in Weber City) and where are you putting the traffic on Wadlow Gap."

While there are no immediate projects relying on the study's completion, Virginia Department of Transportation representative Donny Necessary said the information would help prioritize needs and make it easier to get work going in the area once funding is identified.

"Our intent is to try to find workable solutions to some of these problems," Necessary said. "We want to have a bucket over here of all of the improvements, and then wherever we can get the funding from — if it's a \$100 improvement or a \$10,000 improvement — we've got a good workable plan. We want to plan the work and work the plan."



David Grace —dgrace@timesnews.net

The intersection of Routes 58, 23 and 421 in Weber City is part of a Kingsport Metropolitan Planning Organization study. The MPO is developing a long-term transportation plan for the Route 23 and Wadlow Gap Road (Route 224) corridors in the Weber City and Gate City areas of Scott County.

Tennessee Ozone Data for 2010

County	Site Name	MONITOR ID	2009 4th Max.	Complete as of 01132011 2010 4th Max.	Preliminary 2008 2010 DV > 0.075 PPM	2010 4th Max Needed for 8 Hr DV Violation (0.075 PPM)
Anderson Co	Freels Bend_ Study Area Melton Lake	470010101 - 1	0.065	0.073	0.070	0.087
Blount Co	Great Smoky Mountains Np Look Rock	470090101 - 1	0.069	0.081	0.077	0.074
Blount Co	Great Smoky Mountains Np - Cades Cove	470090102 - 1	0.062	0.074	0.069	0.092
Davidson Co	1015 Trinity Lane	470370011 - 1	0.06	0.067	0.064	0.1
Davidson Co	Percy Priest	470370026 - 1	0.06	0.072	0.068	0.094
Hamilton Co	Volunteer Army Ammunition Plant	470654003 - 1	0.07	0.077	0.075	0.076
Hamilton Co	Ridgetrail Rd.	470651011 - 1	0.066	0.076	0.073	0.083
Jefferson Co	1188 Lost Creek Rd	470890002 - 1	0.068	0.079	0.074	0.082
Knox Co	9315 Rutledge Pike Mascot Tn 37806	470930021 - 1	0.066	0.07	0.072	0.08
Knox Co	4625 Mildred Drive	470931020 - 1	0.068	0.074	0.076	0.071
Loudon Co	1703 Roberts Rd	471050109 - 1	0.067	0.076	0.073	0.081
Meigs Co	8401 Highway 60	471210104 - 1	0.067	0.074	0.072	0.084
Rutherford Co	Eagleville Puckett'S Farm	471490101 - 1	0.063	0.073	0.069	0.091
Sevier Co	Great Smoky Mountain Np Cove Mountain	471550101 - 1	0.070	0.079	0.076	0.076
Sevier Co	Clingsmans Dome, Great Smoky Mtns. Np	471550102 - 1	0.071	0.077	0.076	0.074
Shelby Co	1330 Frayser Blvd	471570021 - 1	0.069	0.076	0.076	0.072
Shelby Co	6855 Mudville Rd. Edmond Orgill Park	471571004 - 1	0.07	0.073	0.073	0.078
Sullivan Co	Hill Road	471632002 - 1	0.066	0.072	0.071	0.085
Sullivan Co	Ketron Middle School On Bloomingdale Rd.	471632003 - 1	0.067	0.072	0.071	0.084
Sumner Co	Rockland Recreation Area-Old Hickory Dam	471650007 - 1	0.07	0.078	0.076	0.074
Sumner Co	Cottontown Wright's Farm	471650101 - 1	0.064	0.073	0.069	0.092
Williamson Co	Fairview Middle School Crow Cut Road	471870106 - 1	0.063	0.074	0.069	0.093
Wilson Co	Cedars Of Lebanon State Park	471890103 - 1	0.067	0.074	0.072	0.082
Christian	Hopkinsville	210470006 - 1	0.066	0.074	0.070	0.09
DeSoto	5 East South	280330002 - 1	0.071	0.076	0.074	0.08
Crittenden	Marion	050350005 - 1	0.071	0.078	0.074	0.08

Thresholds:

0.061	and higher
0.066	and higher
0.071	and higher

Updated by ERB

1/13/2011

16512 Federal Register / Vol. 73, No. 60 / Thursday, March 27, 2008 / Rules and Regulations 2.2 ... The computed 3-year average of the annual fourth-highest daily maximum 8-hour average O3 concentrations shall be reported to three decimal places (the digits to the right of the third decimal place are truncated, consistent with the data handling procedures for the reported data).

3050 Federal Register / Vol. 75, No. 11 / Tuesday, January 19, 2010 / Proposed Rules (c) ... The computed 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentrations shall be rounded to three decimal places. Values equal to or greater than 0.xxx5 ppm shall round up.

Kingsport MPO 2035 Long Range Transportation Plan

Informational Items

- **Project Update**
- **Review and Comment on Base Year and Horizon Year Assumptions**
- **Review and Comment on Existing Plus Committed (E+C) Projects List Assumptions**

-
- **Project Update** – Attached is a summary sheet of the scope of work for the update of the Kingsport MPO's travel demand model and 2035 Long Range Transportation Plan. A project schedule is also attached.
 - **Base Year & Future Year Population & Employment Control Totals and Horizon Year Assumptions** – The Kingsport MPO is updating the region's model with a base year of 2009. The future year will be 2035 with interim horizon years of 2015 and 2025. The intent of these interim years is to match the air quality conformity horizon year standards.

Attached are three spreadsheets which provide background information on the MPO's planning assumptions relative to population and employment projections for the region over the next 25 years.

- **Existing Plus Committed (E+C) Projects List** – The Kingsport MPO is in the process of developing a listing of projects which would be considered part of the E+C Network. As part of the planning process it is standard practice to develop a highway network as part of regional travel demand model that reflects the current transportation system (roadways which are open to traffic today) plus the addition of projects which are far enough along in the project development process (i.e. funded in the MPO's TIP or State STIP) to be considered committed transportation improvements.

Attached is a preliminary listing of E+C Projects being considered by the Kingsport MPO. The structure of this table provides a number of features which will be used by the MPO for future plan projects which should provide valuable information important in the air quality conformity process.

Item - Project Update

2035 LONG RANGE TRANSPORTATION PLAN

PROJECT WORK PLAN

The following describes the overall work plan for updating the Kingsport Area Metropolitan Planning Organization's (MPO's) Regional Travel Demand Model and 2035 Long Range Transportation Plan (LRTP) by the RPM Team. While activities are divided between these two efforts, overall project management and project coordination is defined for both phases under Phase II – Plan Development.

Phase I - Model Development

The RPM Team shall perform the travel demand model development efforts described in this scope of services in compliance with the policies and procedures contained in the latest *Travel Demand Model Calibration and Validation Guidelines* and the *TDOT MPO Model Approval Procedures for the State of Tennessee* adopted by TDOT. The following activities provide an outline of the tasks to develop an updated Kingsport Tennessee-Virginia MPO Travel Demand Model in accordance with TDOT and VDOT standards.

Task 1.1 Initial Model Development Meeting/Model Architecture Specification - Meeting agenda; meeting handouts; proposed network performance measures; draft and final meeting notes; and model architecture memorandum.

Task 1.2 Develop the 2009 Base Year Model Network and 2009 Base Year Socioeconomic TAZ Data - Electronic copies of the updated 2009 base year street network in TransCAD as well as an updated 2009 base year TAZ file with associated socioeconomic data.

Task 1.3 Model Calibration and Validation - A calibrated/validated 2009 base year network in TransCAD format on CD; electronic copies of the files used for trip generation; a validation report discussing the validation process, the validation checks made, and assessment of the base year model's performance against the performance measures described in the *Travel Demand Model Calibration and Validation Guidelines for the State of Tennessee*.

Task 1.4 Developing and Coding 2015, 2025 and 2035 Future Networks - Electronic copies of the future networks in TransCAD format for the MPO, TDOT and VDOT review and new demographic forecasts to 2035 and selected intermediate milestone years by TAZ.

Task 1.5 Traffic Assignment on 2015, 2025 and 2035 Future Year Networks - Electronic copies of the loaded alternative networks in TransCAD format for the MPO's review; and spreadsheet data required for air quality purposes.

Task 1.6 Model Documentation - Draft and final reports describing the model development process.

Task 1.7 Model Enhancements - A full set of GIS DK interfaces for each future alternative network; full documentation of the process that is used to run those networks; full documentation of the process to be used for the MPO to make minor adjustments to any future network and run the model to completion; and an in-person training workshop in those operations.

2035 LONG RANGE TRANSPORTATION PLAN

Phase II – Plan Development

Task 2.1 Project Management and Coordination - Kick-off meeting agenda, refined project schedule, if necessary; and a data needs list; periodic project management communication (emails, phone calls, etc.); monthly project management meetings (via conference call and/or in person); project briefings to MPO member jurisdictions (as needed); team meeting agendas, meeting material, and meeting notes; and monthly summary project progress reports

Task 2.2 Public & Stakeholder Participation and Air Quality Consultation - Project level public and stakeholder participation plan, presentation and meeting materials for three public meetings, two MPO Board meetings, two stakeholder workshop, press releases, and website materials. Additionally, participation in IAC meetings (via conference call) as necessary and preparation of a Documentation Report for air quality conformity purposes.

Task 2.3 Review Planning Requirements, Existing Plans, and Reports & Establish Modal Elements - Summary report listing planning requirements of SAFETEA-LU (or the provisions in a new federal transportation legislation should one pass prior to completion of Tasks 2.9 and 2.10); a comparison of these requirements to the current LRTP; and draft modal elements (e.g. highway, bicycle and pedestrian, transit, freight, ITS) which will be incorporated into the 2035 LRTP (Tasks 2.9 and 2.10).

Task 2.4 Evaluate and Document Long Range Plan Goals, Objectives, and Performance Criteria - Draft LRTP goals, objectives, and performance criteria that will become part of the LRTP.

Task 2.5 Develop a Financial Model for the Financial Capacity Analysis and Forecast Revenue - A revenue forecast spreadsheet model for the MPO area; and a fiscally constrained LRTP element.

Task 2.6 Develop a Methodology to Update Project Costs and to Develop Costs for New Projects by Year of Expenditure - Revised project cost estimating model and revised project costs

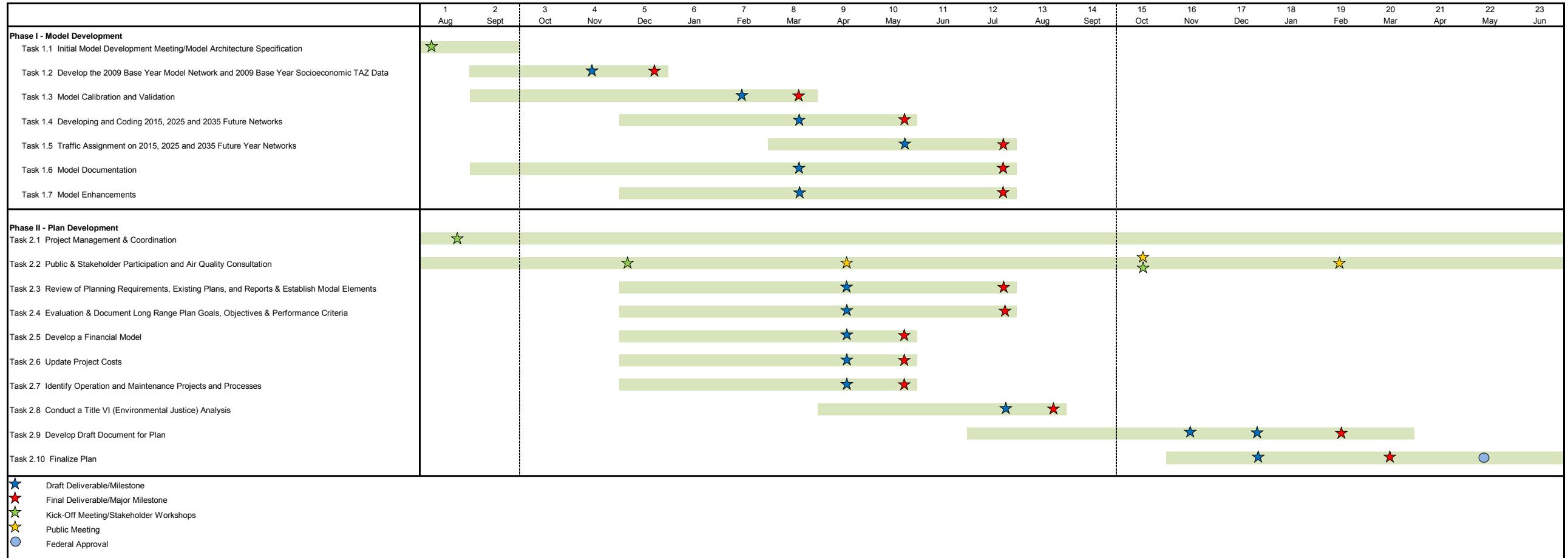
Task 2.7 Identify Operation and Maintenance Projects and Processes - An operations and maintenance spreadsheet model for the MPO area that will become part of the fiscally constrained LRTP element; a listing of operations and maintenance strategies that will be part of the LRTP.

Task 2.8 Conduct a Title VI (Environmental Justice) Analysis - Environmental Justice analysis and documentation of the updated LRTP

Task 2.9 Develop Draft Document for Plan - Draft LRTP (16 printed copies of the draft plan)

Task 2.10 Finalize Plan - A final LRTP, Executive Summary, and associated files/presentation materials for meetings with the MPO to allow for adoption of the 2035 LRTP by March 5, 2012. The LRTP will be provided as a .PDF document and a Microsoft Word/Excel/Access document. 20 copies of the Final Plan and 20 copies of the stand-alone Executive Summary will also be provided.

**Kingsport Area MPO
Model Update and 2035 Long Range Transportation Plan
Project Schedule**



Item - Population & Employment

**Kingsport MPO 2035 Long Range Transportation Plan
Historical Population and Employment Trends**

TOTAL POPULATION	1970	1975	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
SULLIVAN, TN	127,591	135,465	144,388	143,922	143,886	150,022	152,919	152,411	152,592	152,377	151,592	151,959	152,373	153,357	153,900	154,450
HAWKINS, TN	34,135	38,740	43,957	44,913	44,680	49,108	53,690	54,148	54,505	55,000	55,379	55,966	56,459	56,928	57,477	58,116
WASHINGTON, TN	74,328	81,903	89,157	90,706	92,732	100,309	107,496	107,650	109,277	110,143	111,093	112,605	114,636	116,470	118,639	119,445
SCOTT, VA	24,476	24,833	25,029	24,541	23,216	23,521	23,364	23,096	22,965	22,825	22,750	22,801	22,905	22,888	22,850	22,807
Total	260,530	280,941	302,531	304,082	304,514	322,960	337,469	337,305	339,339	340,345	340,814	343,331	346,373	349,643	352,866	354,818
Percent Change		7.8%	7.7%	0.5%	0.1%	6.1%	4.5%	0.0%	0.6%	0.3%	0.1%	0.7%	0.9%	0.9%	0.9%	0.6%
Absolute Change		20,411	21,590	1,551	432	18,446	14,509	(164)	2,034	1,006	469	2,517	3,042	3,270	3,223	1,952

Source: Woods & Poole, 2010

TOTAL POPULATION	1970	1975	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
SULLIVAN, TN	127,329	135,513	143,968	143,922	143,886	150,022	153,048	152,421	152,605	152,392	151,601	151,974	152,505	153,500	154,039	154,552
HAWKINS, TN	33,726	38,779	43,751	44,913	44,680	49,108	53,563	54,147	54,505	55,002	55,381	55,967	56,552	57,025	57,459	57,784
WASHINGTON, TN	73,924	81,900	88,755	90,706	92,732	100,309	107,198	107,651	109,294	110,172	111,133	112,664	114,895	116,717	118,874	120,598
SCOTT, VA	24,376	24,859	25,068	24,541	23,216	23,521	23,403	23,094	22,962	22,821	22,743	22,792	22,899	22,840	22,738	22,585
Total	259,355	281,051	301,542	304,082	304,514	322,960	337,212	337,313	339,366	340,387	340,858	343,397	346,851	350,082	353,110	355,519
Percent Change		8.4%	7.3%	0.8%	0.1%	6.1%	4.4%	0.0%	0.6%	0.3%	0.1%	0.7%	1.0%	0.9%	0.9%	0.7%
Absolute Change		21,696	20,491	2,540	432	18,446	14,252	101	2,053	1,021	471	2,539	3,454	3,231	3,028	2,409

Source: U.S. Census Bureau, Population Division, 2010

Source Difference	1,175	(110)	989	-	-	-	257	(8)	(27)	(42)	(44)	(66)	(478)	(439)	(244)	(701)
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TOTAL EMPLOYMENT	1970	1975	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
SULLIVAN, TN	66,860	69,800	78,488	78,254	85,833	91,366	89,776	89,756	90,481	89,609	89,304	90,220	92,790	94,307	95,152	93,341
HAWKINS, TN	8,218	11,263	14,136	13,093	16,659	18,409	19,849	19,843	19,740	20,235	20,187	19,802	19,497	19,197	19,506	19,190
WASHINGTON, TN	34,952	39,338	47,492	49,116	59,722	69,368	74,936	73,391	71,964	72,906	75,710	76,983	77,916	80,052	80,738	79,773
SCOTT, VA	4,564	5,010	6,420	7,296	7,472	7,942	7,598	7,535	7,624	7,628	7,762	7,981	8,385	8,558	8,690	8,527
Total	114,594	125,411	146,536	147,759	169,686	187,085	192,159	190,525	189,809	190,378	192,963	194,986	198,588	202,114	204,086	200,831
Percent Change		9.4%	16.8%	0.8%	14.8%	10.3%	2.7%	-0.9%	-0.4%	0.3%	1.4%	1.0%	1.8%	1.8%	1.0%	-1.6%
Absolute Change		10,817	21,125	1,223	21,927	17,399	5,074	(1,634)	(716)	569	2,585	2,023	3,602	3,526	1,972	(3,255)

Source: Woods & Poole, 2010

TOTAL EMPLOYMENT	1970	1975	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
SULLIVAN, TN	66,860	69,799	78,486	78,252	85,831	91,364	89,780	89,668	90,481	89,610	89,304	90,220	92,790	94,307	-	-
HAWKINS, TN	8,218	11,263	14,135	13,092	16,661	18,409	19,850	19,742	19,740	20,235	20,187	19,803	19,497	19,197	-	-
WASHINGTON, TN	34,952	39,338	47,495	49,116	59,722	69,365	74,936	73,201	71,964	72,905	75,710	76,983	77,916	80,051	-	-
SCOTT, VA	4,564	5,013	6,421	7,298	7,471	7,942	7,598	7,616	7,624	7,628	7,763	7,982	8,383	8,559	-	-
Total	114,594	125,413	146,537	147,758	169,685	187,080	192,164	190,227	189,809	190,378	192,964	194,988	198,586	202,114	-	-
Percent Change		9.4%	16.8%	0.8%	14.8%	10.3%	2.7%	-1.0%	-0.2%	0.3%	1.4%	1.0%	1.8%	1.8%	-	-
Absolute Change		10,819	21,124	1,221	21,927	17,395	5,084	(1,937)	(418)	569	2,586	2,024	3,598	3,528	-	-

Source: U.S. Census Bureau - Employment (Bureau of Economic Analysis), 2007

Source Difference	-	(2)	(1)	1	1	5	(5)	298	-	-	(1)	(2)	2	-	-	-
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Kingsport MPO
2035 Allocation Tables
Historical and Projected Population Summary Tables
(4 County Region, MPO Trends, and MPO Alternative Growth Scenario)

Four County Region - Total Population	2009	2015	2025	2035
Sullivan County, TN	154,450	157,990	164,665	171,629
Hawkins County, TN	58,116	62,032	68,852	75,803
Washington County, TN	119,445	124,458	133,416	142,617
Scott County, VA	22,807	22,585	22,329	22,109
Total	354,818	367,065	389,262	412,158

Source: Woods & Poole, 2010

2035 Absolute Change
17,179
17,687
23,172
(698)
57,340

Percent Change	Average Annual
16%	0.6%

Kingsport MPO Planning Area - Trend Scenario

TOTAL POPULATION	Census	MPO Area	Percent %	W&P County	Percent %	Absolute Change	Absolute Adjusted	Adj. Reduction	% Distribution of 3 County	Percent to MPO Region	MPO 2009				
	County 2000	2000		2009	MPO Area						Total Pop	2015	2025	2035	
Sullivan County, TN	153,048	87,392	57.1%	154,450	88,193	801	776	(49)	25%	57.1%	88,168	90,214	94,025	98,002	
Hawkins County, TN	53,563	21,115	39.4%	58,116	22,910	1,795	1,679	(111)	57%	39.4%	22,794	24,454	27,142	29,882	
Washington County, TN	107,198	5,028	4.7%	119,445	5,602	574	519	(36)	18%	4.7%	5,547	5,838	6,258	6,689	
Scott County, VA	23,403	7,685	32.8%	22,807	7,489	(196)		196		35.0%	7,685	7,905	7,815	7,738	
Total	337,212	121,220	36.8%	354,818	124,194	2,974	2,974	-	100%	35.0%	124,194	128,410	135,240	142,312	
			Total 00-09 Change	17,606	Percent	0.8%									
									Percent of Region	35%	35%	35%	35%		

2035 Absolute Change	Percent of 4 County 2035 Absolute Change
9,834	57%
7,088	40%
1,142	5%
53	
18,118	32%

Percent Change	Average Annual
15%	0.6%

Kingsport MPO Planning Area - Alternative Scenario

TOTAL POPULATION	Census	MPO Area	Percent %	W&P County	Percent %	Absolute Change	Absolute Adjusted	Adj. Reduction	% Distribution of 3 County	Percent to MPO Region	MPO 2009				
	County 2000	2000		2009	MPO Area						Total Pop	2015	2025	2035	
Sullivan County, TN	153,048	87,392	57.1%	154,450	88,193	801	776	(49)	25%	59.0%	88,168	93,214	97,152	101,261	
Hawkins County, TN	53,563	21,115	39.4%	58,116	22,910	1,795	1,679	(111)	57%	46.0%	22,794	28,535	31,672	34,869	
Washington County, TN	107,198	5,028	4.7%	119,445	5,602	574	519	(36)	18%	6.0%	5,547	7,467	8,005	8,557	
Scott County, VA	23,403	7,685	32.8%	22,807	7,489	(196)		196		37.0%	7,685	8,356	8,262	8,180	
Total	337,212	121,220	36.8%	354,818	124,194	2,974	2,974	-	100%	37.1%	124,194	137,573	145,091	152,868	
			Total 00-09 Change	17,606	Percent	0.8%									
									Percent of Region	35%	37%	37%	37%		

2035 Absolute Change	Percent of 4 County 2035 Absolute Change
13,093	76%
12,075	68%
3,010	13%
495	
28,674	50%

Percent Change	Average Annual
23%	0.9%

Kingsport MPO
2035 Allocation Tables
Historical and Projected Employment Summary Tables
(4 County Region, MPO Trends, and MPO Alternative Growth Scenario)

Four County Region - Total Employment	2009	2015	2025	2035
Sullivan County, TN	93,341	100,976	112,367	124,690
Hawkins County, TN	19,190	20,521	22,488	24,610
Washington County, TN	79,773	87,264	99,182	112,378
Scott County, VA	8,527	9,146	10,082	11,039
Total	200,831	217,907	244,119	272,717

Source: Woods & Poole, 2010

2035 Absolute Change
31,349
5,420
32,605
2,512
71,886

Percent Change	Average Annual
36%	1.4%

Kingsport MPO Planning Area - Trend Scenario	2009 Percentage to MPO Region	2035 Percentage to MPO Region	2009	2015	2025	2035
Sullivan County, TN	56%	55%	51,884	55,998	61,949	68,364
Hawkins County, TN	23%	23%	4,406	4,717	5,192	5,702
Washington County, TN	2%	2%	1,812	1,975	2,237	2,525
Scott County, VA	42%	42%	3,550	3,814	4,219	4,630
Total	31%	30%	61,652	66,505	73,597	81,220

2035 Absolute Change	Percent of 4 County 2035 Absolute Change
16,480	53%
1,296	24%
713	2%
1,080	43%
19,568	

Percent Change	Average Annual
32%	1.3%

Kingsport MPO Planning Area - Alternative Scenario	2009 Percentage to MPO Region	2035 Percentage to MPO Region	2009	2015	2025	2035
Sullivan County, TN	56%	59%	51,884	60,129	66,700	73,795
Hawkins County, TN	23%	30%	4,406	6,156	6,746	7,383
Washington County, TN	2%	4%	1,812	3,491	3,967	4,495
Scott County, VA	42%	45%	3,550	4,110	4,547	4,991
Total	31%	33%	61,652	73,886	81,960	90,664

2035 Absolute Change	Percent of 4 County 2035 Absolute Change
21,911	70%
2,977	55%
2,683	8%
1,441	57%
29,012	

Percent Change	Average Annual
47%	1.9%

Item - Existing Plus Committed (E+C) Projects List

**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 L RTP	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 TIP FY2011-2014	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 TIP FY2011-2014	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 TIP FY2011-2014	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 TIP FY2011-2014	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 TIP FY2011-2014	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 TIP FY2011-2014	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 TIP FY2011-2014	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 TIP FY2011-2014	Yes	Construction	Yes
	86598.00	Scott	US-23	SBL Over North Fork Holston River VA Structure #1003	Bridge replacement			Bridge Replacement	-	Urban Principal Arterial	Exempt	VDOT 6-Yr Program (FY2011-2016)	Yes	Construction	No
	17747.00	Scott	Intersection of SR-224, US-23, & US-58	From: 0.486 Kilometer West ECL Weber City To: 0.491 Kilometer East ECL Weber City	New Interchange			New Interchange	-	Urban Principal Arterial	Non-Exempt	VDOT 6-Yr Program (FY2011-2016)	Yes	Preliminary Engineering/ Right-of-Way	Yes
	12764.00	Scott	Route 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 (FY2011-2016)	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 (FY2011-2016)	Yes	Preliminary Engineering	No