

Campbell County, Tennessee

Bicycle & Pedestrian Plan

August 2021



Contents

Campbell County, Tennessee
Bicycle & Pedestrian Plan

Section 1.0

Overview 1

Section 2.0

Technical Analysis 6

Section 3.0

Bicycle & Pedestrian Network Plans 12

Section 4.0

Bicycle & Pedestrian Policies & Programs 27

Section 5.0

Implementation and Funding Strategies 31

Section 6.0

Summary 34

Appendices

Appendix A. Public Engagement Summary ii

Appendix B. Economic Analysis xiii

Appendix C. Concept Renderings xxxi

Appendix D. Model Complete Streets Ordinance li

Appendix E. Ranked Project Lists lv

Figures

Figure 1-1. Bicycle and Pedestrian Plan Study Area	3
Figure 2-1. Existing Bicycle and Pedestrian Demandk	7
Figure 2-2. Bicycle Level of Traffic Stress (LTS)	8
Figure 2-3. Pedestrian Level of Traffic Stress (LTS)	9
Figure 3-1. Recommended Bikeway Network	14
Figure 3-2. Pedestrian Network Recommendations	22
Figure 3-3. Blueway Network Recommendations	26
Figure 5-1. Project Prioritization and Development Process	32

Tables

Table 1-1. Campbell County Bicycle and Pedestrian Plan Goals and Objectives	5
Table 3-1. Types of Bikeways	15
Table 3-2. Recommended Bicycle Improvements	16
Table 3-3. Pedestrian Network Recommendations	23
Table 4-1 Best Practices – Land Development Policies and Regulations	28
Table 4-2. Priority Short-Term Non-Infrastructure Programs	29
Table 5-1. State and Federal Grant Programs	33

Overview

Campbell County was founded in 1806 as a farming community with wide navigable rivers and numerous tributaries. Although farming was what brought settlers to Campbell County, the abundant iron and coal deposits further enhanced the region's attractiveness in the 1800s.

The county has four (4) incorporated towns that encompass approximately 20 percent of the population. Jellico and LaFollette serve as the two largest towns in the county, while Caryville and Jacksboro report fewer than 2,000 inhabitants each. The 2018 population estimate, according to the United States Census Bureau, was approximately 39,583 people.

Like many communities in Tennessee and around the country, Campbell County has seen a renewed interest in walking, bicycling, and unconventional forms of travel such as canoeing and kayaking. It is with this Bicycle and Pedestrian Plan that the people of Campbell County will have a framework for developing and implementing alternative routes for transportation.

At the heart of the plan are the recommended bicycle, pedestrian, and blueway networks that propose improvements in all the towns within the county.

The purpose of the Campbell County Bicycle and Pedestrian Plan is to guide the development of bicycle and pedestrian improvements throughout the region. At the heart of the plan are the recommended bicycle, pedestrian, and blueway networks that propose improvements in all the towns within the county. Additionally, the plan includes a set of policy and program strategies that, taken together, provide important tools for implementing the plan. This update includes the following key elements:

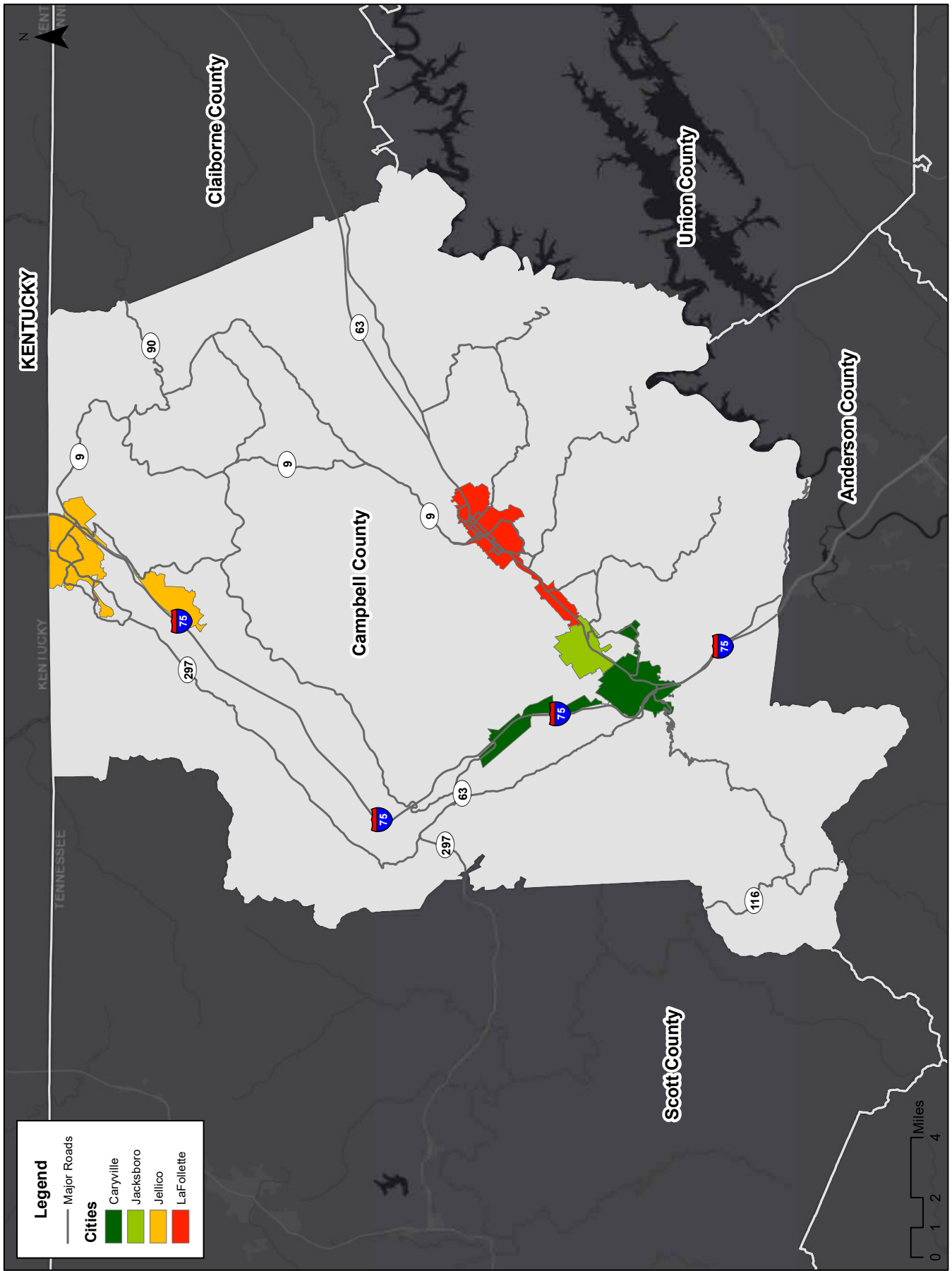
- Statement of vision, goals, and objectives for walking and bicycling in Campbell County;
- Assessment of existing walking and bicycling deficiencies and future needs based on estimated demand and level of traffic stress (LTS);
- An economic analysis that evaluates the feasibility of the plan and estimates the economic development impacts that will likely accrue to Campbell County;
- Recommended bicycle, pedestrian, and blueway networks;
- Recommended non-infrastructure programs and policies; and,
- Implementation and funding strategies.

The Campbell County Bicycle and Pedestrian Plan provides a roadmap for improving bicycle and pedestrian connectivity and safety along major corridors in the county; enhancing quality of life, health and equity for county residents; and promoting economic and tourism development by linking bicycle and pedestrian facilities to local economic drivers.



Downtown Jellico
Campbell County, TN

Figure 1-1. Bicycle and Pedestrian Plan Study Area



Public and Stakeholder Involvement

Two (2) community meetings, one (1) internal meeting with local officials, and one (1) day of field work formed the backbone of the public engagement process. The first community meeting was held in-person at Campbell County Courthouse. The meeting discussed the project's vision and the virtual survey. The second meeting was held virtually and presented the final plan. The internal meeting with local officials discussed draft recommendations. All virtual community meetings were conducted live and recorded for participants unable to view the live presentation.

In tandem with the first community meeting, the consultant met with the Campbell County Mayor to conduct a day of field work. The field work consisted of verifying existing conditions and documenting issues within the study area. An inventory of good and poor conditions was developed and used to create the draft plan recommendations.

The overall key findings from the public engagement process are summarized below.

- Most people would rate current walking and bicycling conditions in Campbell County as poor but are very interested in improving the walking and bicycling conditions;
- The survey showed that respondents primarily use an automobile to travel compared to walking or bicycling. The same respondents noted that even if walking and bicycling facilities were improved, they would still use an automobile to travel; and
- Walking and bicycling in Campbell County is primarily for recreational and exercise purposes.

A summary of public engagement conducted for the plan is included in Appendix A.



Vision, Goals, & Objectives

Coordination between project staff and local representatives began in late 2020, with a scoping meeting during which the original grant application was discussed, along with local priorities and desired outcomes. As part of this meeting a vision statement was developed along with project goals and objectives. The vision statement for the plan reads as follows:

The purpose of the Campbell County Bicycle and Pedestrian Plan is to improve bicycle and pedestrian connectivity and safety in areas with high bicycle and pedestrian demand in the county; enhance quality of life, health and equity for county residents; and promote economic and tourism development by linking bicycle and pedestrian facilities to local economic drivers.

In support of the project’s vision statement, four goals and associated objectives were established to guide

the development of the facility, policy, and program recommendations of the plan. The full listing is included in Table 1-1.

Importantly, while the focus of many bicycle and pedestrian plans is understandably on developing new facilities, there are many other steps state and local agencies can take to improve walking and bicycling. In Table 1-1, each objective has been further refined to three progress measures:

1. **Administrative** – captures adopted policies, standards, or regulations that support walking and bicycling
2. **Design** – evaluates an intermediate physical result that an agency directly influences
3. **Planning** – reports on the progress towards a desired system

Table 1-1. Campbell County Bicycle and Pedestrian Plan Goals and Objectives

Goals and Objectives		Type of Measure*
Access and Equity Develop and maintain bicycle and pedestrian networks that are accessible by all ages and abilities.	1. Improve bicycle and pedestrian conditions in areas of highest identified demand or areas where people are more likely to walk and / or bike.	P
	2. Increase access to walking and bicycling facilities for people unable to operate a motor vehicle or for households without personal vehicles.	A/P
	3. Expand and improve bicycle and pedestrian networks along state highway corridors.	D/P
	4. Expand and improve bicycle and pedestrian networks to and from schools, emphasizing facilities suitable for school-aged children.	D/P
Safety Promote and improve safety for all pedestrians and bicyclists in Campbell County.	1. Target bicycle and pedestrian improvements in areas with identified safety issues, particularly injury and fatality crashes.	A/P
	2. Collaborate with state, regional, and local officials to educate the public, including motorists, on issues related to bicycle and pedestrian safety.	A
Economic Development and Livability Ensure that the transportation system supports local growth and quality of life.	1. Improve connectivity between street-based bicycle and pedestrian facilities and local trail systems.	D/P
	2. Target bicycle and pedestrian improvements in major commercial centers and corridors, including tourism areas.	A/P
	3. Ensure multimodal transportation options are available between residential areas, employment centers, and schools.	P
	4. Expand and improve bicycle and pedestrian networks to and from natural and scenic areas, including state, regional and local parks.	P
	5. Promote walking, biking, and off-highway vehicles (OHV) tourism through both infrastructure and marketing.	A/P
Education and Awareness Educate all transportation users about bicycle and pedestrian safety, options, and rights and responsibilities.	1. Develop educational materials and public information campaigns on safe walking, biking, and driving (e.g., “Safe Routes to School,” “Share the Road,” impaired driving, distracted driving).	A
	2. Support community-based advocacy for walking and bicycling, including local groups, programs, and educational initiatives.	A

* Type of Measure: A = Administrative, D = Design, P = Planning

SECTION 2.0

Technical Analysis

An extensive technical analysis was completed on Campbell County that includes a bicycle and pedestrian demand analysis, level of traffic stress (LTS) analysis, and economic analysis. Each analysis is discussed in detail in the following sections.

Existing Bicycle & Pedestrian Demand

Existing bicycle and pedestrian demand were modeled for Campbell County. The goal of the demand analysis is to estimate where people would likely want to walk or bike, regardless of the presence, condition, or comfort of facilities.

The demand analysis prepared depicts existing demand and is based on data that reflects current conditions. The following variables were used to model existing demand on the network:

- Population density (based on US Census Bureau American Community Survey estimates for existing demand);
- Proximity to commercial areas (based on existing land use, where available, for existing demand);
- Proximity to schools and colleges; and
- Proximity to parks.

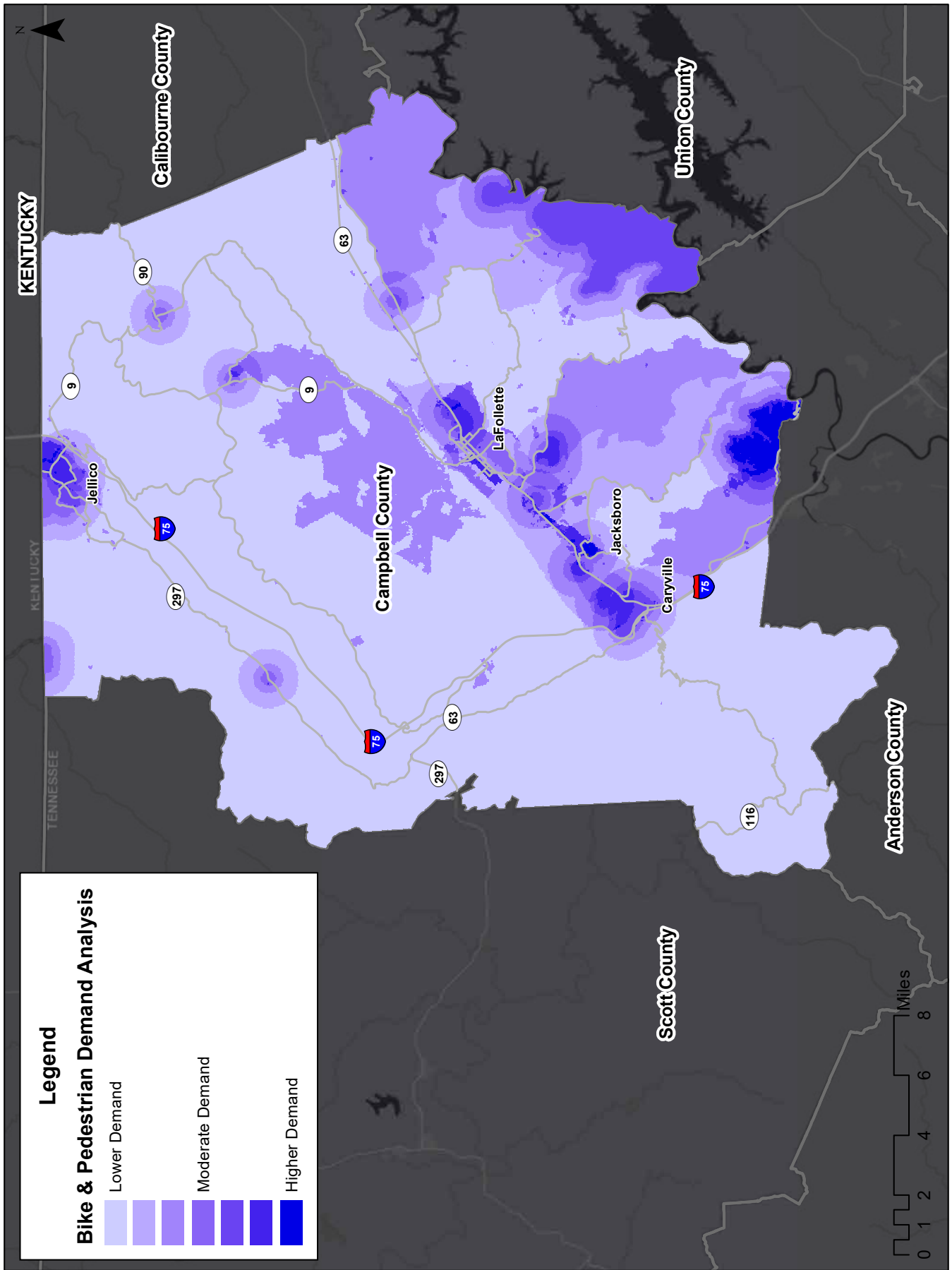
Figure 2-1 shows the existing bicycle and pedestrian demand, respectively.

Existing demand is highest, not surprisingly, in and around the four (4) major towns and cities of Campbell County as well as within the Norris Dam State Park. Other areas showing relatively high existing demand include the TVA public lands, the North Cumberland Wildlife Management Area, and the Cove Creek Wildlife Management Area.

Furthermore, while the aforementioned locations represent the highest areas of demand, smaller, less intense demand zones are located throughout the county, reinforcing the plan's commitment to county-wide connectivity and underscoring the need for improved connections.

The goal of the demand analysis is to estimate where people would likely want to walk or bike, regardless of the presence, condition, or comfort of facilities.

Figure 2-1. Existing Bicycle and Pedestrian Demand



Level of Traffic Stress (LTS)

Measuring the Level of Traffic Stress (LTS) is an effective tool for describing the perceived safety of walking and bicycling in a community or region. Unlike conventional level of service (LOS) analyses, LTS rates streets relative to general user groups. For bicycling, the user groups associated with LTS are:

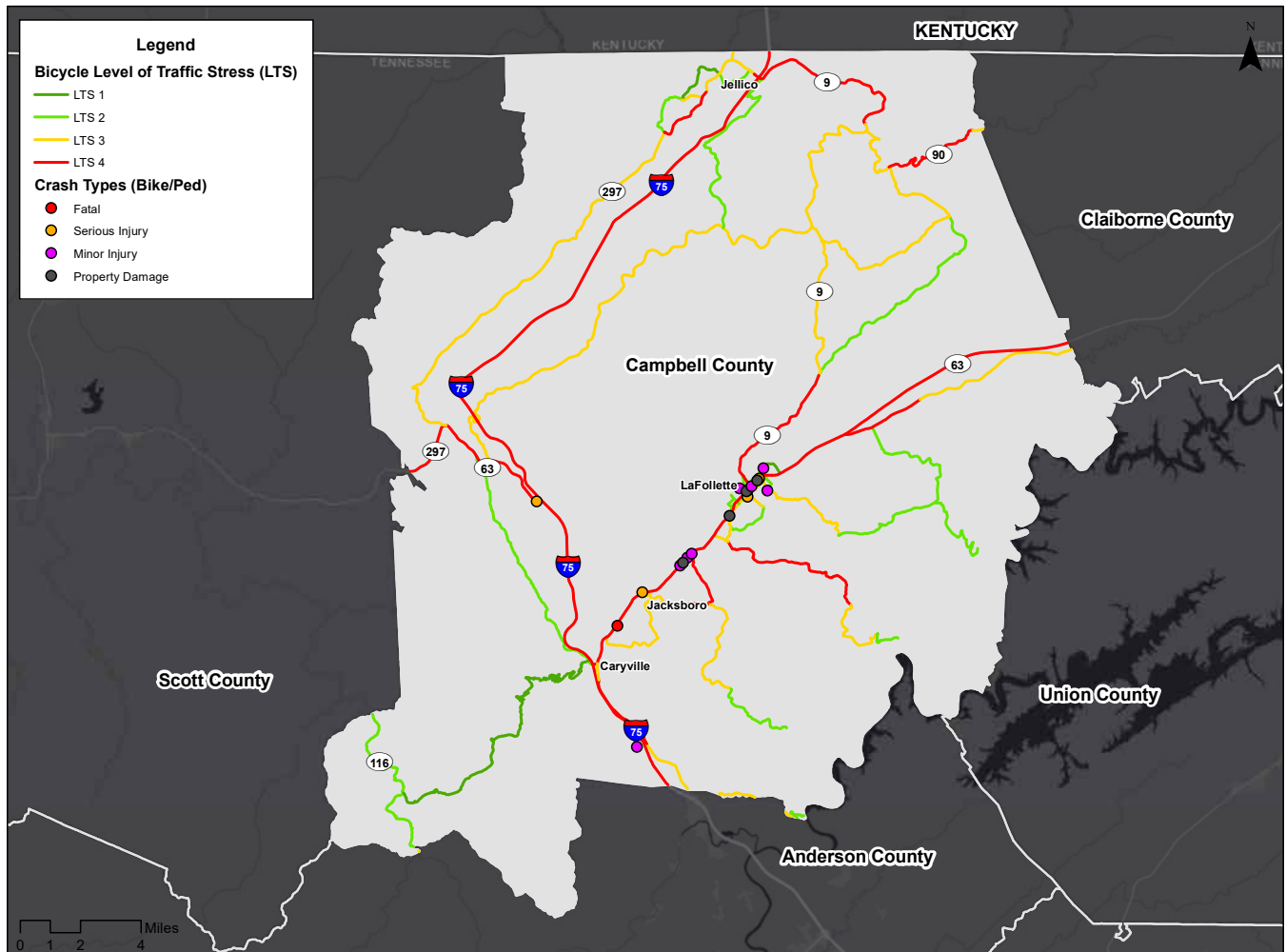
- **Level of Traffic Stress 1** – The level most users can tolerate including children and older adults; strong separation from all traffic except for low-speed, low-volume traffic;
- **Level of Traffic Stress 2**- The level tolerated by most adults; may require engaging with multiple vehicles at once, but only on lower-volume, lower-speed facilities;
- **Level of Traffic Stress 3** – The level tolerated by more

confident adults, but those who still prefer dedicated space; involves interaction with moderate speed or multilane traffic or proximity to higher speed traffic; and

- **Level of Traffic Stress 4** – The level tolerated by the most experienced adults; involves mixing with moderate speed traffic or riding in close proximity to high speed traffic.

Consistent with the data that was available, LTS was calculated primarily on functionally-classified roads using data obtained from the Tennessee Department of Transportation (TDOT). As a result, local roads are generally omitted from the analysis. That said, the primary goal of the LTS analysis, at this stage, is to evaluate the relative safety and comfort for users walking and bicycling throughout the county; examining major transportation corridors provides

Figure 2-2. Bicycle Level of Traffic Stress (LTS)



a useful proxy at the county level. In fact, many streets, particularly those serving residential developments, are already used for walking and bicycling by people of all ages and abilities at relatively high levels of comfort, regardless of the presence of adequate facilities.

From a safety perspective, LTS 1 and LTS 2 are the desired levels of traffic stress for bicycle and pedestrian networks that appeal to people of different ages and abilities. Figures 2-2 and 2-3 illustrate existing bicycle and pedestrian LTS, respectively, as well as bicycle and pedestrian crashes between 2017 and 2019 in Campbell County.

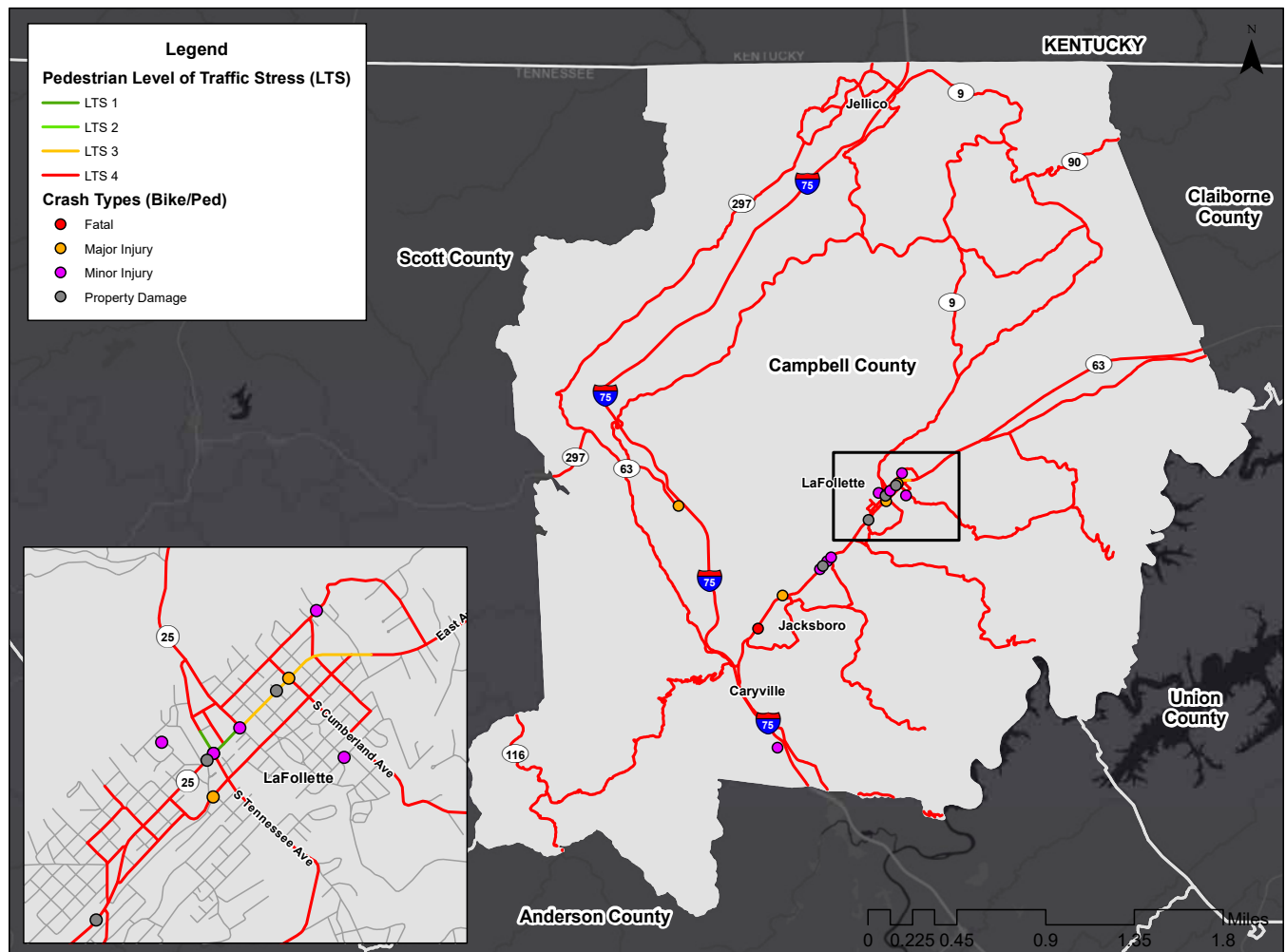
Bicycle LTS throughout Campbell County is characterized how one would expect. Major corridors, such as State Road (SR) 63 and SR 9, demonstrate traffic stress at the highest level where only experienced well-adept riders would feel

confident riding. Less traveled and slower speed roads, such as those in downtown LaFollette and SR 116, exhibit lower traffic stress levels allowing for a multitude of rider levels.

The biggest challenges for bicycling in Campbell County is the mountainous terrain and fear of traffic crashes. Many of the roadways in Campbell County present with difficult terrain but are not represented as higher levels of traffic stress because it is difficult to measure the terrain when conducting a high-level analysis such as this. Some roads, such as US 25W (SR 9), exhibit correctly as LTS 3 or 4 but only because speeds and traffic levels warrant it. US 25W, for example, has one of the most difficult terrains in the county.

Examining bicycle crashes in relation to LTS shows no significant pattern over the last three years, though most of

Figure 2-3. Pedestrian Level of Traffic Stress (LTS)



the crashes occurred along SR 63 or on a roadway adjacent to SR 63. Most of the 6 crashes, approximately 67 percent, occurred within the LaFollette town limits. No obvious aggravating factors, such as poor lighting or visibility, are noted in the crash data.

Pedestrian LTS is almost entirely influenced by the presence or absence of facilities, in this case sidewalks and shared-use paths. A score of LTS 1 indicates a roadway segment, generally with a posted speed under 45 mph, with a quality sidewalk facility, suitable for all able-bodied users. Score of LTS 2 and 3 indicate roadway segments with sidewalks that are substandard, posted speeds in excess of 45 mph, and/or three (3) or more travel lanes. A score of LTS 4 indicates a roadway segment lacking a pedestrian facility.

As Figure 2-3 shows, pedestrian level of stress in Campbell County is predominately characterized by LTS 4. This is because most facilities do not have sidewalks as they are typically state roads or large corridors. There are sidewalks present in both downtown LaFollette and Jellico. The sidewalks in downtown LaFollette can be seen in Figure 2-3.

Pedestrian crashes from 2017 to 2019 follow a similar pattern as bicycle crashes; approximately 62 percent of the 13 crashes occurred within the LaFollette town limits, with most clustered around downtown LaFollette. Approximately 92 percent of the 13 crashes occurred along roadways rated as LTS 4.

Notably, eleven pedestrian crashes occurred along SR 63, primarily in LaFollette and Jacksboro. Approximately half of the crashes occurred at nighttime while the other half occurred during the day. Most of the crashes resulted in injuries, and one resulted in a fatality.



Economic Analysis

The economic analysis conducted for the Campbell County Bicycle and Pedestrian Plan focuses on assessing the economic viability of the Plan and related economic development impacts (see Appendix B for the Economic Analysis). The proposed pedestrian and bicycle facilities are expected to not only provide forms of alternative transportation but also improve connectivity between Jellico and LaFollette, the most populous cities in the county. This connectivity will improve accessibility to natural resources by facilitating recreation and economic development. Benefits and impacts that are likely to arise from the Plan include:

- **Travel Efficiencies** – these are measured as vehicle-operating cost savings, pavement savings, accident savings, health savings, and emissions benefits.
- **Construction Activities and Impacts** – these are typically short-term impacts that arise because of expenditures on local labor and materials to build the facility.
- **Operating and Maintenance (O&M) Impacts** – these are typical long-term impacts that arise from the expenditures on local labor and supplies to operate and maintain the facility upon completion.
- **Economic or Strategic Development Impacts** – impacts associated with attracting and retaining business activity because of increased accessibility, mobility, and connectivity.

Estimates of daily traffic change are based on potential modal switch from personal vehicles to active transportation. The estimates represent the benefits/costs over a 20-year study period.

The benefits include:

- **Vehicle Operating Costs (VOC)** – VOC is estimated to decline by \$1.33 million annually, representing the savings on reduced spending on fuel and vehicle maintenance.
- **Emission Reduction** – Savings associated with emission reduction are estimated to be \$0.32 million annually. The change in emission cost was estimated

as a function of vehicle-miles travelled, emission costs, emission rates, and social cost of carbon.

- **Safety Improvement** – Savings related to safety improvements were estimated to be \$0.55 million annually over the study period. The savings are derived from potential reduction in vehicular trips.
- **Pavement Cost Savings** – Savings associated with roadway improvements and maintenance are estimated to be approximately \$1.0 million over the study period. Roadway maintenance costs are a function of vehicle size, axle load, and speed.
- **Healthcare Cost Savings** – Health benefits associated with active transportation are estimated to be \$1.47 million annually over the study period.

The investment costs considered for this study are comprised of the life-cycle costs, which account for capital costs, operations and maintenance costs, and the residual value of the asset over the study horizon. Net investment cost is estimated to be \$26.15 million (2019 dollars).

Present value of benefits associated with active transportation over the 20-year study period totals \$43.9 million. Based on the present value of benefits and present value of net investment cost, the estimated benefit/cost ratio is 1.66. This means that for every dollar of investment, \$1.66 will be generated resulting in a return of \$0.66.

In addition to the benefits and costs, there are short- and long-term impacts that would be felt as a result of the Bicycle and Pedestrian Plan. The short-term impacts include jobs created from the construction of the bicycle and pedestrian facilities. The long-term impacts include jobs and sales created from developing a “bicycling economy” as well as increased spending on recreation and tourism.

Bicycle & Pedestrian Network Plans

Over the past 20 years, bicycle and pedestrian planning has shifted from focusing almost exclusively on the most experienced users using arterials and collector streets to the daily needs of people of all ages and abilities. Successful bicycle and pedestrian networks now include combinations of state highways, county roads, local streets, and trails, as well as different facility types – including sidewalks, paved shoulders, bike boulevards, bike lanes, and shared-use paths and sidepaths. The new strategies and tools offer every community the ability to plan, design, and build great bicycle and pedestrian systems.

The Campbell County Bicycle and Pedestrian Plan is primarily focused on county-wide mobility and connectivity along major arterials and collectors. That said, a truly safe, accessible, comfortable, and effective network will require coordination and cooperation with all municipalities within Campbell County. Therefore, the recommendations presented here should be considered a strong foundation for a large network that includes more locally-focused facilities in the towns and cities within the county.

The bicycle recommendations are proposed as a tiered system. The first tier is known as the primary / spinal network. The spinal network focuses on local connectivity by linking SR-63 from Cove Lake to LaFollette. All the projects in tier one (1) are short-term projects and should be implemented before the other tiers.

The second and third tier projects are mid- to long-term projects that should be implemented once the first tier projects have been finalized.

The second tier, known as corridor connections builds on local networks. The focus of the second tier is to expand upon the existing networks in Jellico and LaFollette and adding networks to both Jacksboro and Caryville. This tier contains bike boulevards and shared lanes.

The third tier, also known as recreational assets, builds off the existing natural infrastructure of the county. It involves the development of touring routes and greenways.

Table 3-2 shows recommended improvements broken down by tier type.

The new strategies and tools offer every community the ability to plan, design, and build great bicycle and pedestrian systems.

Bicycle Recommendations

Building on public input, technical analysis, and a site visit the recommended bicycle network combines three principal strategies:

- **Access and Equity** – develop and maintain a bicycle network that is accessible by all ages and abilities;
- **Safety** – promote and improve safety for bicyclists by targeting improvements in areas with identified safety issues, particularly injury and fatality crashes; and
- **Economic Development and Livability** – ensure that the transportation system supports local growth and quality of life by improving connectivity, targeting major commercial centers and corridors, and expanding the network to and from natural and scenic areas.

Figure 3-1 provides a detailed look at the recommended bikeway network in and around Campbell County, while Table 3-1 offers a general description of the proposed bikeways. For planning purposes, certain facility types, such as bike lanes, are presented as a single class of facility, even though variations, such as buffered or separated bike lanes, could be deployed during project implementation.

Table 3-2 lists the recommended improvements with estimated costs.

Below is a summary of recommended bikeways by facility type and total estimated costs

<i>Paved Shoulders</i>	42 miles at a total estimated cost of \$4,457,275
<i>Shared Lanes / Bike Boulevards</i>	28 miles at a total estimated cost of \$5,089,160
<i>Bike Lanes</i>	17 miles at a total estimated cost of \$2,874,353
<i>Shared-Use Paths / Sidepaths</i>	21 miles at a total estimated cost of \$12,306,286
<i>Signed Route</i>	49 miles at a total estimated cost of \$256,473

Local officials expressed a need for connecting the towns and so the most important aspect in developing the bicycle network became connectivity. As Figure 3-1 shows, 49 miles of signed routes were developed to link the three (3) southern towns with Jellico. Additionally, all of SR 63, connecting Caryville, Jacksboro, and LaFollette, was designated with some type of bicycle facility. Two (2) shared use paths further connect Caryville, Jacksboro, and LaFollette.



Figure 3-1. Recommended Bikeway Network

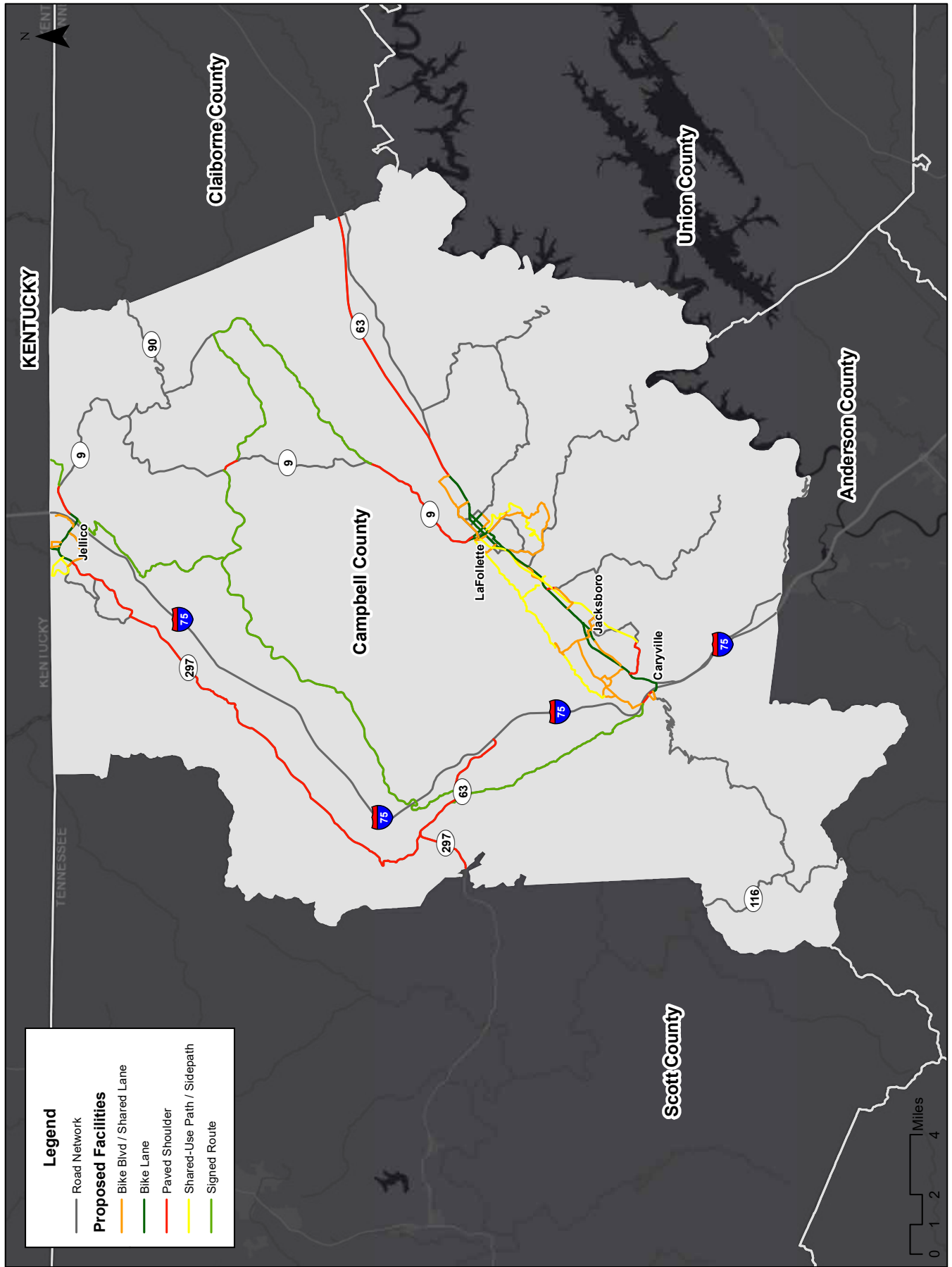


Table 3-1.

Types of Bikeways

A general description of the proposed bikeways.



Paved Shoulders

Paved shoulders are typical of highways and roads in rural areas, and provide important safety benefits to minimize run-off-the-road crashes, especially on higher speed (greater than 40 mph) roads. While paved shoulders are not dedicated bikeways, for bicyclists, paved shoulders provide important operating space. Adequate width (4' minimum) and bike friendly rumble strips are important design considerations.



Shared Lanes / Bike Boulevards

Shared lanes and bike boulevards are lower volume, lower speed local streets that offer a safe and comfortable option for bicycling compared to major streets. Traditional shared lane treatments such as shared lane pavement markings (sharrows), or bike boulevard treatments such as signage and mini-traffic circles, represent relatively low cost improvements that reinforce local streets as safe and comfortable places to bicycle and discourage motor vehicle through traffic in neighborhoods.



Bike Lanes

Bike lanes provide dedicated operating space for bicyclists, and with paved shoulders, have traditionally served as the foundation for bike networks for more experienced bicyclists. While bike lanes remain a good option for urban streets with moderate traffic volumes and speeds, creating more lateral distance between bicyclists and motor vehicles either with buffers or physically separated facilities is important for people of all ages and abilities.



Shared-Use Paths / Sidepaths

Unlike the various bike lane types, shared-use paths and sidepaths are designed for use by both pedestrians and bicyclists. Sidepaths are located within the street or road right-of-way, while shared use paths are located within an independent right-of-way. Shared-use paths / sidepaths have become increasingly popular with the growing demand for walking and bicycling, and can provide important connections for longer distance trips.



Signed Route

A signed bicycle route is typically designated along lightly traveled residential or secondary roads and is indicated by signs with or without a specific route number. This type of facility should have appropriate directional and informational markers. Signed bicycle routes are designated by the jurisdiction having authority over the roadways included in the bicycle route system.

Table 3-2. Recommended Bicycle Improvements

Road	From	To	Municipality	Tier	Linear Feet	Facility Type	Unit Cost (per linear foot)		Estimated Cost
							B/SL - Bike/Shared Lane B/PS - Bike/Paved Shoulder	B/SUP - Bike/Shared Use Path B/BL - Bike/Bike Lane	
Old Tennessee 63	Bruce Gap Rd	Main St	Caryville	2	2,933	B/PS	\$20	\$58,653	
Bruce Gap Rd	Loop Rd	Loop Rd	Caryville	2	2,331	B/SL	\$30	\$69,924	
Butter and Egg Rd	Loop Rd	Woodbine St	Caryville	2	4,171	B/SL	\$30	\$125,126	
Butter and Egg Rd	Woodbine St	Eagle Bluff Rd	Caryville	2	5,680	B/SL	\$30	\$170,415	
Bruce Gap Rd	Old Tennessee 63	Loop Rd	Caryville	2	5,883	B/SL	\$30	\$176,496	
Loop Rd	Bruce Gap Rd	Bruce Gap Rd	Caryville	2	4,091	B/SL	\$30	\$122,719	
Elkins Rd	Veterans Memorial Hwy	Roach Ln	Caryville	2	2,164	B/SL	\$30	\$64,924	
Elkins Rd	Roach Ln	Evans Rd	Caryville	2	1,009	B/SL	\$30	\$30,255	
Elkins Rd	Evans Rd	Butter and Egg Rd	Caryville	2	1,936	B/SL	\$30	\$58,083	
Evans Rd	Elkins Rd	Butter and Egg Rd	Caryville	2	2,249	B/SL	\$30	\$67,460	
E Beech St	S Indiana Ave	E Central Ave	LaFollette	1	3,477	B/BL	\$30	\$104,324	
E Beech St	Depot St	S Indiana Ave	LaFollette	1	1,936	B/BL	\$30	\$58,085	
W Beech St	S 9th St	Depot St	LaFollette	1	936	B/BL	\$30	\$28,094	
W Beech St	S 13th St	S 9th St	LaFollette	1	1,018	B/BL	\$30	\$30,540	
W Beech St	Jacksboro Pke	S 13th St	LaFollette	1	1,595	B/BL	\$30	\$47,863	
Hemlock St	S Indiana Ave	S Cumberland Ave	LaFollette	2	1,841	B/SL	\$30	\$55,225	
N Tennessee Ave	Aspen St	N Indiana Ave	LaFollette	1	2,052	B/BL	\$30	\$61,574	
N Tennessee Ave	W Central Ave	Aspen St	LaFollette	1	1,136	B/BL	\$30	\$34,091	
N Tennessee Ave	E Beech St	W Central Ave	LaFollette	1	769	B/BL	\$30	\$23,064	
S Indiana Ave	E Beech St	E Central Ave	LaFollette	1	727	B/BL	\$30	\$21,814	
S Cumberland Ave	E Beech St	E Central Ave	LaFollette	1	729	B/BL	\$30	\$21,867	
S Cumberland Ave	E Hemlock St	E Beech St	LaFollette	1	1,448	B/BL	\$30	\$43,436	
25W	Sunset Trl	N Main St	Jellico	1	3,548	B/BL	\$30	\$106,445	
Sunset Trl	S Florence Ave	5th St	Jellico	2	5,443	B/SL	\$30	\$163,293	
S Main St	N Florence Ave	N Main St	Jellico	1	3,562	B/BL	\$30	\$106,862	
N Main St	S Main St	State Line	Jellico	1	1,367	B/BL	\$30	\$40,997	
Kentucky St	5th St	State Line	Jellico	2	1,460	B/SL	\$30	\$43,809	
Ivey St	Kentucky St	Siler St	Jellico	2	978	B/SL	\$30	\$29,325	
Siler St	5th St	Ivey St	Jellico	2	1,657	B/SL	\$30	\$49,713	
London Ave	S Main St	Indian Mountain State Park Cir	Jellico	3	3,995	B/SUP	\$150	\$599,217	
Dairy Ave	Indian Mountain Rd	London Ave	Jellico	3	1,779	B/SUP	\$150	\$266,904	
Indian Mountain State Park Cir	Indian Mountain Rd	London Ave	Jellico	3	3,631	B/SUP	\$150	\$544,703	
Indian Mountain Rd	Indian Mountain State Park Cir	Dairy Ave	Jellico	3	1,223	B/SUP	\$150	\$183,468	
N Florence Ave	S Main St	Dairy Ave	Jellico	2	1,063	B/SL	\$30	\$31,884	
Hospital Ln	Healthcare Way	Sunset Trl	Jellico	2	1,076	B/SL	\$30	\$32,289	
SR 63	Henson Rd	Woodson Ln	Campbell County	2	8,316	B/PS	\$20	\$166,316	
SR 63	Dairy Ln	Brown Dr	Campbell County	2	11,913	B/PS	\$20	\$238,262	
SR 63	Well Springs Rd	Mercury Dr	Campbell County	2	6,032	B/PS	\$20	\$120,650	
Baird Ln	County Line	Howard Baker Hwy	Campbell County	2	11,089	B/PS	\$20	\$221,780	

Road	From	To	Municipality	Tier	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
SR 297	Braden Mountain Rd	Red Cut Rd	Campbell County	2	14,199	B/PS	\$20	\$283,978
SR 297	Elk Fork Rd	Wooldridge Pke	Campbell County	2	38,583	B/PS	\$20	\$771,658
SR 297	Wooldridge Pke	Creekmore Hensley Dr	Campbell County	2	10,333	B/PS	\$20	\$206,658
SR 297	Creekmore Hensley Dr	8th Ave	Campbell County	2	3,504	B/PS	\$20	\$70,075
Howard Baker Hwy	SR 297	Old TN 63	Campbell County	2	7,749	B/PS	\$20	\$154,985
Old TN 63	Bruce Gap Rd	SR 63	Campbell County	3	41,214	B/TR	\$1	\$41,214
SR 63	I-75	Old TN 63	Campbell County	2	15,598	B/PS	\$20	\$311,954
Stinking Creek Rd	Huddleston Rd	Rock Creek Ln	Campbell County	3	11,012	B/TR	\$1	\$11,012
Stinking Creek Rd	I-75	Huddleston Rd	Campbell County	3	65,570	B/TR	\$1	\$65,570
Stinking Creek Rd	SR 63	I-75	Campbell County	3	11,565	B/TR	\$1	\$11,565
Pine Mountain Rd	Rock Quarry Rd	25W	Campbell County	3	19,767	B/TR	\$1	\$19,767
25W	Sunset Trl	Douglas Ln	Jellico	1	2,925	B/BL	\$30	\$87,752
25W	Douglas Ln	E Davis Ln	Jellico	1	1,564	B/BL	\$30	\$46,923
25W	E Davis Ln	Mud Creek Rd	Campbell County	2	5,513	B/PS	\$20	\$110,260
Mud Creek Rd	25W	State Line	Campbell County	3	6,235	B/TR	\$1	\$6,235
25W	N Tennessee Ave	McClouds Trl	Campbell County	2	23,707	B/PS	\$20	\$474,146
Duff Davis Creek Rd	McClouds Trl	Cotula Rd	Campbell County	3	12,930	B/TR	\$1	\$12,930
Duff Davis Creek Rd	Cotula Rd	Little White Oak Rd	Campbell County	3	30,370	B/TR	\$1	\$30,370
Westborne Rd	25W	Little White Oak Rd	Campbell County	3	28,912	B/TR	\$1	\$28,912
25W	Westborne Rd	Stinking Creek Rd	Campbell County	2	2,946	B/PS	\$20	\$58,911
Mohawk Trl	100 Block of Mohawk Trl	Mohawk Trl	LaFollette	2	708	B/SL	\$30	\$21,239
Path	Mohawk Ln	E Breech St	LaFollette	3	6,103	B/SUP	\$150	\$915,483
Path	Demory Rd	Mohawk Trl	LaFollette	3	14,790	B/SUP	\$150	\$2,218,485
Eagle Bluff Rd	25W	Butter and Egg Rd	Jacksboro	2	1,706	B/SL	\$30	\$51,175
SR 63	Eagle Bluff Rd	Dossett Ln	Jacksboro	1	6,376	B/BL	\$30	\$191,281
SR 63	Queener Rd	Eagle Bluff Rd	Jacksboro-Caryville	1	10,130	B/BL	\$30	\$303,900
SR 63	I-75	Queener Rd	Caryville	1	6,018	B/BL	\$30	\$180,528
SR 63	Tennessee Ave	Indiana Ave	LaFollette	1	985	B/BL	\$30	\$29,539
SR 63	South Ave	Tennessee Ave	LaFollette	1	5,006	B/BL	\$30	\$150,190
SR 63	Dossett Ln	Independence Ln	LaFollette	1	4,947	B/BL	\$30	\$148,413
SR 63	Independence Ln	Hunters Branch Rd	LaFollette	1	5,519	B/BL	\$30	\$165,563
SR 63	Indiana Ave	Cumberland Ave	LaFollette	1	1,854	B/BL	\$30	\$55,614
SR 63	Cumberland Ave	Massachusetts Ave	LaFollette	1	2,429	B/BL	\$30	\$72,862
SR 63	Massachusetts Ave	Middlesboro Rd	LaFollette	1	7,286	B/BL	\$30	\$218,590
SR 63	Middlesboro Rd	State Ln	Campbell County	2	7,678	B/PS	\$20	\$153,559
Holiday Ln	25W	Dead End	Jellico	2	4302.3	B/SL	\$30	\$71,216

Campbell County Bicycle & Pedestrian Plan

Road	From	To	Municipality	Tier	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
Main St	Kentucky St	Dead End	Jacksboro	1	2,374	B/BL	\$30	\$27,720
Eagle Bluff Rd	Main St	25W	Jacksboro	2	924	B/SL	\$30	\$46,456
Main St	School St	Kentucky St	Jacksboro	1	1,549	B/BL	\$30	\$194,770
Main St	SR 63	School St	Jacksboro-Caryville	2	6,492	B/SL	\$30	\$31,483
Valley St	Eagle Bluff Rd	Liberty St	Jacksboro	2	1020.42	B/SL	\$30	\$216,879
Liberty St	Island Ford Rd	Valley St	Jacksboro	2	1,049	B/SL	\$30	\$87,948
Old Jacksboro Hwy	25W	25W	LaFollette	2	7,229	B/SL	\$30	\$35,999
Bibee Ln	Loop Rd	379 Bibee Ln	Caryville	3	2,932	B/SUP	\$150	\$478,700
Bibee Ln	379 Bibee Ln	Bibee Ln	Campbell County	3	1,200	B/SUP	\$150	\$694,350
Bibee Ln	Bibee Ln	Dead End	Campbell County	3	3,191	B/SUP	\$150	\$62,207
Path	Dead End Bibee Ln	Hilltop Dr	Jacksboro	3	4,629	B/SUP	\$150	\$18,906
Hilltop Dr	644 Hilltop Dr	Old Kentucky Rd	Jacksboro	2	415	B/SL	\$30	\$27,705
Path	Hilltop Dr	Old Kentucky Rd	Jacksboro	3	126	B/SUP	\$150	\$179,685
Old Kentucky Rd	Hilltop Dr	Old Kentucky Rd	Jacksboro	2	924	B/SL	\$30	\$23,605
Old Kentucky Rd	Old Kentucky Rd	Old Kentucky Rd	Jacksboro	2	1,198	B/SL	\$30	\$349,293
Old Kentucky Rd	Old Kentucky Rd	Old Kentucky Rd	Jacksboro	2	787	B/SL	\$30	\$416,700
Path	Old Kentucky Rd	North of Jacksboro Pke	Campbell County	3	11,643	B/SUP	\$150	\$53,470
Path	North of Jacksboro Pke	Church St	Campbell County	3	13,890	B/SUP	\$150	\$189,384
W Iron St	N Mountain Ln	N Tennessee Ave	LaFollette	2	356	B/SL	\$30	\$17,198
Nevada Ave	25W	Church St	LaFollette	2	1,263	B/SL	\$30	\$39,682
Church St	Nevada Ave	Iron St	LaFollette	2	573	B/SL	\$30	\$47,472
N Indiana Ave	E Mountain Dr	N Tennessee Ave	LaFollette	2	1,323	B/PS	\$20	\$14,744
N Indiana Ave	E Central Ave	E Mountain Dr	LaFollette	1	1,582	B/BL	\$30	\$100,971
Aspen St	N Tennessee Ave	25W	LaFollette	2	737	B/SL	\$30	\$78,317
E Prospect St	N Indiana Ave	N 16th St	LaFollette	2	3,366	B/SL	\$30	\$61,374
Back Valley Rd	N 16th St	Martha Lee Ln	LaFollette	2	2,611	B/SL	\$30	\$177,478
Foothills Dr	E Central Ave	Martha Lee Ln	LaFollette	2	2,046	B/SL	\$30	\$60,859
Back Valley Rd	Foothills Dr	Wildwood Dr	Campbell County	2	5,916	B/SL	\$30	\$177,478
Wildwood Dr	SR-63	Back Valley Rd	Campbell County	2	2,029	B/SL	\$30	\$60,859
Old TN 63	I-75	Main St	Caryville	1	966	B/BL	\$30	\$28,985
Tennessee St	Main St	Old TN 63	Caryville	2	1,627	B/SL	\$30	\$48,798
N 13th St	W Central Ave	Dead End	LaFollette	2	2,666	B/SL	\$30	\$79,982
Path	North of Jacksboro Pke	Powers Ln	Campbell County	3	4,404	B/SUP	\$150	\$660,563
Hilltop Dr	500 Block of Hilltop Dr	Old Kentucky Rd	Jacksboro	2	290	B/SL	\$30	\$8,690
Old Kentucky Rd	200 Block of Old Kentucky Rd	600 Hilltop Rd	Jacksboro	2	274	B/SL	\$30	\$8,208
Hilltop Dr	Butter and Egg Rd	Old Kentucky Rd	Jacksboro	2	3,356	B/SL	\$30	\$100,679
Queener Rd	City Limits	25W	Caryville	2	3,227	B/PS	\$20	\$64,538
Queener Rd	Stone Mill Rd	City Limits	Caryville	2	3,147	B/PS	\$20	\$62,945
Stone Mill Rd	CSX Line	Queener Rd	Caryville	2	962	B/PS	\$20	\$19,232
Path	Stone Mill Rd	Jacksboro Station Rd	Caryville	3	8,548	B/SUP	\$150	\$1,282,224
Liberty St	Island Rd	Liberty St	Jacksboro	2	1,749	B/SL	\$30	\$52,460
Jacksboro Station Rd	Island Rd	Liberty St	Jacksboro	2	2,490	B/SL	\$30	\$74,708
Jacksboro Station Rd	Queener St	Island Rd	Jacksboro	2	563	B/SL	\$30	\$16,890
Path	Jacksboro Station Rd	Towe String Rd	LaFollette	3	9,618	B/SUP	\$150	\$1,442,640

Road	From	To	Municipality	Tier	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
Towe String Rd	Memorial Ln	Jacksboro Pke	LaFollette	2	1,471	B/PS	\$20	\$29,428
Dossett Ln	Dead End	Jacksboro Pke	LaFollette	2	1,453	B/SL	\$30	\$43,596
Memorial Ln	Dossett Ln	Towe String Rd	LaFollette	2	4,168	B/SL	\$30	\$125,041
Path	Towe String Rd	Jacksboro Pke	LaFollette	3	2,244	B/SUP	\$150	\$336,657
Cougar Ln	Rail Crossing	Campbell County Comp HS	LaFollette	3	1,009	B/SUP	\$150	\$151,376
Path	Jacksboro Pke	South Ave	LaFollette	3	8,439	B/SUP	\$150	\$1,265,837
Path	South Ave	Pearl St	LaFollette	3	5,080	B/SUP	\$150	\$762,030
Demory Rd	Robin Rd	High Knob Rd W	Campbell County	2	4,322	B/SL	\$30	\$129,668
High Knob Rd W	Demory Rd	S High Knob Rd	Campbell County	2	6,434	B/SL	\$30	\$193,008
Claiborne Rd	Blue Dr	S Tennessee Ave	LaFollette	2	1,243	B/SL	\$30	\$37,298
Demory Rd	Robin Rd	A St	Campbell County	2	1,960	B/SL	\$30	\$58,800
Demory Rd	A St	South Ave	LaFollette	2	987	B/SL	\$30	\$29,596
South Ave	Demory Rd	Jacksboro Pke	LaFollette	2	2,333	B/SL	\$30	\$70,004
S Tennessee Ave	Woodland Dr	W Fir St	LaFollette	2	2,114	B/SL	\$30	\$63,416
S High Knob Rd	High Knob Rd W	Fox Den Ln	Campbell County	2	4,372	B/SL	\$30	\$131,150
High Knob Rd	Fox Den Ln	High Knob Dr	LaFollette	2	1,589	B/SL	\$30	\$47,684
High Knob Dr	High Knob Rd	Claiborne Rd	LaFollette	2	2,941	B/SL	\$30	\$88,237
S Tennessee Ave	W Fir St	E Beech St	LaFollette	2	1,102	B/SL	\$30	\$33,050
S Indiana Ave	E Hemlock St	E Beech St	LaFollette	2	1,452	B/SL	\$30	\$43,575
S Florence Ave	Sunset Trl	S Main St	Jellico	2	2,375	B/SL	\$30	\$71,262
SR 63	State Ln	Petrey Rd	Campbell County	2	6,918	B/PS	\$20	\$138,354
SR 63	Woodson Ln	Holstein Dr	Campbell County	2	5,928	B/PS	\$20	\$118,566
SR 63	Mercury Dr	County Line	Campbell County	2	3,981	B/PS	\$20	\$79,617
SR 297	Baird Ln	Braden Mountain Rd	Campbell County	2	10,899	B/PS	\$20	\$217,988
SR 297	Red Cut Rd	Elk Fork Rd	Campbell County	2	13,447	B/PS	\$20	\$268,948
S Main St	8th Ave	S Florence Ave	Jellico	2	2,054	B/PS	\$20	\$41,071
SR 63	Hunters Branch Rd	South Ave	LaFollette	1	4,723	B/BL	\$30	\$141,697
Main St	Tennessee St	Old TN 63	Caryville	2	1,325	B/SL	\$30	\$39,758
Island Rd	Liberty St	Jacksboro Station Rd	Campbell County	2	1,039	B/SL	\$30	\$31,166
Stinking Creek Rd	Fire Hill Ln	25W	Campbell County	3	9,646	B/TR	\$1	\$9,646
Lowes Branch Rd	Stinking Creek Rd	Rock Quarry Rd	Campbell County	3	19,252	B/TR	\$1	\$19,252
N Mountain Ln	W Iron St	Dead End	LaFollette	2	323	B/SL	\$30	\$9,704
Foothills Dr	SR 63	Martha Lee Ln	LaFollette	2	2,046	B/SL	\$30	\$61,381
Total					824,207			\$24,983,547

Project Concept Renderings

Consistent with the Bicycle and Pedestrian Plan's focus on project implementation, four high-impact, high-priority projects were chosen for detailed concept renderings to better illustrate what project implementation would look like in practice. In addition to the impact potential of the project, the renderings also highlight the various facility types included in the plan, emphasizing the flexibility of implementation going forward.

The concept renderings (Appendix C) include:

- State Route 63 from Eagle Bluff to Ellison Road
- State Route 63 from Independence Lane to Hunters Branch Road
- State Route 63 from W Chestnut Street to South Avenue
- State Route 63 from S 9th Street to Indiana Avenue

It is important to note that all the focus locations are located along State Route (SR) 63. This was done intentionally as connecting LaFollette, Jacksboro, and Caryville was deemed as the highest priority by local officials. Upon further inspection of this corridor, some locations were characterized as challenging for development of bicycle facilities. Taking a closer look at these locations allows for better understanding of the types of facilities that can be utilized in the study area locations.

State Route 63 from Eagle Bluff to Ellison Road

This concept shows four (4) foot buffered bike lanes with a three (3) foot buffered strip. At the intersections of Eagle Bluff and Dossett Lane there is a bicycle box for bicyclists to queue while waiting for the light. Throughout the study area are expanded curb island extensions. These extension improve safety for bicyclists.

State Route 63 from Independence Lane to Hunters Branch Road

Much like the first concept, this concept also contains four (4) foot buffered bike lanes with a three (3) foot buffered strip. This concept also contains left turn bike boxes at Independence Lane, providing safety to bicyclists when making left turns.

State Route 63 from W Chestnut Street to South Avenue

This concept contains four (4) foot buffered bike lanes with a three (3) foot buffered strip. This concept also addresses the need for retaining walls to protect bicyclists from natural impacts.

State Route 63 from 9th Street to Indiana Avenue

This concept starts with four (4) foot buffered bike lanes and eventually converts to a ten (10) foot multiuse path ending at Indiana Avenue.

These concept renderings can be viewed as Appendix C.

Pedestrian Recommendations

The recommended pedestrian network carries forward the same principal strategies as the bikeway recommendations. Those strategies include: (1) access and equity; (2) safety; and (3) economic development and livability. However, unlike the bikeway network, the pedestrian network focuses less on county-wide connectivity and more on connecting the people within their jurisdictions.

As mentioned previously, both Jellico and LaFollette have decent pedestrian networks in their downtowns for residents to traverse. This isn't the case in Caryville and Jacksboro. This plan is therefore recommending developing a sidewalk network in both these towns as short-term recommendations.

The network in Caryville focuses on connecting the residential neighborhoods along Main Street and Maple Street to Old Tennessee 63. The network in Jacksboro connects the residential neighborhoods along SR 63 with the major shopping centers also located on SR 63. There is also a connection made linking Butter and Egg Road to the major shopping centers on SR 63.



The remainder of sidewalk updates occur in LaFollette and Jellico. These updates are simply extensions of an already abundant network of sidewalks in both towns and should be implemented in the mid- to long-term; after establishing sidewalk networks in Caryville and Jacksboro. Figure 3-2 provides a detailed look at the pedestrian network recommendations in and around Campbell County.

Table 3-3 lists the recommended improvements – a total of approximately 15 miles with an estimated cost of \$38,862,016. All project recommendations, and associated cost estimates, assume sidewalk construction on both sides of the road or street. In some cases, sidewalks on a single side of the street may be appropriate such as within low-traffic environments or concurrently with a shared-use path.

Figure 3-2. Pedestrian Network Recommendations

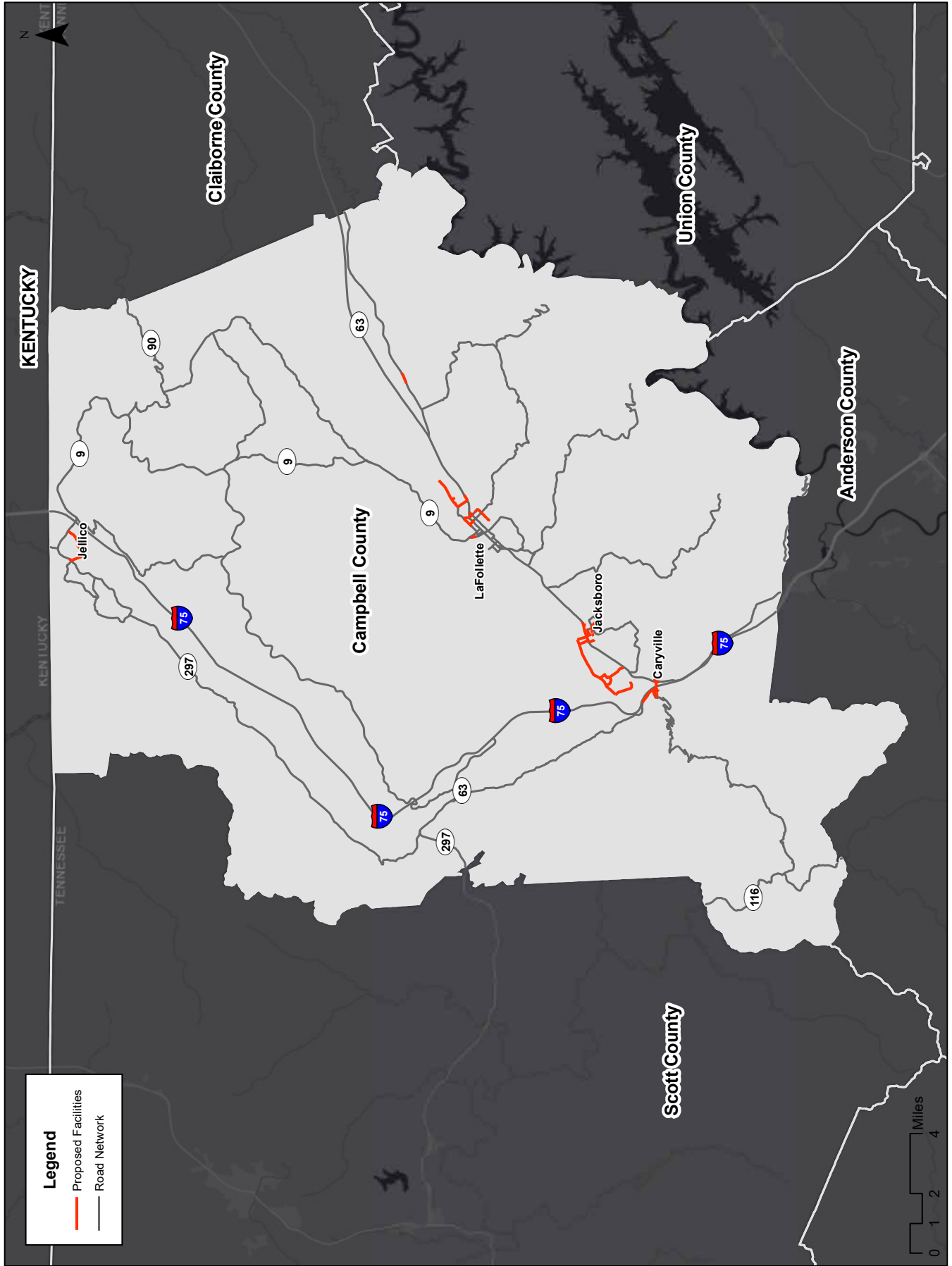


Table 3-3. Pedestrian Network Recommendations

Road	From	To	Municipality	Linear Feet	1 or 2 Sides of Street	Unit Cost (per linear foot)	Estimated Cost
Park Rd	Swan Dr	Bruce Gap Rd	Caryville	4,189	2	\$250	\$2,094,705
Bruce Gap Rd	Loop Rd	Loop Rd	Caryville	2,331	2	\$250	\$1,165,395
Butter and Egg Rd	Loop Rd	Woodbine St	Caryville	4,171	2	\$250	\$2,085,425
Butter and Egg Rd	Woodbine St	Eagle Bluff Rd	Jacksboro	5,680	2	\$250	\$2,840,245
School Rd	25W	Butter and Egg Rd	Jacksboro	1,930	2	\$250	\$964,820
Eagle Bluff Rd	25W	Butter and Egg Rd	Jacksboro	1,688	2	\$250	\$843,960
Elkins Rd	25W	Roach Ln	Caryville	2,164	2	\$250	\$1,082,070
Elkins Rd	Roach Ln	Evans Rd	Caryville	1,009	2	\$250	\$504,255
Elkins Rd	Evans Rd	Butter and Egg Rd	Caryville	1,936	2	\$250	\$968,055
Evans Rd	Elkins Rd	Butter and Egg Rd	Caryville	2,249	2	\$250	\$1,124,340
Old TN 63	Main St	Bruce Gap Rd	Caryville	3,032	2	\$250	\$1,516,195
Main St	Philips St	Old TN 63	Caryville	886	2	\$250	\$442,864
School St	Hill Rd	Mountain Rd	Caryville	545	2	\$250	\$272,357
Maple St	Mountain Rd	Main St	Caryville	703	2	\$250	\$351,750
School St	Mountain Rd	Main St	Caryville	471	2	\$250	\$235,259
Old TN 63	Main St	Dogwood Rd	Caryville	2,214	2	\$250	\$1,106,850
Valley St	Eagle Bluff Rd	Valley St	Jacksboro	1,230	2	\$250	\$614,950
Eagle Bluff Rd	Main St	25W	Jacksboro	924	2	\$250	\$462,004
Kentucky St	Water St	Main St	Jacksboro	431	2	\$250	\$215,481
Cove St	Water St	Main St	Jacksboro	454	2	\$250	\$227,210
Water St	Kentucky St	Liberty St	Jacksboro	581	2	\$250	\$290,662
Liberty St	Jacksboro Elementary School Rd	Island Ford Rd	Jacksboro	1,386	2	\$250	\$692,945
School St	Main St	25W	Jacksboro	989	2	\$250	\$494,533
E Prospect St	N 8th St	N 16th St	LaFollette	2,002	2	\$250	\$1,001,145
SR 63	Faith Way	1400 Block of SR 63	LaFollette	1,171	2	\$250	\$585,470
Back Valley Rd	Foothills Dr	Wildwood Dr	LaFollette	5,916	2	\$250	\$2,957,970
Path	Back Valley Rd	LaFollette Town Line	LaFollette	599	2	\$250	\$299,507
S Cumberland Ave	E Ash Ave	E Prospect St	LaFollette	1,114	2	\$250	\$556,865
E Hemlock St	S Indiana Ave	S 4th St	LaFollette	707	2	\$250	\$353,720
E Hemlock St	S 4th St	S Cumberland Ave	LaFollette	1,356	2	\$250	\$678,165
E Hemlock St	S Cumberland Ave	S 14th St	LaFollette	889	2	\$250	\$444,596
S 14th St	E Hemlock St	E Elm St	LaFollette	728	2	\$250	\$363,938
S 14th St	E Chestnut St	SR 63	LaFollette	1,024	2	\$250	\$511,855
N Tennessee Ave	W Iron St	N Indiana Ave	LaFollette	1,015	2	\$250	\$507,615
Old Middlesboro Hwy	Rocky Valley Ln	Stone Gate Dr	Campbell County	1,960	1	\$250	\$489,960
S Main St	S Florence Ave	N Myrtle Ave	Jellico	621	2	\$250	\$310,473
Sunset Trl	S Main St	5th St	Jellico	7,819	2	\$250	\$3,909,250
Dogwood Rd	Hampton Inn Entrance	SR 63	Caryville	498	2	\$250	\$248,757
John McGhee Blvd	Holiday Inn Entrance	SR 63	Caryville	616	2	\$250	\$307,953
E Beech St	S 14th St	SR 63	LaFollette	745	2	\$250	\$372,391
SR 63	Eagle Bluff Rd	Walmart Entrance	Jacksboro	2,662	2	\$250	\$1,331,115
SR 63	Eagle Cir	Eagle Bluff Rd	Jacksboro	1,108	2	\$250	\$554,105
Main St	Connor St	SR 63	Jacksboro	379	2	\$250	\$189,319
Lake Ln	Hill Rd	Main St	Caryville	703	2	\$250	\$351,698
Hill Rd	School St	Lake Ln	Caryville	321	2	\$250	\$160,315

Road	From	To	Municipality	Linear Feet	1 or 2 Sides of Street	Unit Cost (per linear foot)	Estimated Cost
Mountain Rd	Maple St	School St	Caryville	472	2	\$250	\$235,887
North Ave	SR 63	E Prospect St	LaFollette	1,041	2	\$250	\$520,615
Foothills Dr	SR 63	Martha Lee Ln	LaFollette	2,046	2	\$250	\$1,023,010
Total				78,704			\$38,862,016

Blueway Recommendations

Campbell County is a sparsely populated county with significant recreational potential. The mountainous terrain and abundance of parks and waterways makes it a tourist destination for camping, hiking, kayaking, fishing, and canoeing. It is with this potential that two (2) blueways are recommended for Campbell County.

A blueway is a network of approved and branded multi-activity trails and sites, based on, and closely linked with the water. A blueway can range from having a national designation to a local designation. Each designation comes with its own set of guidelines for meeting that designation. For example, a national designation requires communication with the National Water Trails System, National Natural Landmarks Program, and the National Parks Service Wild and Scenic Rivers Program. It is unclear whether Tennessee

has its own blueway designation program. Local officials should investigate any statewide blueway programs.

There is recommendations guidance on developing a local blueway program. The University of North Carolina came out with a guide¹ providing resources for communities planning to leverage water resources for recreation and economic development. Additionally, the Tennessee River Blueway maintained by the City of Chattanooga and Tennessee River Gorge Trust could be a good resource for establishing a blueway program.

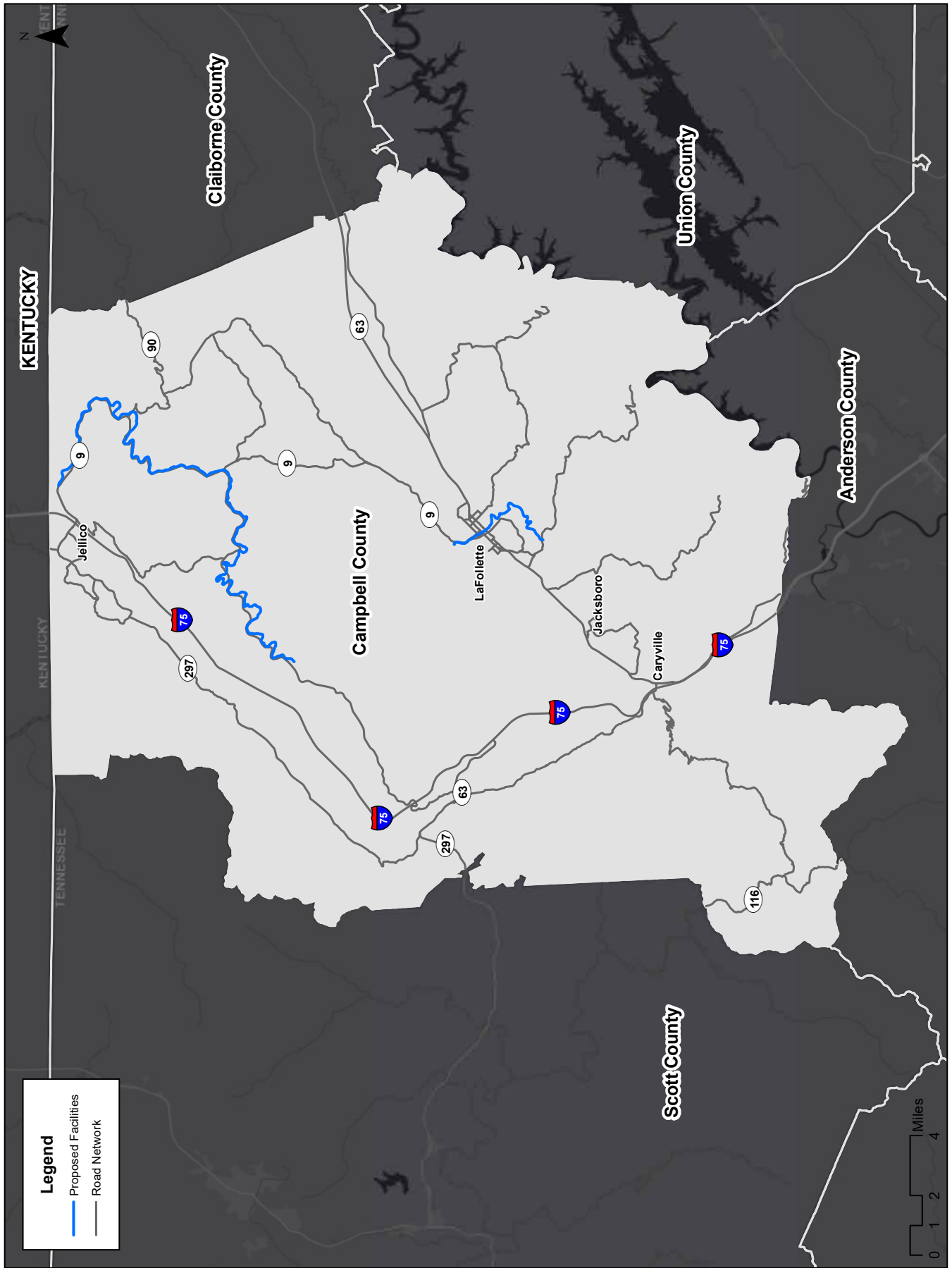
Figure 3-3 shows the two (2) blueways recommended for Campbell County. The Clear Fork blueway travels from the state line to south of Jellico. The Ollis Creek / Big Creek blueway is located within LaFollette.

¹ NCGrowth's Field Guide to Blueways: Leveraging Natural Assets for Economic Development (https://ncgrowth.unc.edu/wp-content/uploads/2021/04/Blueway%20Guide_Final.pdf)

Lonas Young Memorial Park
Campbell County, TN



Figure 3-3. Blueway Network Recommendations



Bicycle & Pedestrian Policies & Programs

The Bicycle and Pedestrian Plan includes a suite of bicycle, pedestrian, and blueway project recommendations that will be considered for implementation going forward, largely as funding becomes available. However, there are also actions local jurisdictions within the county can pursue to better promote bicycle and pedestrian mobility within their respective communities.

Land Development Policies & Regulations

Local jurisdictions can use policy and regulatory tools to improve walking and bicycling in their communities – notably, zoning ordinances, subdivision regulations, and Complete Street policies.

Complete Street policies are an increasingly effective strategy to ensure that the needs of pedestrians and bicyclists are incorporated into all transportation planning, design, operation and maintenance decisions. The goal of a Complete Streets policy is to provide a transportation system that meets the needs of all users, regardless of age, ability, income, ethnicity, or mode of transportation. Appendix D includes a Complete Streets policy template that can be tailored to each jurisdiction.

While the effectiveness of Complete Streets policies varies across the country – more than 1,600 Complete Street policies have been adopted nationwide, the most successful policies emphasize:

- Applying the Complete Streets policy in all phases of transportation project development, including planning, programming, design, construction, operations and maintenance;
- Updating all department, agency and commission policies and standards for consistency with the Complete Streets policy; and
- Measuring outcomes, including design (e.g., percentage of planned sidewalks constructed) and administrative (e.g., the number of exceptions granted) performance measures.

One of the most effective implementation strategies for each jurisdiction is to

The goal of a Complete Streets policy is to provide a transportation system that meets the needs of all users, regardless of age, ability, income, ethnicity, or mode of transportation.

establish land development regulations and street design standards that promote Complete Streets and walkable and bikeable development. Table 4-1 lists best practices in land development policies and regulations that promote places for walking and biking.

Furthermore, while the aforementioned locations represent the highest areas of demand, smaller, less intense demand

zones are located throughout the county, reinforcing the plan's commitment to county-wide connectivity and underscoring the need for improved connections.

Table 4-1. Best Practices – Land Development Policies and Regulations

Best Practices	What is it?	Where is it typically applied?	How is it typically applied?
Access management standards	Requires minimum access spacing, connectivity, and cross-access to preserve operations and safety for all transportation modes.	Designated areas and streets	Zoning ordinance
Bicycle parking ordinance	Requires the provision of bicycle parking based on land use and location.	Designated areas and streets	Zoning ordinance
Development incentives	Provides developers with additional development rights in exchange for public benefits, such as plazas, parks, trails, and other pedestrian-oriented amenities.	Downtown, mixed-use districts, and neighborhood centers	Zoning ordinance
Form-based code	Regulates the built environment based primarily on building form rather than building use to achieve a pedestrian-oriented development pattern.	Downtown, mixed-use districts, and neighborhood centers	Zoning ordinance
Mixed-use zoning	Allows for the vertical and horizontal combination of commercial, residential, and civic uses in a given area, supporting walkable live-work-play districts.	Downtown, mixed-use districts, and neighborhood centers	Zoning ordinance
Sidewalk ordinance	Requires sidewalks in new development, redevelopment, and expansion based on land use and location.	Designated areas and streets	Zoning ordinance
Tree ordinance	Protects trees in public right-of-way and on private property and requires trees in new construction based on land use and location.	Designated areas and streets	Zoning ordinance
Greenway easement	Requires an easement for greenways identified in local and regional plans.	Communitywide	Subdivision regulations
Walkable subdivisions	Supports more walkable communities through improved connectivity, defined centers, increased housing choices, and well-designed public streets.	Communitywide	Subdivision regulations
Complete Streets ordinance or policy	Requires or encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation.	Communitywide	Land use and transportation plans, policies, and standards
Traffic calming policy and program	Aims to reduce negative impacts of motor vehicle use, alter driver behavior, and improve conditions for pedestrians and bicyclists.	Designated areas and streets	Agency program

Non-Infrastructure Program Recommendations

While the focus of a bicycle and pedestrian plan tends to concentrate on capital improvements, national best practices in bicycle and pedestrian planning and design underscore the importance of taking a comprehensive approach and highlighting what the League of American Bicyclists calls the five “Es:”

- Education;
- Encouragement;
- Equity;
- Evaluation and Planning; and
- Engineering.

The non-infrastructure programs described in this section complete the plan’s engineering improvements – i.e. bike lanes, shared-use paths, and sidewalks – and gives Campbell County residents and visitors the tools they need to safely and confidently walk and bike. A particular emphasis of the non-infrastructure recommendations is

providing more information and opportunities to traditionally-underrepresented communities in active transportations and recreation programs, such as non-white and non-English speaking residents and visitors.

Implementation of the non-infrastructure programs relies heavily on partnerships – within the public and private sectors, and local and regional agencies, businesses, community organizations, and other civic organizations. Regulations will likely be implemented at the local level with the county playing a critical role in coordinating partnerships and funding. Table 4-2 describes non-infrastructure programs that can be implemented in the short-term, along with potential partners and funding sources.

Table 4-2. Priority Short-Term Non-Infrastructure Programs

Program	Responsible Party/Partners	Funding Source(s)	
Education	Bike rodeos and classes for children	Cities; Counties; Law Enforcement Agencies; Bicycle Clubs; School Districts; Community Organizations	Grants; Local Parks & Recreation Budgets
	Pop-up demonstrations ("tactical urbanism") to test out potential infrastructure projects and generate community interest	Cities; Counties; Community Organizations	Cities; Counties
	Bicycle/pedestrian safety awareness campaign for motorists	Cities; Counties; Law Enforcement Agencies	Grants
Encouragement	Free bicycle and bicycle helmet program for low-income residents	Cities; Counties; Law Enforcement Agencies; School Districts; Community Organizations	Cities; Counties; Grants
	Pedestrian and bicycle maps and website	Cities; Counties; Community Organizations	Cities; Counties
	Open street events	Cities; Counties; Community Organizations	Cities; Counties; Sponsorships
Evaluation & Planning	Annual pedestrian and bicycle counts at key locations	Cities; Counties; Community Organizations; TDOT	Counties; TDOT

Since many non-infrastructure programs typically depend on in-kind staff and resources, the key to building awareness, education, and participation is offering a regular schedule of events that engage both participants and volunteers. In addition to the short-term priorities, other potential non-infrastructure programs that can help improve walking and biking in Campbell County include the following:

<p>Education</p> <ul style="list-style-type: none">• Partner with local community organizations to host all ages “how-to-ride” classes• Provide information and educational materials in Spanish, in addition to English• Offer Safe Routes to Schools programming, including National Walk to School Day	<p>Encouragement</p> <ul style="list-style-type: none">• Host launch parties for new walking and biking facilities• Celebrate National Bike Month in May and “Walktober” events in the fall• Promote access to nature/ recreation opportunities (e.g., 5k runs, bicycle rental or bike share in/near parks for recreational use)• Start local chapters of organizations that promote walking and biking issues (e.g., Bike Walk Tennessee)	<p>Evaluation & Planning</p> <ul style="list-style-type: none">• Conduct roadway audits with volunteers
--	--	--

SECTION 5.0

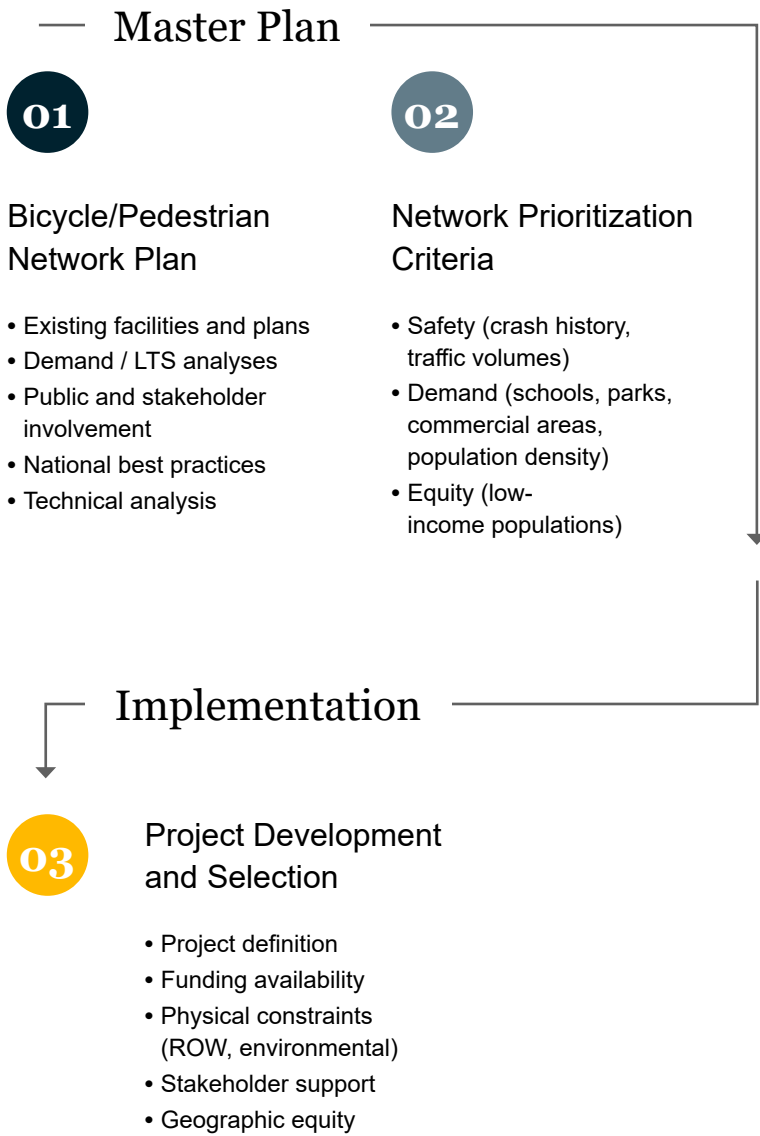
Implementation & Funding Strategies

The Bicycle and Pedestrian Plan provides the overall framework for improving the multimodal transportation system in Campbell County going forward. While the lists of improvements in Section 3.0 identify recommendations by street or road, they do not necessarily represent specific projects, though the segmentation of the sidewalk, bikeways, and shared-use paths was conducted with an emphasis on project-scale recommendations. The project development process begins with project definition – typically describing the project’s purpose and need, its logical termini, and feasibility.

As part of the planning process, however, criteria were developed to help prioritize streets and roads in the network plans. Figure 5-1 depicts the relationship among the network plans, prioritization criteria, and project development. The full listings of projects ranked by the composite prioritization criteria are included in Appendix E.

The project development process begins with project definition – typically describing the project’s purpose and need, its logical termini, and feasibility.

Figure 5-1. Project Prioritization and Development Process



Funding for bicycle and pedestrian projects typically fall into two categories:

1. Multimodal Improvement Projects

The most cost-effective way to implement the recommendations in the plan is to coordinate walking and bicycling improvements with either local or state road projects during the project planning and programming processes. Opportunities for coordinating projects include:

- New roadway construction;
- Corridor resurfacing;
- Corridor reconstruction;
- Intersection and safety improvements;
- Drainage improvements; and,
- Utility projects.

2. State / Federal Transportation Grant Programs

There are also several grant opportunities at the state and federal levels aimed at bicycle and pedestrian improvements. Table 5-1 summarizes several programs, including eligible activities.

Table 5-1. State and Federal Grant Programs

Program Name / Administering Agency	Examples of Eligible Activities	Funding	How to Apply
Transportation Alternatives Program / Tennessee Department of Transportation	On- and off-road pedestrian and bicycle facilities, and safe routes to schools projects	80% federal with a 20% non-federal construction share. Nonfederal share must be provided as a hard cash match, and all preliminary engineering (PE), design and right-of-way expenditures are solely the responsibility of the local governmental agency.	Application cycle is open from July to October each year. Application materials can be accessed on the TDOT website: https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html
Multimodal Access Grant / Tennessee Department of Transportation	Pedestrian crossing improvements, sidewalks, paved shoulders, bicycle lanes, ADA, multi-use paths, and pedestrian lighting.	95% state with a 5% local match. Total project costs must not exceed \$950,000.	Application materials can be accessed on the TDOT website: https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/multimodal-access-grant.html
Spot Safety Improvements Program / Tennessee Department of Transportation	Signalization, school flashing signals, and flashing beacons on state routes or at intersections with state routes only.	Depending on the type of work, 80% to 100% federal with corresponding local match.	Application materials can be accessed on the TDOT website: www.tdot.tn.gov/PublicDocuments/LocalPrograms/FundingGuidance/SpotSafetyGuidelines.pdf
Recreational Trails Program / Tennessee Department of Environment & Conservation	Land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and trail head support facilities.	80% federal with a 20% nonfederal match. Maximum award is \$1,000,000.	Application materials can be accessed on the TDEC website: www.tn.gov/content/tn/environment/program-areas/res-recreation-educational-services/res-recreation-educational-services-grants0.html
Local Parks and Recreation Fund (LPRF) / Tennessee Department of Environment & Conservation	Development and/or renovation of public park and recreation facilities, and/or purchase of land for parks, natural areas, greenways and the purchase of land for recreational facilities.	50% federal with 50% nonfederal match. Maximum award is \$1,000,000.	Application materials can be accessed on the TDEC website: www.tn.gov/content/tn/environment/program-areas/res-recreation-educational-services/res-recreation-educational-services-grants0.html
Access to Health through Healthy Built Environments / Tennessee Department of Health	Greenways, trailhead signs, sidewalks, bikeways, crosswalks, and pedestrian/bicycle traffic signs/signals.	100% state with a maximum award of \$85,000, including a maximum of \$80,000 for design/construction. All applications must include an evaluation framework.	Application announcement is in the fall of each year. Application materials can be accessed on the TDH website: https://www.tn.gov/health/health-program-areas/office-of-primary-prevention/redirect-opp/built-environment-and-health/built-environment-grants.html
Project Diabetes / Tennessee Department of Health	Greenways connecting schools and neighborhoods and park walking trails.	There are two levels of Project Diabetes funding. Category A grants are funded for up to 3 years for a maximum amount of \$150,000 per year. Category B grants are funded for up to 2 years for a maximum amount of \$15,000 per year.	Current funding cycle is for 2019 - 2022. Additional information can be accessed on the TDH website: www.tn.gov/health/health-program-areas/mch-diabetes/project-diabetes.html
Congestion Mitigation and Air Quality Improvement Program	Pedestrian crossing improvements, sidewalks, paved shoulders, bicycle lanes, ADA, and multi-use paths	Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).	Application materials can be accessed at FHWA: https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm
Tennessee Highway Safety Improvement Program	Pedestrian crossing improvements, sidewalks, paved shoulders, and bicycle lanes	The Tennessee Highway Safety Office provides grants to programs which are designed to reduce the number of fatalities, injuries and related economic losses resulting from traffic crashes on Tennessee's roadways.	Application materials can be accessed at the TN Highway Safety Office: https://tntrafficsafety.org/applying-for-grants

SECTION 6.0

Summary

Although implementation can be challenging, the Campbell County Bicycle and Pedestrian Plan represents a critical step in achieving the county’s vision for walking and bicycling – and making the case for funding. There are, of course, multiple transportation needs and demands for resources in every community. Because bicycle and pedestrian improvements fundamentally tie communities together – neighborhoods, commercial districts, schools, parks, and civic spaces – they offer a unique opportunity to achieve many community goals and objectives simultaneously, and in the process, deliver a great return on investment. With the Bicycle and Pedestrian Plan, Campbell County is poised to realize the benefits of great places to walk and bike.

Appendices



Appendix A. Public Engagement Summary



Campbell County, Tennessee Bicycle and Pedestrian Plan Public Engagement Summary

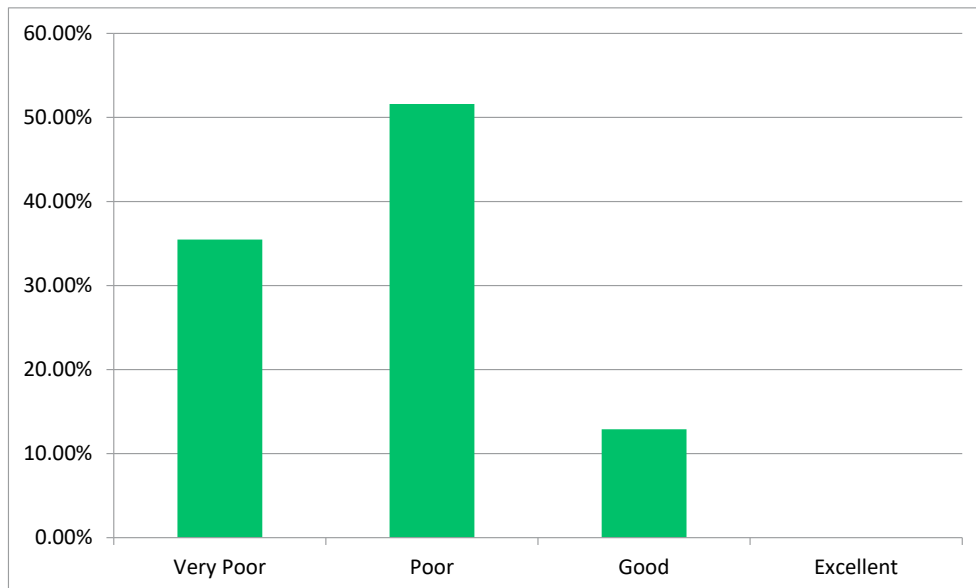
Community Meeting #1

The first community meeting was held in-person at the Campbell County Courthouse. The meeting was held in tandem with the Campbell County Outdoor Recreation Association (CORA) meeting. This meeting discussed the project’s vision and the upcoming virtual survey that was made public on May 4, 2021. The local newspaper, LaFollette Press, attended the event and published a link to the virtual survey in the newspaper. The meeting consisted of a live presentation and discussion where attendees were encouraged to ask questions.

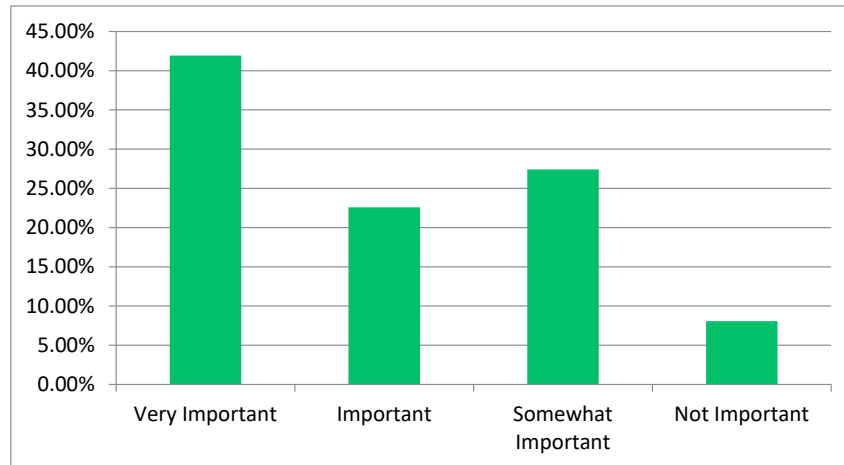
Online Survey

An online survey was hosted on the SurveyMonkey platform. The survey asked respondents to rank pedestrian and bicycle facilities in Campbell County, as well as provide more open-ended input regarding their experiences walking and biking in the region. The responses to each of the questions presented are summarized below.

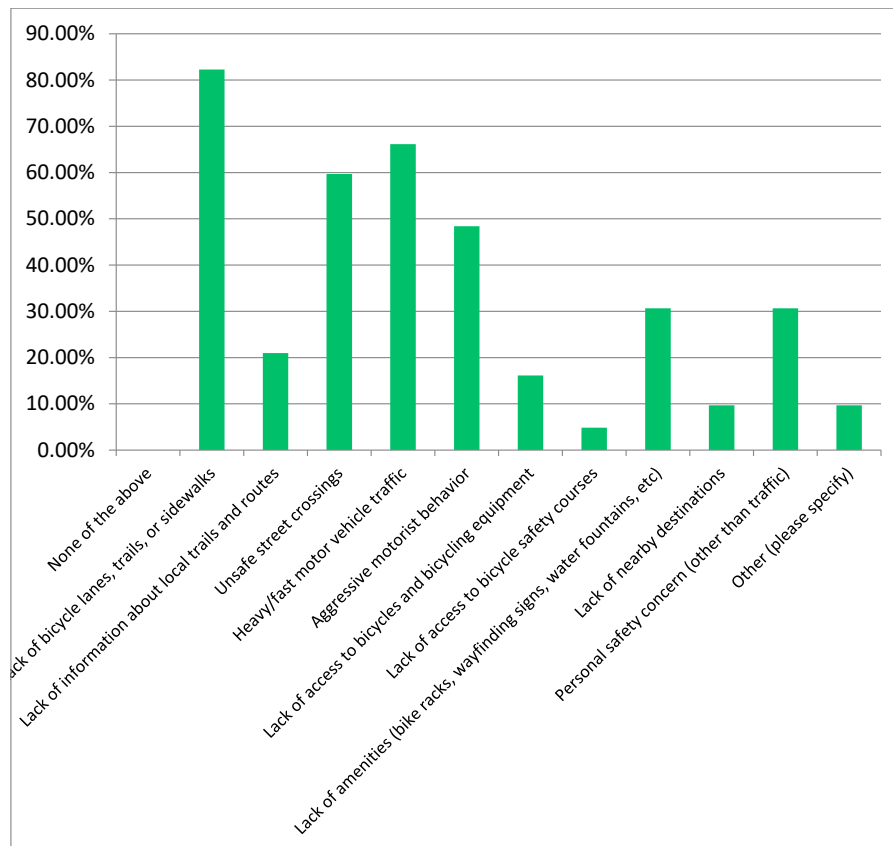
1. How would you rate current walking and biking conditions in Campbell County?



2. How important to you is improving walking and biking conditions in Campbell County?



3. What do you think are the factors that most discourage walking or biking in Campbell County? (Please select up to five factors)



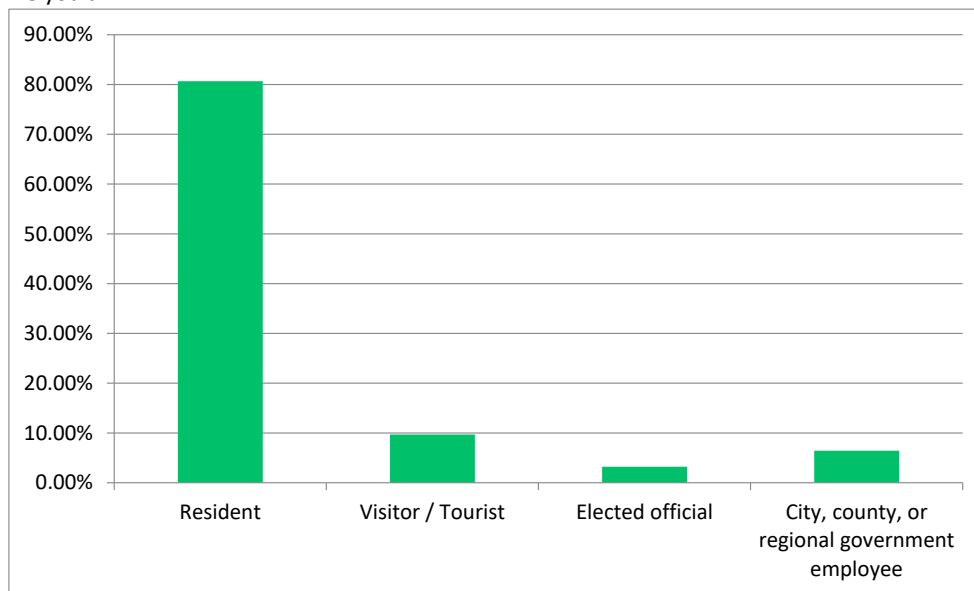
3A: What do you think are the factors that most discourage walking or biking in Campbell County?
 “Other” selected responses.

- Negative attitude towards bicyclists. Unsafe conditions caused by atvs
- Walking and bike trails should be separate as this survey should be
- Side roads are too narrow.
- A high percentage of the people riding bicycles around the cities and county are drug dealers, carrying their drugs in backpacks they carry. No one wants to run into them on a bike appearing to be competing with them. This is common knowledge around the county, I’m proud we are spending taxpayers money to make their job easier and making their travels safer and allowing them more access to the whole county.
- Criminal activity
- Dogs not on leashes

4. What are the top locations for improving conditions for walking and bicycling in Campbell County? Examples include locations where we need a new or improved sidewalk, trail, bike lane, or intersection/street crossing. (List up to six)

- Downtown LaFollette – 28 responses
- Highway 63
- Jacksboro / Jacksboro Pike – 14 responses
- Caryville – 8 responses
- School / College / CCHS – 4 responses
- Walmart area – 5 responses

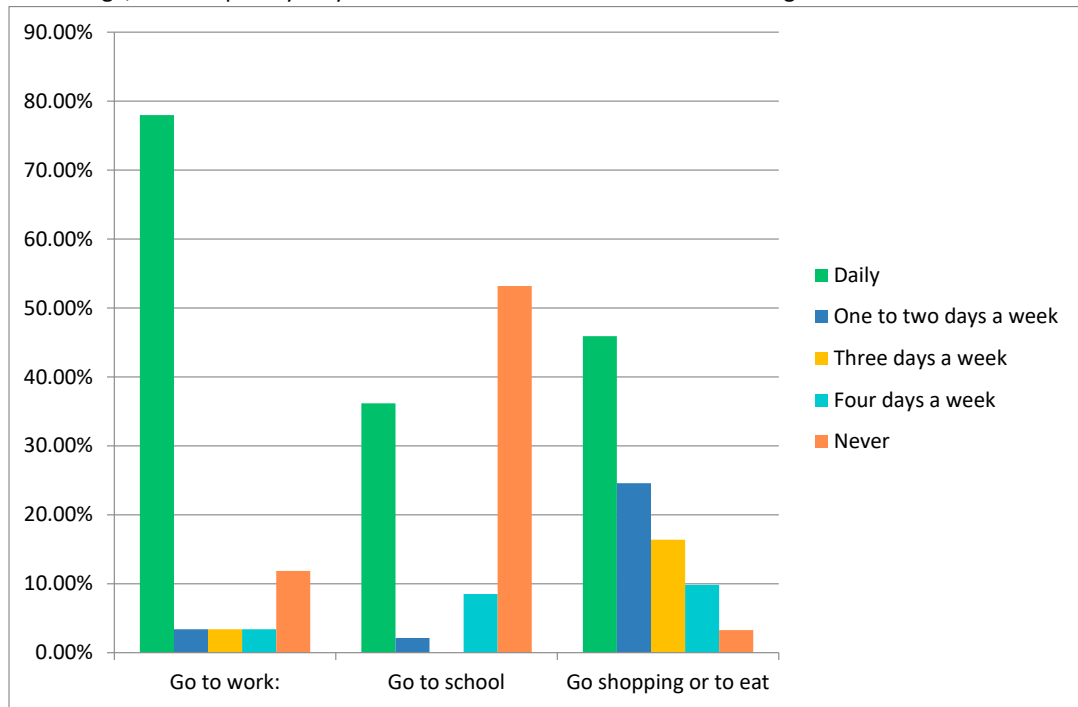
5. Are you a:



6. In what zip code is your home located?

- 37766 – 23 responses
- 37714 – 6 responses
- 37757 – 22 responses
- 37755 – 2 responses
- 37769 – 2 responses
- 37756 – 1 response
- 37847 – 1 response
- 37931 – 1 response
- 37716 – 1 response
- 37762 – 1 response
- 37724 – 1 response
- 37705 – 1 response

7. On average, how frequently do you DRIVE an AUTOMOBILE for the following reasons?

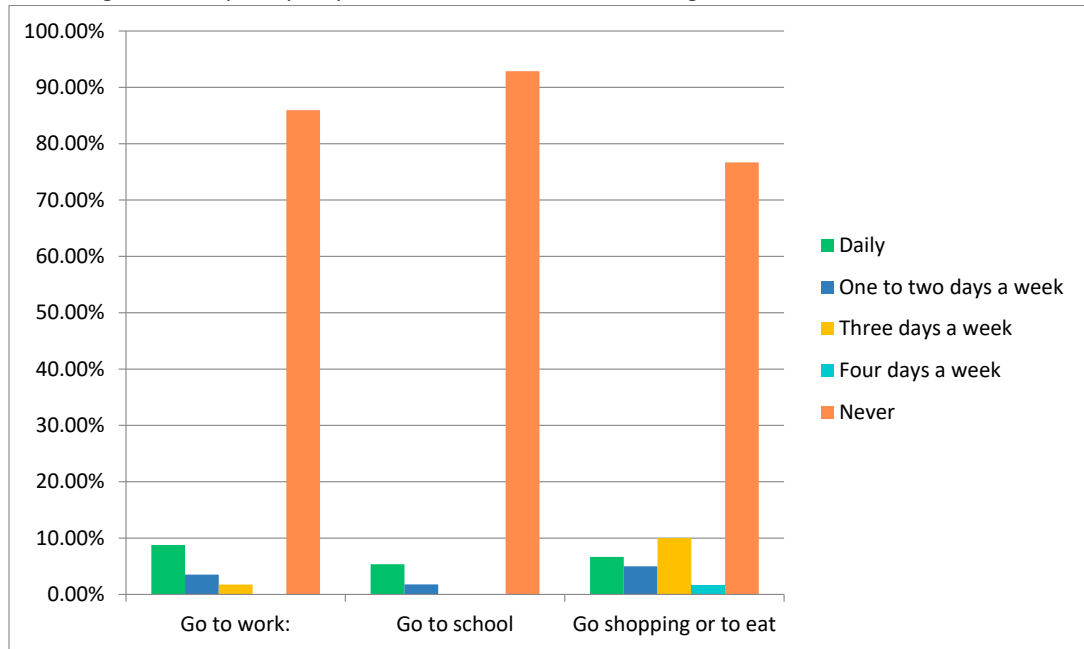


7A. On average, how frequently do you DRIVE an AUTOMOBILE for the following reasons? “Other” selected responses.

- To take a daily walk at State Park
- Church
- Any type of travel
- Train for triathlons and road races

- Sports practices – daily
- Go to pharmacy
- Church weekly
- Church Services, Recreational activities

8. On average, how frequently do you WALK outside for the following reasons?



8A. On average, how frequently do you WALK outside for the following reasons? "Other" selected responses.

- Daily/ exercise
- Exercise
- Exercise daily
- Run and bike daily to train
- Walk for health; 4 times a week.
- Exercise around the neighborhood
- Walk per around neighborhood – 3 days a week
- I enjoy walking for recreation and health/exercise; daily.
- From 16-22 being harassed by cops for no reason was a pretty huge deterrent, despite the fact I have no criminal record to speak of what so ever.
- Walk and run for exercise
- Exercise 4 times a week

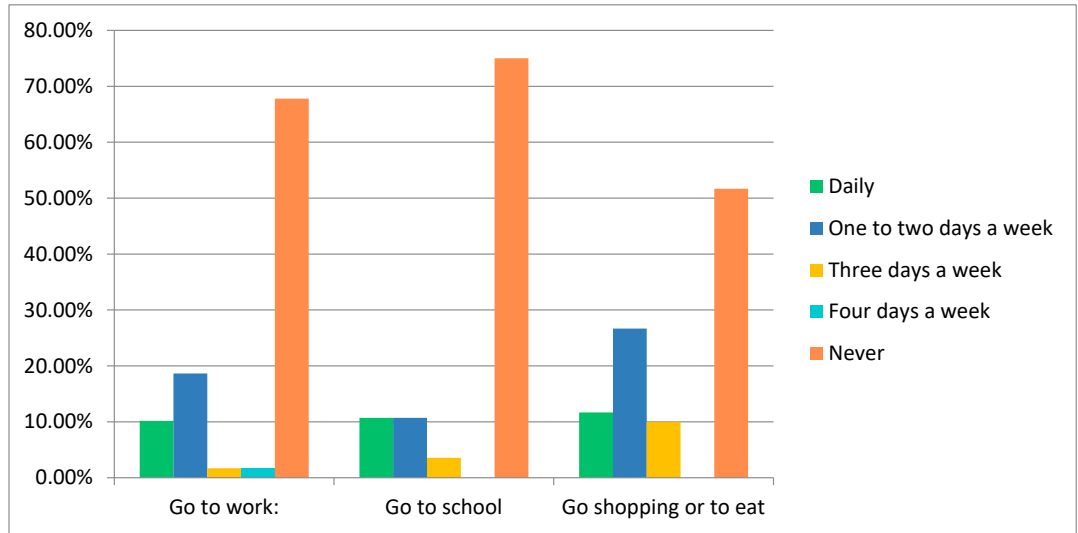
9. On average, how frequently do you ride a BICYCLE for the following reasons?



9A. On average, how frequently do you ride a BICYCLE for the following reasons? “Other” selected responses.

- Recreation, twice a week
- Exercise
- Training almost everyday
- I enjoy bicycling for recreation and health/exercise; monthly.
- I presently don't own a bicycle
- I can't ride a bike on Butter and Egg and I now have children so it's mostly irrelevant now to me.
- Not safe
- Exercise 3 times a week during good weather

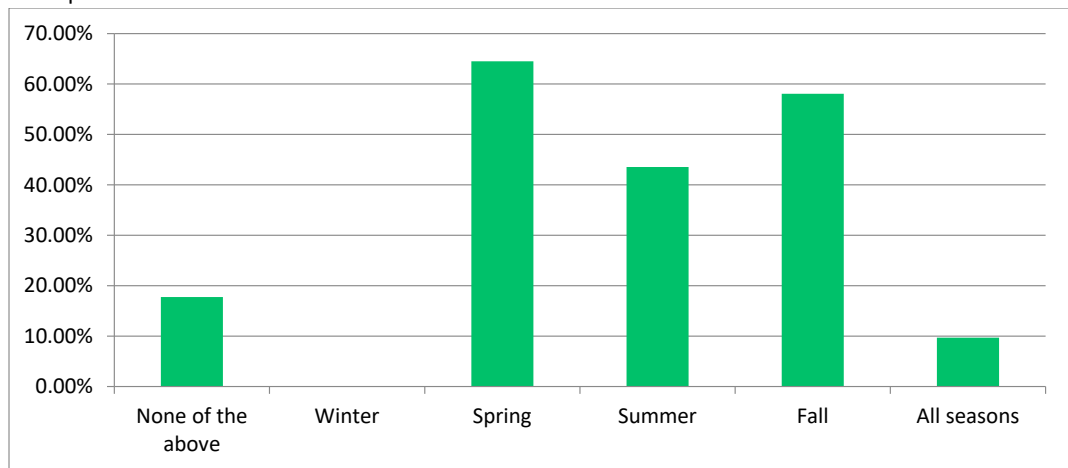
10. If dedicated sidewalks were built, how frequently would you prefer to WALK instead of using an AUTOMOBILE for the following reasons?



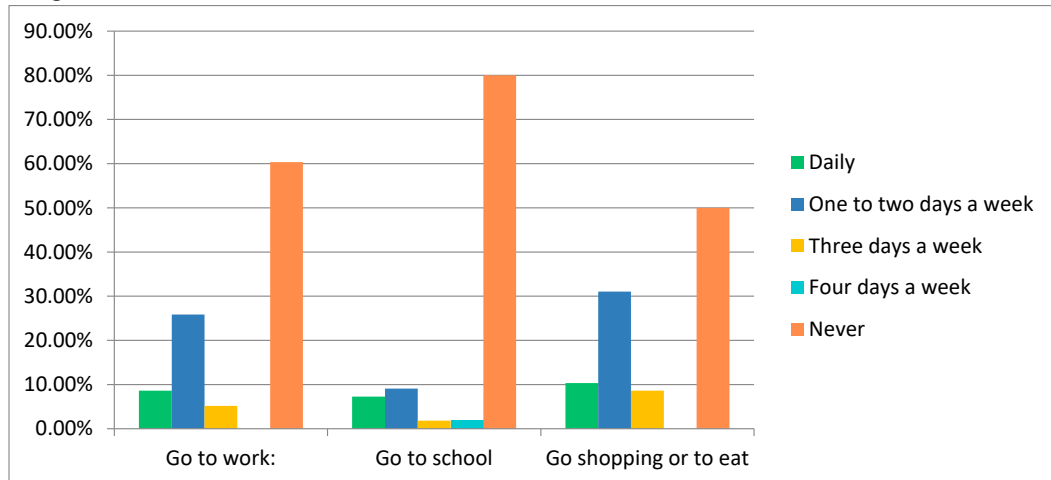
10A. If dedicated sidewalks were built, how frequently would you prefer to WALK instead of using an AUTOMOBILE for the following reasons? "Other" selected responses.

- Go to gym also
- I take risks daily and do not have a safe place to train
- EXERSICE
- Recreational – 1-2 days per week
- I would use these amenities to enjoy for recreation and health/exercise.
- I would have loved this 15 years ago, I'm too old and have too much going on now to dump that kind of time into traveling from point A to point B, but I do love going for walks and hiking in general.

11. Which of the following seasons would you prefer to WALK or BIKE instead of using an AUTOMOBILE for trips?



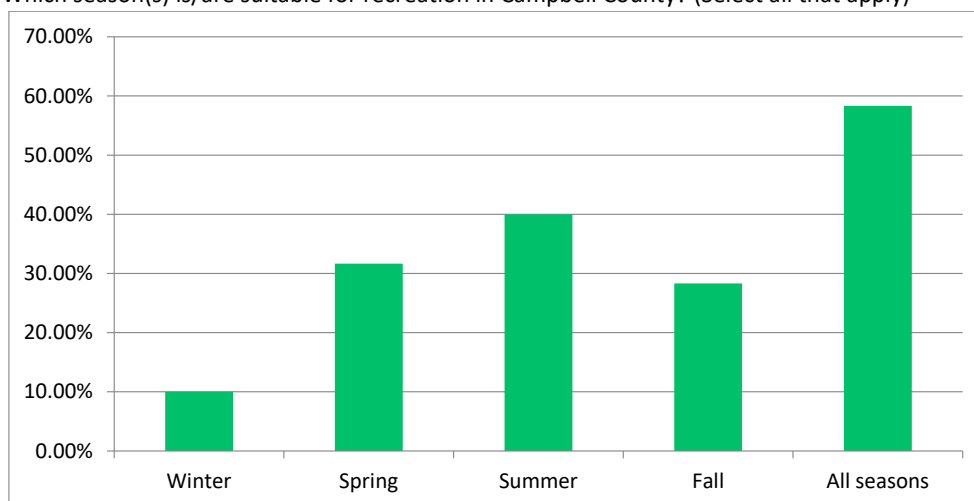
12. If DEDICATED BICYCLE lanes were built, how frequently would you prefer to BICYCLE instead of using an AUTOMOBILE?



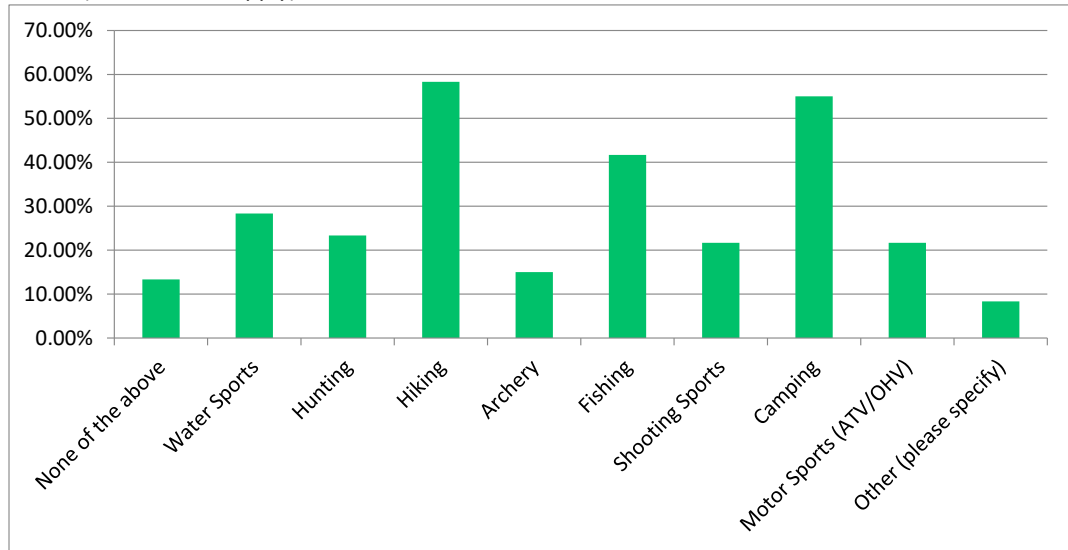
12A. If DEDICATED BICYCLE lanes were built, how frequently would you prefer to BICYCLE instead of using an AUTOMOBILE? "Other" selected responses.

- Go to Gym, friends' houses
- Daily
- Recreational – 1-2 days per week
- I would use these amenities to enjoy for recreation and health/exercise.
- MANY MANY people I know still use bicycles due to being persecuted by antiquated laws that target poor people and force them not to have any ability to get on their feet financially. (I'm looking at you endless probation/BS court fees/child support/ and all the other BS laws that are instituted to oppress people unconstitutionally)

13. Which season(s) is/are suitable for recreation in Campbell County? (Select all that apply)



14. If DEDICATED PEDESTRIAN AND BICYCLE LANES were provided near recreational areas (such as the Cumberland Mountains), which of these activities would bring you to those recreational areas? (select all that apply)

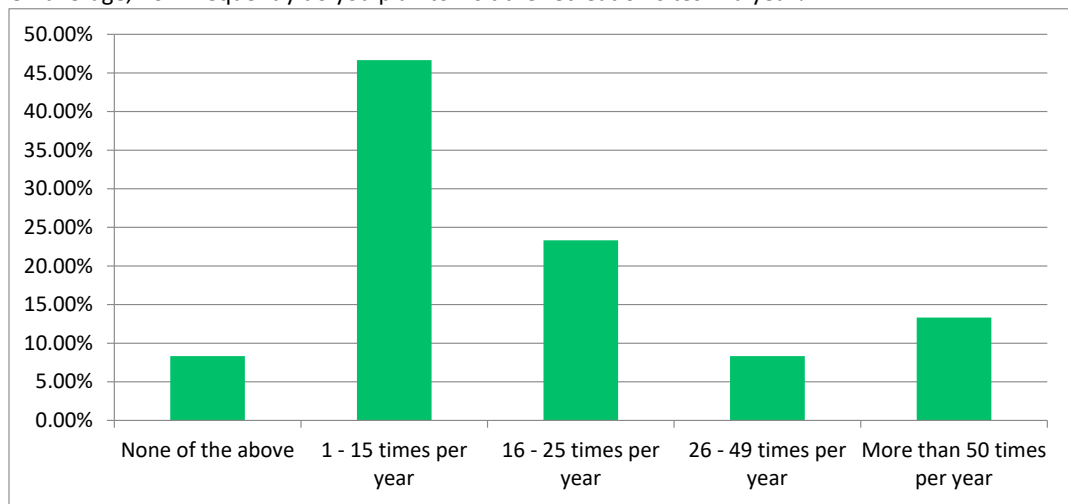


14A. If DEDICATED PEDESTRIAN AND BICYCLE LANES were provided near recreational areas (such as the Cumberland Mountains), which of the activities would bring you to those recreational areas?

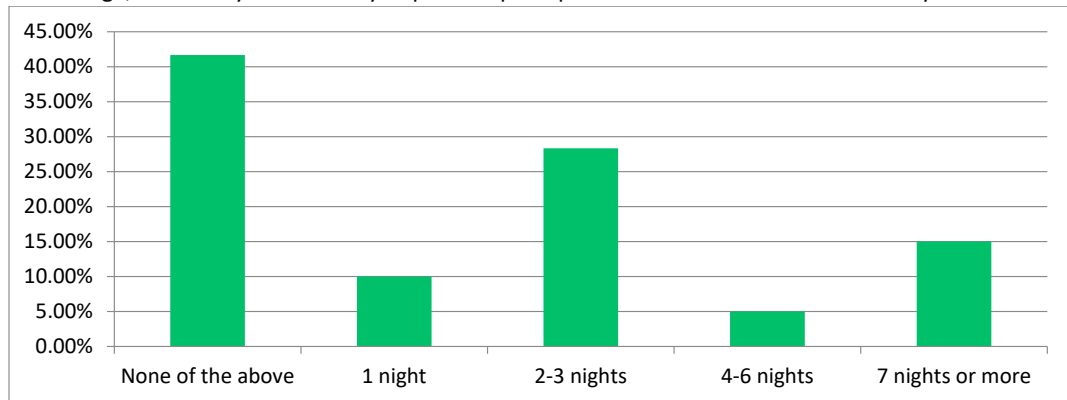
“Other” selected responses.

- Preferred by visiting guests. Atv is very destructive to municipal enjoyment
- Walking
- Biking, running
- Art, Birdwatching

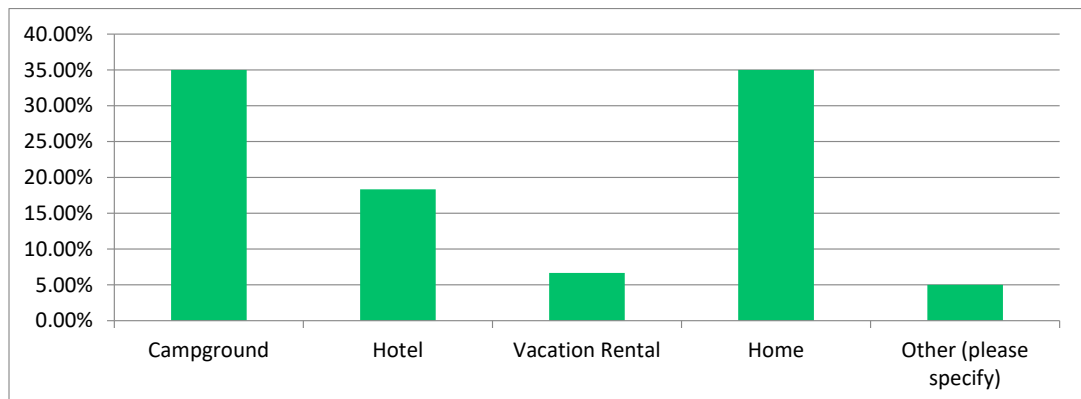
15. On average, how frequently do you plan to visit the recreation sites in a year?



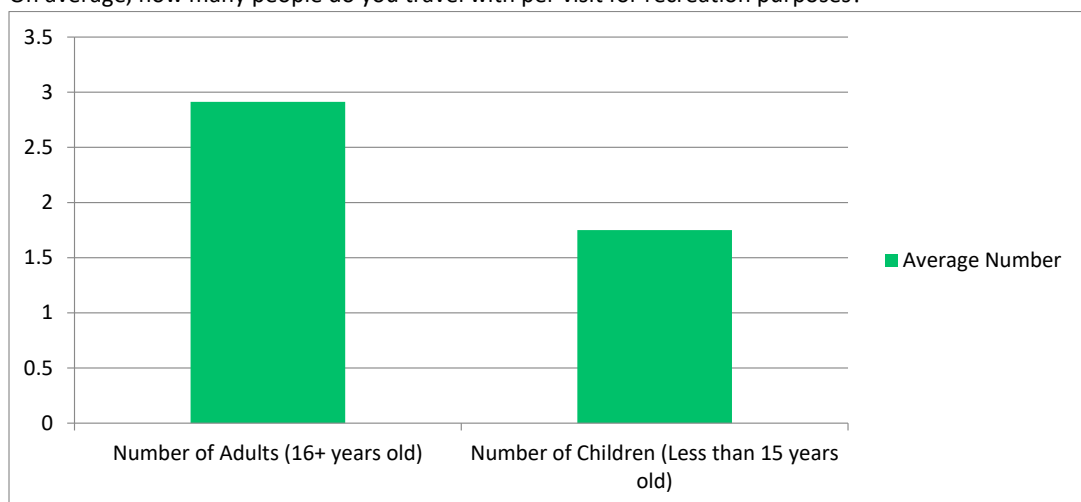
16. On average, how many NIGHTS do you plan to spend per visit to the recreation sites in a year?



17. Where do you STAY while visiting for recreation?



18. On average, how many people do you travel with per visit for recreation purposes?



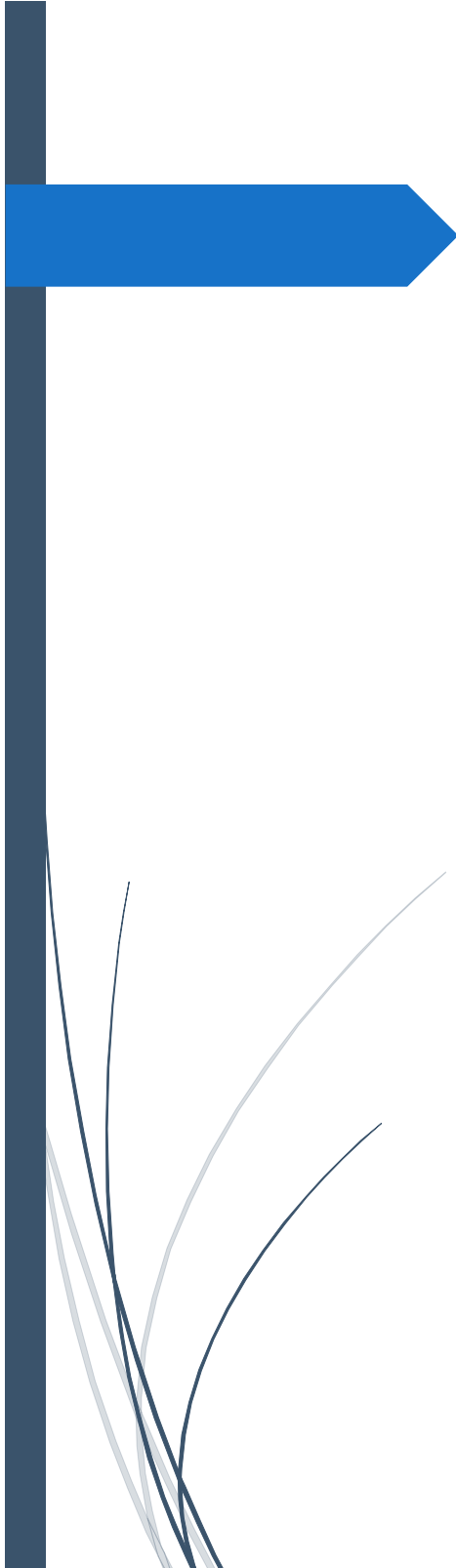
Local Officials Meeting

Campbell County, for its Bicycle and Pedestrian Plan, hosted a virtual meeting to gather feedback on the draft bikeway and pedestrian network recommendations. The meeting consisted of a live presentation and discussion where attendees were encouraged to ask questions.

Community Meeting #2

The second community meeting was held virtually through the Zoom meeting platform. The meeting was held in tandem with the monthly Planning Commission meeting. This meeting discussed the final plan including bicycle and pedestrian recommendations and funding strategies. The meeting consisted of a virtual presentation and discussion where attendees were encouraged to ask questions.

Appendix B. Economic Analysis



Campbell County Bicycle & Pedestrian Plan

Draft Technical Memorandum -
Economic Analysis

PREPARED BY:
ECONOMIC DECISIONS GROUP, INC
4235 HILLSBORO PIKE
NASHVILLE, TN 37215

AUGUST 2021

Table of Contents

Introduction	1
Overview of Campbell County	1
Population	1
Economy	2
Employment	2
Active Transportation	4
Economic Role of Active Transportation	4
Active Travel Data	4
Recreation and Tourism	5
Public Health	6
Economic Evaluation	7
Assumptions	9
Transportation User Benefits Estimation	9
Net Investment Cost	12
Recreation and Tourism	12
Economic Development Impacts	13
Short-term Economic Impacts	14
Long-term Economic Impact	14
Active Transportation	14
Recreation and Tourism	14
Recommendations	15

List of Figures

Figure 1: Campbell County Population Trend..... 1

Figure 2: Real Gross Regional Product..... 2

Figure 3: Share of Private Sector Non-Farm Employment 3

Figure 4: Private Sector Non-Farm Employment Share Comparison (2019) 3

Figure 5: Modal Switch to Walking 4

Figure 6: Modal Switch to Cycling 5

Figure 7: Tennessee Tourism Spending As A Share of the U.S. 5

Figure 8: Prevalence Rate of Selected Diseases..... 7

Figure 9: Analytic Framework for Economic Evaluation of Pedestrian & Bicycle Facility Development..... 8

Figure 10: Avoided Annual Cost of Chronic Diseases 10

Figure 11: Distribution of Avoided Annual Costs..... 10

Figure 12: Health Impacts Assessment..... 11

Figure 13: Present Value of 20-year Benefits Stream..... 12

Figure 14: Projected U.S. Travel Spending..... 12

Figure 15: Composition of Total Economic Impact 13

List of Tables

Table 1: Economic Impact of Travel/Tourism to Campbell County (2016-2019) 6

Table 2: Short-term Economic Impacts (Construction Period)..... 14

Table 3: Active Transportation Related Economic Impacts..... 14

Table 4: Tourism Related Economic Impacts 14

Introduction

This report is part of the overall Campbell County Bicycle and Pedestrian Plan development. It is focused on assessing the economic viability of the Plan and related economic development impacts. Due to the social and economic impacts of the COVID-19 pandemic in 2020, 2019 will serve as the threshold year for economic performance.

The report is organized as follows:

- Overview of the region to provide insight on the economic development status
- Role of active transportation and tourism in the region
- Methodology for economic evaluation
- Findings of the travel efficiency and tourism related benefits
- Economic impacts and recommendations

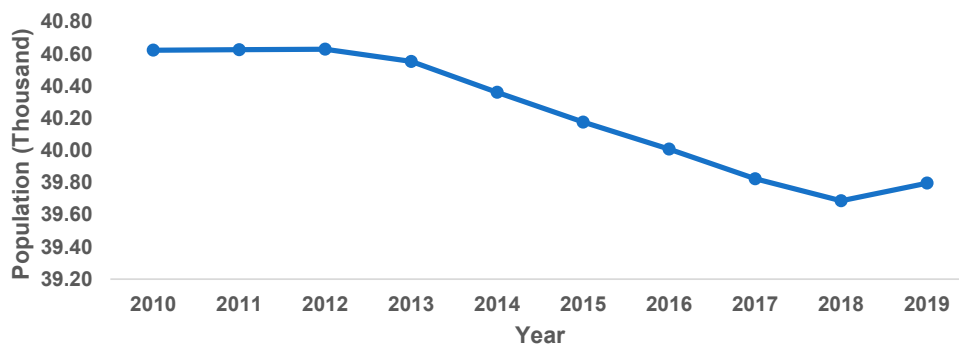
Overview of Campbell County

Located within this section of the document is a high-level overview of Campbell County. It includes an analysis of population, the economy, and employment.

Population

Campbell County lies in the Appalachian region of northeast Tennessee along the Kentucky border. In 2019, the population of the county was 39,797¹ representing a decline of two (2) percent from the 2010 U.S. Census reported population of 40,643 (Figure 1). The decline in population is attributed to migration of the working-age population and their respective families to other parts of the state and country in search of economic opportunities. Over the same period, the county has experienced growth of the population aged 65 and over. This population trend is consistent with the overall population trend in the Appalachian communities and may serve as a barrier to economic development.

Figure 1: Campbell County Population Trend



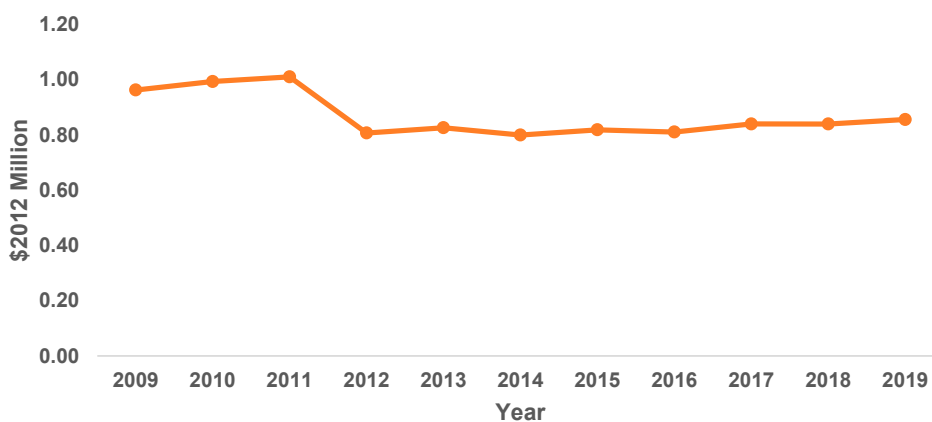
Source: Federal Reserve Economic Division

¹ Federal Reserve Economic Division (FRED), Economic Data

Economy

Campbell County’s economy is service oriented. In 2019, the private services sector contributed about \$513 million in economic activities, representing about 60 percent of the total value of \$856 million. This contribution represents an increase of about 48 percent from 2011. Over the same period, the private goods and government services sectors contributed 26 percent and 14 percent, respectively. The shift towards the service sector is attributed to a remarkable 15.3 percent decline in coal mining and non-durable goods manufacturing (Figure 2). The decline in manufacturing mirrors the national trend of outsourcing with the pursuit of environmentally friendly energy sources adversely impacting coal production in the United States.

Figure 2: Real Gross Regional Product



Source: Federal Reserve Economic Data (FRED)

The Appalachian Regional Commission (ARC) classifies the economic development status of its member counties with one of five designations (distressed, at-risk, transitional, competitive, attainment). These designations are based on a composite index comprised of the three-year unemployment rate, per capita market income, and poverty rate.

Currently, the ARC has designated Campbell County as an “At-Risk” county and notes that it is composed of seven (7) distressed areas². The “At-Risk” designation signals that the county ranks between the worst 10 percent and 25 percent of the nation’s counties, and is at risk of becoming a distressed county³. Distressed counties are the most economically distressed and they rank in the worst 10 percent of the nation’s counties.

Employment

Private non-farm employment in 2019 was 11,334, representing 82 percent of total employment of the county (13,864)⁴. Of the private non-farm jobs, construction (10.5%), manufacturing

² County Economic Development Status, Appalachian Regional Commission

³ County Economic Development Status, Appalachian Regional Commission

⁴ Bureau of Economic Analysis.

(12.7%), trade (17.6%), arts, entertainment, recreation, and food and accommodation services (12.2%) constitute the major employment industries (Figure 3).

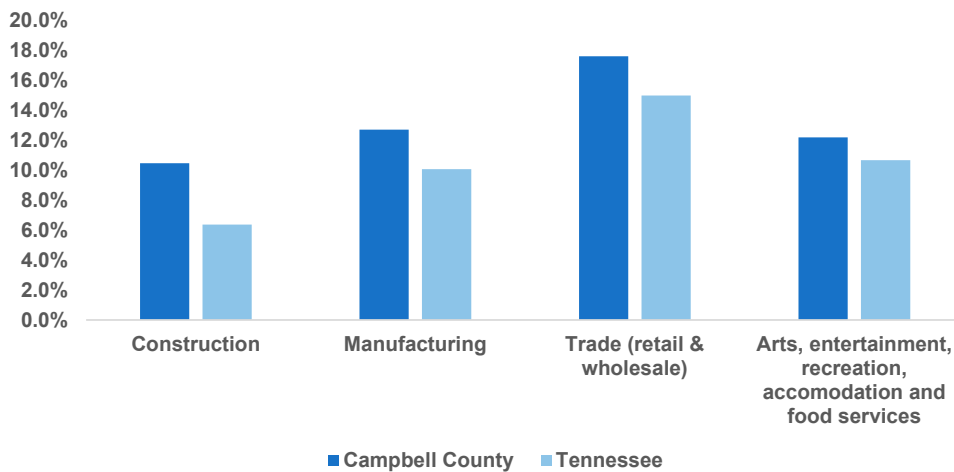
Based on available employment data, Campbell County is yet to fully recover from the Great Recession that crippled the U.S economy between 2008 and 2010. As shown in Figure 4, all industries except the arts, entertainment, recreation, and food and accommodation services have yet to record total employment numbers representative of those seen before the Great Recession. Following the Great Recession (2011), employment in trade (retail and wholesale) surpassed the 2007 level but declined again in 2019.

Figure 3: Share of Private Sector Non-Farm Employment



Source: Bureau of Economic Analysis

Figure 4: Private Sector Non-Farm Employment Share Comparison (2019)



Source: Bureau of Economic Analysis

Active Transportation

Economic Role of Active Transportation

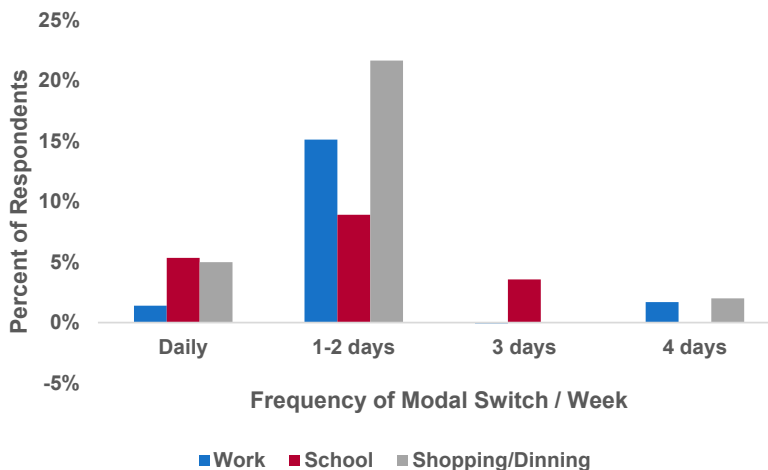
Active transportation should be viewed from the perspective of transportation equity, with the potential to provide safe and affordable transportation options for people to undertake their daily social and economic activities. It connects people to employment, healthcare, education centers, and leisure destinations. The benefits of active transportation range from trip mode substitution, significant reduction in healthcare burden, and reduction in carbon footprint. Also, active transportation benefits local economies by supporting retail sales, attracting new businesses, and welcoming visitors to vibrant walking and cycling-centric destinations. For small or rural communities, active transportation serves to bolster economic development through the number of visitors seeking outdoor recreation.

Active Travel Data

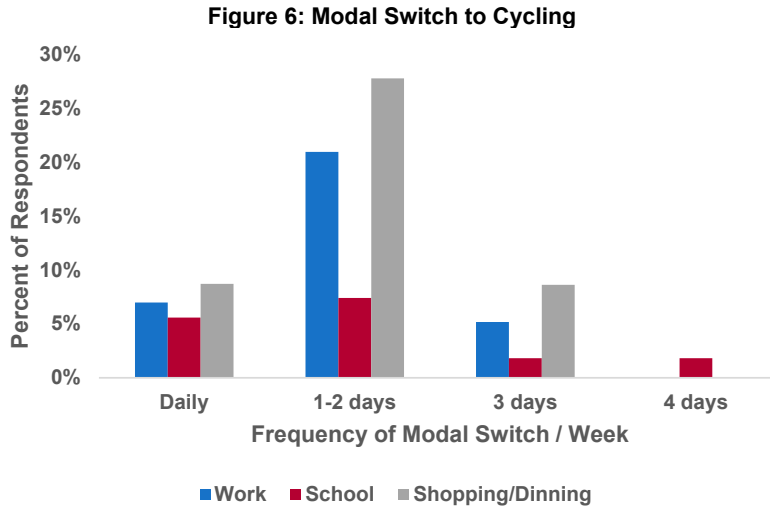
Most daily commute trips in Campbell County are taken by automobiles. It is estimated that about 84 percent of the commuters' drive-alone, 12.5 percent carpool, and 3.5 percent work at home⁵.

Due to a scarcity of active transportation data, a survey of Campbell County residents was conducted with the objective of understanding the potential modal switch from automobile to active transportation (walking and cycling) for various trip purposes. Based on the survey responses, modal switch from automobile to active transportation was estimated by comparing the baseline scenario (current travel conditions) to the alternate scenario (development of pedestrian and bicycle facility). On a weekly basis, Figures 5 and 6 show respondents who are likely to substitute their daily or partial vehicular trips (mostly 1-2 days per week) with walking and cycling respectively, for the identified trip purposes.

Figure 5: Modal Switch to Walking



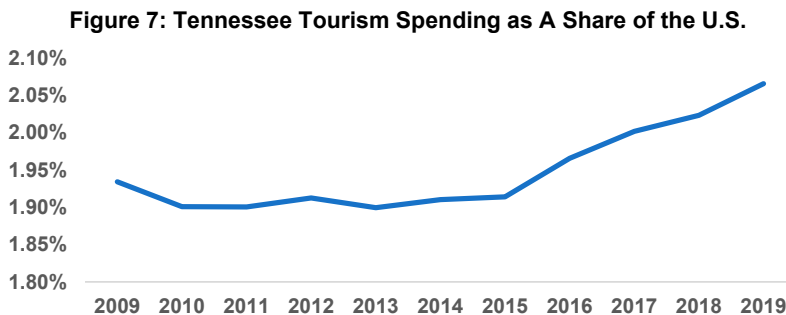
⁵ [Campbell County, TN | Data USA](#)



Recreation and Tourism

Recreation and tourism benefit from an efficient transportation system and contribute enormously to regional economic development. Recreation and tourism related activities provide a boost to the retail and hospitality industries, which are among the top-five private non-farm employment industries in Campbell County. Although, the county is naturally endowed with mountains, lakes, and scenic views, the performance of tourism related activities lags behind that of Tennessee. Travel/tourism related spending for Tennessee, as a part of the U.S. travel/tourism economy, has increased from 1.97 percent in 2016 to 2.07 percent in 2019.

Over the same period, tourism related spending in Campbell County relative to Tennessee remained at 0.28 percent, thus experiencing no substantial growth. It is therefore imperative for Campbell County to identify the barriers to tourism development to enable it to unlock the intrinsic value of its natural assets. Furthermore, tourism development will stimulate economic development and attract more visitors, businesses, and families.



Source: Tennessee Department of Tourist Development

According to the Tennessee Department of Tourist Development, direct spending attributable to tourists visiting Campbell County for 2018 and 2019 are \$60.87 million and \$63.56 million⁶, respectively. Table 1 presents the economic impact related to travel/tourism in Campbell County for the period 2016-2019. The impacts include nominal expenditure, payroll, and tax receipts.

Table 1: Economic Impact of Travel/Tourism to Campbell County (2016-2019)

Year	Expenditure (Millions)	Payroll (Millions)	Employment (Thousands)	State Tax Receipts (Millions)	Local Tax Receipts (Millions)
2016	\$ 57.09	\$ 11.27	0.49	\$ 3.42	\$ 3.02
2017	\$ 58.82	\$ 11.70	0.49	\$ 3.48	\$ 3.06
2018	\$ 60.87	\$ 12.09	0.49	\$ 3.55	\$ 3.12
2019	\$ 63.56	\$ 12.45	0.50	\$ 3.74	\$ 3.24

Source: Tennessee Department of Tourist Development

Public Health

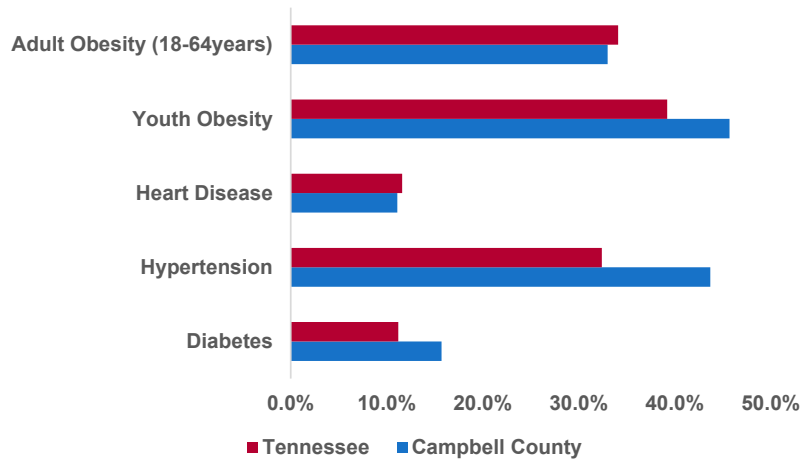
Active travel provides for better fitness and improved health. The Center for Disease Control (CDC) recommends physical activity as one of the channels to achieve a healthy weight. This in turn reduces the risk of:

- Cardiovascular (heart) disease
- Hypertension (high blood pressure)
- Stroke
- Blood sugars (diabetes)
- Depression and anxiety
- Osteoporosis (weak bones and joints)
- Cancer (several forms)

Active transportation would provide enormous benefits to Campbell County. According to the American Heart Association, heart disease is the leading cause of death in Tennessee. Also, Tennessee ranks sixth in cardiovascular related deaths in the country. Campbell County and Tennessee record comparable prevalence rates in heart disease, indicating the severity of the disease in the study area. As shown in Figure 8, Campbell County has a relatively higher prevalence of diabetes (high blood sugar), hypertension (high blood pressure), and youth obesity rates, compared to Tennessee. These disease prevalence trends mirror their respective mortality rates.

⁶ The Economic Impact of Travel on Tennessee Counties, Tennessee Department of Tourist Development, U.S. Travel Association, August 2020.

Figure 8: Prevalence Rate of Selected Diseases



Source: Tennessee Department of Health, Center for Disease Control and Prevention-Statistical Reports, America Heart Association (TN Fact Sheet), County Health Rankings, Coordinated School Health (Annual Report)

Economic Evaluation

This section presents the approach and related assumptions for the economic evaluation of the proposed bicycle and pedestrian plan. The evaluation comprises estimation of benefits and costs associated with proposed development and its influence on economic development. Figure 9 presents the analytical framework for assessment of project benefits, costs, and related economic development impacts.

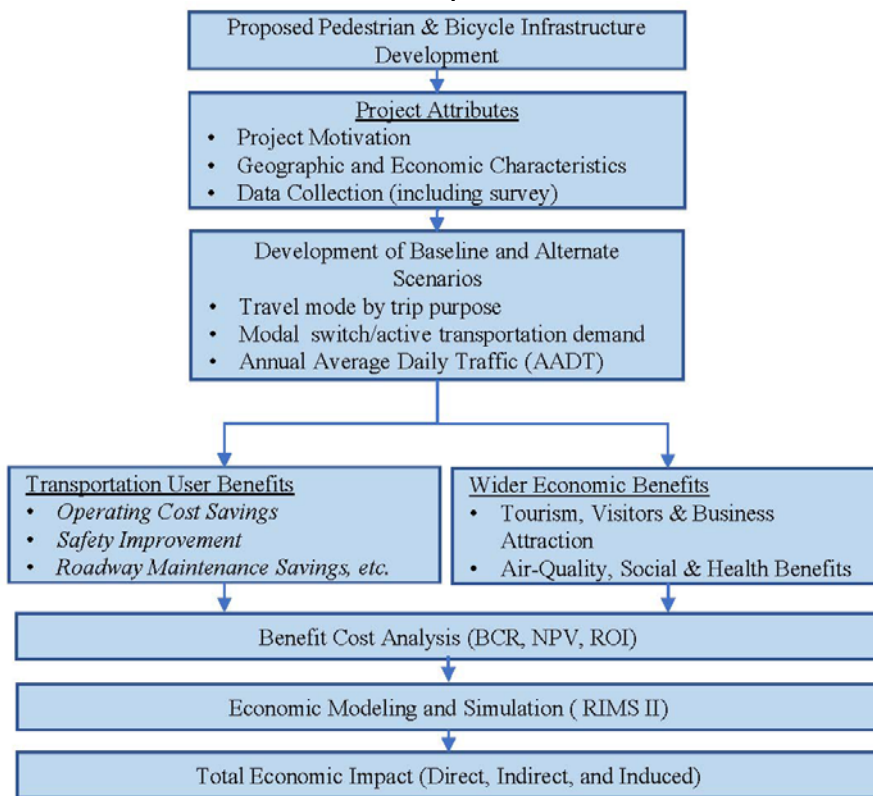
The proposed pedestrian and bicycle facilities are expected to not only provide alternate transportation, but also improve connectivity between Jellico and LaFollette, the most populous cities in the county. This connectivity will improve accessibility to natural resources by facilitating recreation and economic development, specifically the section of the greenway along the base of the Cumberland Mountains.

Categories of benefits and impacts that are likely to arise from the Plan include:

- **Travel Efficiencies** - Benefits that accrue to facility users upon completion. These are measured in vehicle-operating cost savings, pavement cost savings, accident savings, health, and emission benefits.
- **Construction Activities and Impacts** – Construction activities generate short-term impacts arising from the expenditures on local labor and materials to build the facility.
- **Operating and Maintenance (O&M) Impacts** – Operating and maintenance generate long-term impacts from the expenditures on local labor and supplies to operate and maintain the facility upon completion. These impacts are excluded from this analysis due to the relatively low impacts that may arise from the size of the O&M spending.

- **Economic or Strategic Development Impacts** - The economic development impacts associated with attracting and retaining business activity because of increased accessibility, mobility, and connectivity are as follows:
 - Household savings derived from reduced cost of operating a vehicle (fuel and maintenance costs) and savings in health insurance premiums are expected to be spent on bicycle and walking related equipment and accessories.
 - Transportation and recreation/tourism related spending could provide for the emergence of a bicycle and sport-wear economy in the county. This economy would include bicycle retail, rental (mainly for visitors or tourists), and repair shops, as well as cycling, walking, and hiking wears and accessories shops.
 - Home and hospitality related (hotels, cabins, bed & breakfast, etc.) developments along the greenway.
 - Walking and cycling of residents provide significant benefits to the county. The related health impacts include a decrease in prevalence and mortality rates associated with obesity and cardiovascular related diseases.

Figure 9: Analytic Framework for Economic Evaluation of Pedestrian & Bicycle Facility Development



Assumptions

- Project benefits and costs will be estimated over a 20-year period and discounted at a rate of seven (7) percent, as recommended by U.S. Department of Transportation (USDOT) Benefit-Cost Analysis Guidance for Discretionary Grant (BCA), to present values.
- Except for recreation and health purposes, modal switch from automobile to walking and/or cycling is assumed to be for short trips, therefore travel time savings is considered negligible. Pedestrian and cycling trips are assumed to be about 0.3 miles and 2.63 miles (each direction), respectively.
- Pedestrian and bicycle facilities are expected to reduce vehicular trips on the roadway. This reduction implicitly increases the road capacity for improved level of service. However, due to observed level of service, there's likely to be minimal effect on traffic flow.
- The county's long-term plan to develop recreation-based and supporting facilities along the greenway, will be financed by the private sector or in partnership with the private sector.
- Pedestrian and bicycle related accidents reported in the county by the Tennessee Department of Safety and Homeland Security and Tennessee State Highway Trooper Patrol are very low and are expected to remain low during facility development due to the recommended safety measures integrated into the Plan.

Transportation User Benefits Estimation

Estimates of daily traffic change are based on potential modal switch from personal vehicles to active transportation and the Tennessee Department of Transportation (TDOT) reported average annual daily traffic (AADT) for various roadways in the county. The reported AADTs were in the neighborhoods of major attractions, including business and commercial centers, schools, and institutions. The traffic changes, in conjunction with economic cost factors (recommended by the USDOT BCA Guide) are employed to monetize the travel benefits, as discussed below.

The net travel benefits/costs account for change in travel costs that accrue to road users because of modal substitution. The estimates represent the benefits/costs over a 20-year study period. Below are the benefits:

- **Vehicle Operating Costs.** Vehicle operating costs is estimated to decline by \$1.33 million annually, representing the savings reduced spending on fuel and vehicle maintenance. It is estimated as the product of operating cost per-mile and change in vehicle-miles travelled (VMT). The estimated cost is based on \$0.18 per mile⁷.
- **Emission Reduction.** Savings associated emission reduction is estimated to be \$0.32 million annually. The change in emission cost was estimated as a function of VMT, emissions costs, and emission rates for the various pollutants all discounted at seven (7) percent. For social cost of carbon, the USDOT recommended discount rate is three (3) percent. The resulting social cost of carbon was added to the cost of the other pollutants

⁷ AAA Driving Cost, 2020

namely volatile organic compounds (VOC), nitrogen oxides (NO_x), particulate matter (PM)_{2.5}, and sulfur dioxide (SO)₂ to estimate the total change in emission cost.

- **Safety Improvement.** Savings related to safety improvements were estimated to be \$0.55 million annually over the study period. The savings are derived from potential reduction in vehicular trips. The expected reduction in vehicle trips, coupled with safety costs recommended by the USDOT (BCA Guidance) was utilized to estimate the savings.
- **Pavement Cost Savings:** Savings associated with roadway improvements and maintenance are estimated to be approximately \$1.0 million over the study period. Roadway maintenance cost is a function of vehicle size, axle load, and speed. Shifts to walking and cycling reduce the wear and tear on the roadway. The reduced trips and related VMT were utilized in conjunction with per-mile maintenance cost which was utilized to estimate the overall savings⁸.
- **Healthcare Cost Savings:** Health benefits associated with active transportation are estimated to be \$1.47 million annually over the study period. Figure 10 presents the savings or avoided cost of chronic diseases (diabetes, hypertension, and heart disease) attributed to the increased physical activity arising from active transportation. For each chronic disease, Figure 11 presents the composition of savings in direct expenditure (healthcare expenditure), lost productivity (missed days of work, reduced days of work, early disability), and premature death.

Figure 10: Avoided Annual Cost of Chronic Diseases

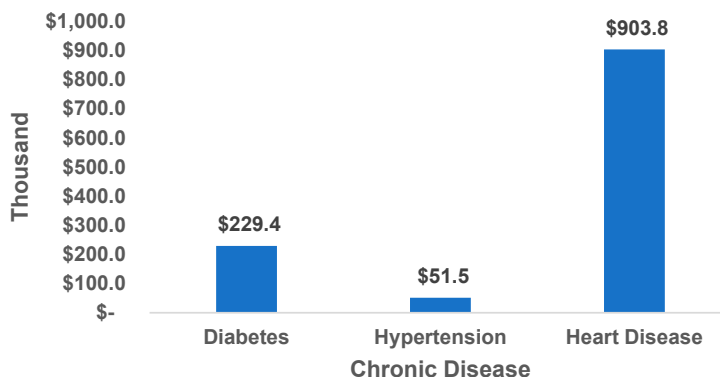
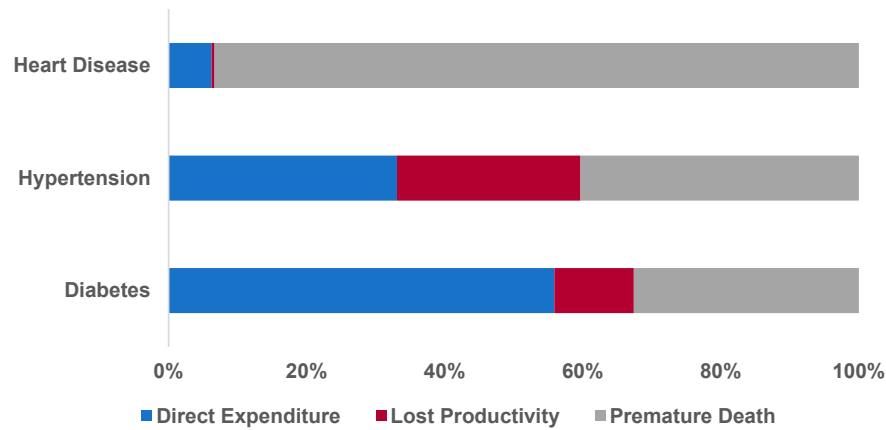


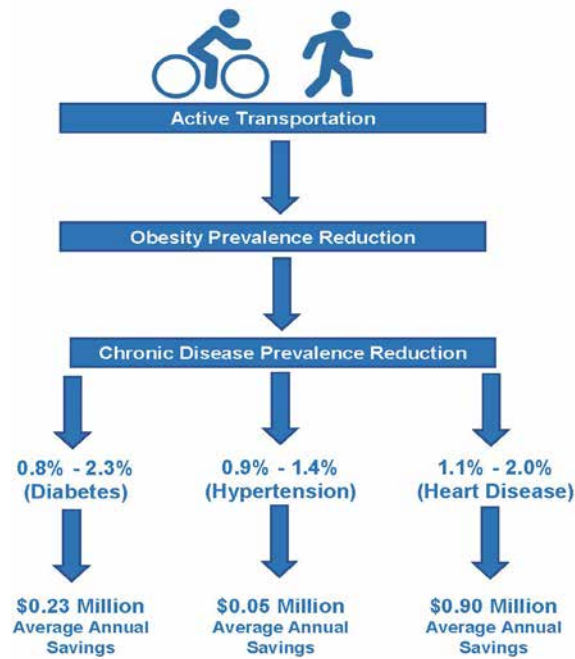
Figure 11: Distribution of Avoided Annual Costs

⁸ Evaluating Active Transport Benefits and Costs, Todd Littman VTPI, 06/2021



Improved physical activity in the county is expected to inherently reduce obesity, which in turn will reduce the disease prevalence rate, as shown in Figure 12. Obesity related cost savings were excluded from the analysis to avoid double counting. The overall cost savings were estimated as a function of weekly walking and cycling trips, disease prevalence and mortality rates, and cost of illness.

Figure 12: Health Impacts Assessment

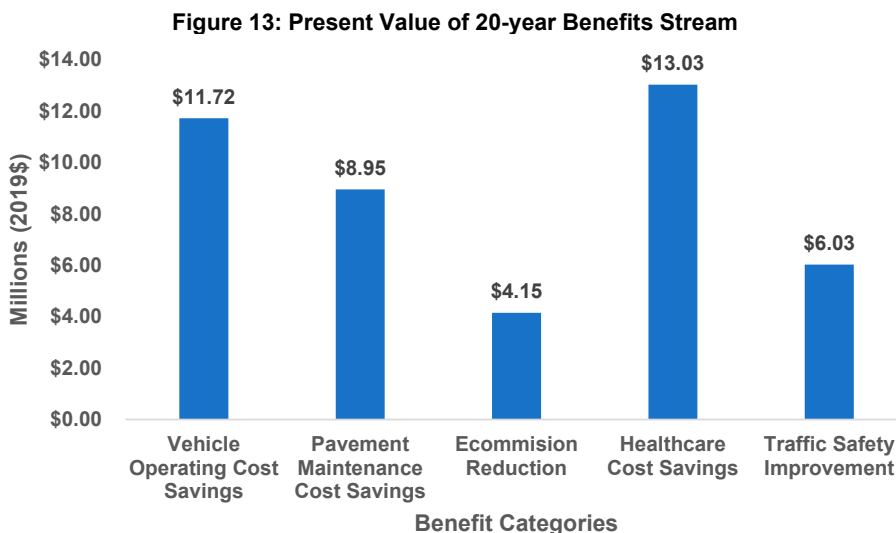


Net Investment Cost

The investment costs considered for this study are comprised of the life-cycle costs, which account for capital costs, operations and maintenance costs, and the residual value of the asset over the study horizon. Net investment cost (NIC) is estimated to be \$26.15 million (2019). It represents the net of capital cost expressed in 2019 dollars and a residual value of zero at the end of the 20-year study period.

Benefits Summary

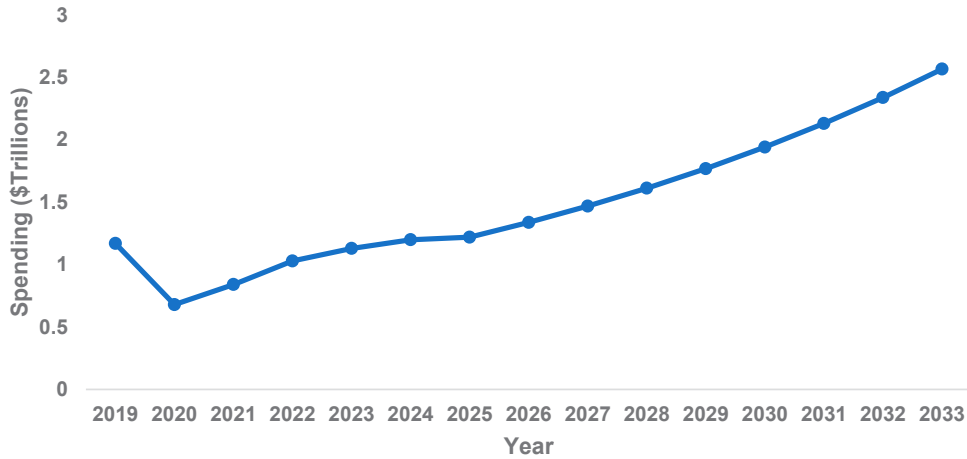
Present value (PV) of benefits associated with active transportation over the 20-year study period are shown in Figure 13, totaling \$43.9 million. Based on the present value of benefits and present value of net investment cost, the estimated benefit-cost ratio is 1.66. This means that for every dollar of investment, \$1.66 in output will be generated resulting in a return of \$0.66.



Recreation and Tourism

Despite the transient travel decline in 2020, tourism is projected to experience sustained growth in tandem with the national economy. According to the U.S. Travel Association, overall-travel spending in 2020 declined by about 42 percent from 2019 (\$1.17 trillion), due to the COVID-19 Pandemic. This will be followed by growth of \$1.22 trillion in 2025. This estimated spending is further projected to reach \$1.94 trillion and \$2.57 trillion in 2030 and 2033 respectively (Figure 14).

Figure 14: Projected U.S. Travel Spending



Source: U.S. Travel Association and EDG Forecast Analysis

Based on the projected national trend, travel related spending in Tennessee is expected to grow from \$23.3 billion in 2019 to \$39.6 billion in 2033. Based on these projections and the expected development of recreational facilities by 2033, travel related expenditure in Campbell County is projected to increase between \$5.7 million (lower bound) to \$17.2 million (upper bound) annually in 2033, an average of \$11.5 million annually. This estimate is dependent on the following:

- Development of destination-based recreational facilities;
- Spillover effect on existing recreational facilities, such as Deerfield Resort and Power Valley Resort;
- Attraction of new businesses, visitors, and residents;
- Effective marketing strategy; and
- Hospitality workforce development.

Economic Development Impacts

Economic impacts are measured as changes in economic activity arising from a project or a policy change. These impacts can be expressed in various economic variables including business sales, employment, and wages (personal income). Generally, total economic impact comprises estimation of three impact types: direct, indirect, and induced (Figure 15).

Figure 15: Composition of Total Economic Impact



The short and long-term economic development impacts were estimated from construction activities and productivity gains arising from the proposed Bicycle and Pedestrian Plan as well as recreation and tourism related activities.

Short-term Economic Impacts

Table 2 presents summarized results of economic impact attributable to construction of the pedestrian and bicycle facilities. Construction spending is expected to create 118 construction related jobs (direct), and 57 indirect and induced jobs. These jobs will translate into a total of \$18.4 million in economic activities and approximately \$10 million in wages.

Table 2: Short-term Economic Impacts (Construction Period)

Impact Type	Business Sales (Million)	Wages (Million)	Employment	Economic Activity (Million)
Direct	\$ 24.98	\$ 7.62	118	\$ 12.92
Indirect	\$ 5.82	\$ 1.43	32	\$ 3.01
Induced	\$ 4.07	\$ 1.04	25	\$ 2.46
Total	\$ 34.88	\$ 10.09	175	\$ 18.38

Long-term Economic Impact

Active Transportation

Table 3 presents the total economic impacts associated with household spending on bicycles and related accessories to facilitate active transportation. This may create a “bicycle economy” and may result in emergence of new businesses, including bicycle sales, rental, and repair shops. Activities related to active transportation are expected to generate about \$2.8 million in business sales, 17 jobs and \$0.89 million in wages annually.

Table 3: Active Transportation Related Economic Impacts

Impact Type	Business Sales (Million)	Payroll/Wage (Million)	Employment	Economic Activity (Million)
Direct	\$ 2.22	\$ 0.74	14	\$ 1.57
Indirect	\$ 0.24	\$ 0.06	1	\$ 0.36
Induced	\$ 0.36	\$ 0.09	2	\$ 0.56
Total	\$ 2.82	\$ 0.89	17	\$ 2.49

Recreation and Tourism

Recreation and tourism related activities have the potential to generate economic value-added services between \$4.1 million to 12.4 million annually (Table 4). These activities will create annual jobs between 105 to 313 and new wages in the range of \$2.3 million and \$7.0 million annually, resulting in annual business sales between \$7.5 million to \$22.4 million.

Table 4: Tourism Related Economic Impacts

Impact Type	Business Sales (\$Million)	Payroll/Wages (Million)	Employment	Economic Activity (Million)
Lower Bound				
Direct	\$ 5.73	\$ 1.85	95	\$ 3.15
Indirect	\$ 0.81	\$ 0.22	4	\$ 0.43
Induced	\$ 0.94	\$ 0.25	6	\$ 0.56
Total	\$ 7.48	\$ 2.32	105	\$ 4.14
Average				

Direct	\$ 11.47	\$ 3.70	188	\$ 6.30
Indirect	\$ 1.62	\$ 0.44	8	\$ 0.87
Induced	\$ 1.87	\$ 0.50	13	\$ 1.11
Total	\$ 14.96	\$ 4.65	209	\$ 8.28
Upper Bound				
Direct	\$ 17.20	\$ 5.56	282	\$ 9.45
Indirect	\$ 2.43	\$ 0.66	13	\$ 1.30
Induced	\$ 2.81	\$ 0.76	18	\$ 1.67
Total	\$ 22.44	\$ 6.97	313	\$ 12.42

Recommendations

Both the estimated short- and long-term impacts and significantly low contribution of indirect and induced impacts create a barrier for economic development. However, there are three economic development prospects that the county could base their development on. These prospects include:

- Local Entrepreneurship;
- Workforce Development; and
- Marketing/Advertising.

Local Entrepreneurship. The reported indirect and induced impacts indicate that goods and services required to stimulate economic development are produced and retailed by businesses located outside of the county. It is therefore imperative for the county to focus on development of local, small business to retain resources and to fuel development. For example, this bicycle and pedestrian plan would likely give rise to a bicycle industry. Therefore, attraction of bicycle manufacturing firms, and encouragement of local businesses in the sale, rental, and repair of bicycles would provide a major boost to the economy. A similar boost is expected in the sales of recreational gears including footwear and outerwear.

Workforce Development. A well-trained hospitality staff is key to the growth and vibrancy of the tourism in the county. Well-trained staff create a welcoming environment for visitors and encourage return visits. The county should consider including tourism in its list of key industries for workforce development.

Marketing/Advertising. The county should work with larger markets to promote their local attractions and venues. The county should also engage regional and state tourism development to assist them in development strategies that might help them benefit from the travel activities taking place. Additionally, the county should increase its online presence and also collaborate with vacation planners to market the natural resources available for tourism.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-1

Appendix C. Concept Renderings



SEE SHEET NO. 1-2

MATCH LINE

\$\$\$\$\$TIMES\$\$\$\$\$
\$\$\$\$\$DGN\$PE\$\$\$\$\$

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HWY. TN-63
CONCEPT PLANS
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-2



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HWY. TN-63
CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-3

\$\$\$\$\$YTIME\$\$\$\$\$
 \$\$\$DDGNSPE\$\$\$\$\$



MATCH LINE

SEE SHEET NO. 1-2

SEE SHEET NO. 1-4

MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**HWY. TN-63
 CONCEPT PLANS**

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-4

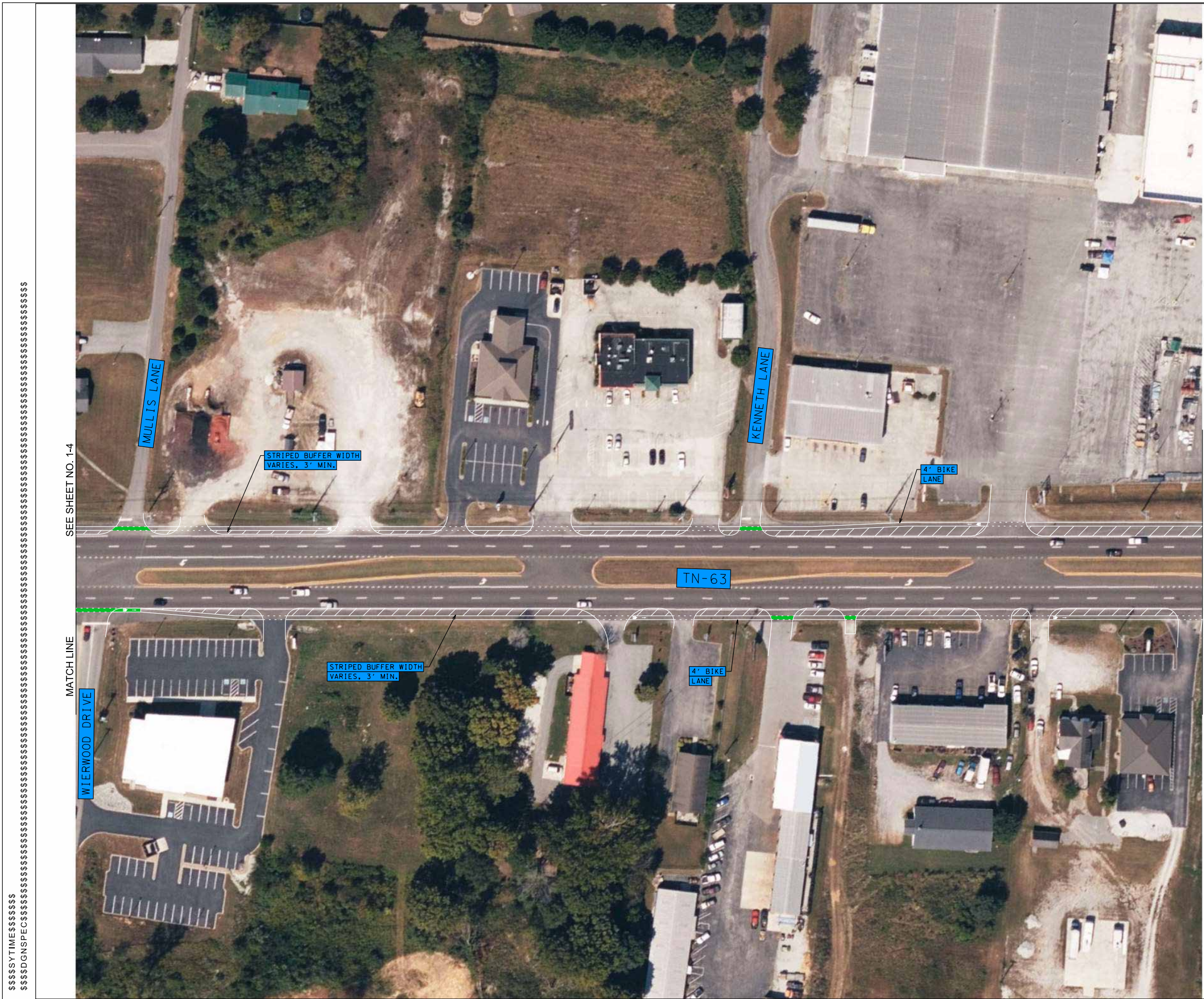


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HWY. TN-63
CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-5



SEE SHEET NO. 1-4

SEE SHEET NO. 1-6

MATCH LINE

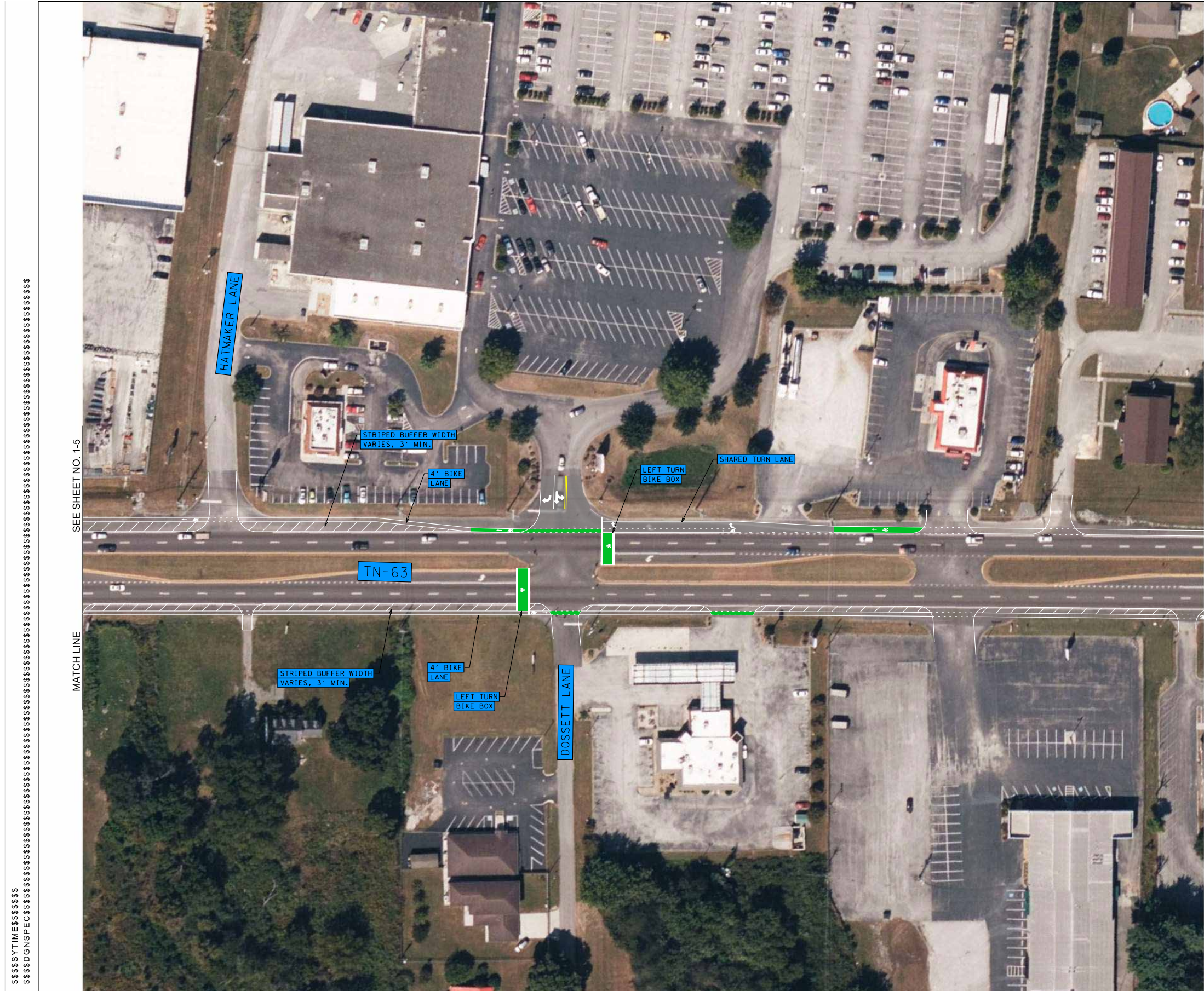
MATCH LINE

\$\$\$\$SYTIME\$\$\$\$
 \$\$\$SDGNSPEC\$\$\$

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS
 SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-6



SEE SHEET NO. 1-7

MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-7



SEE SHEET NO. 1-8

MATCH LINE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HWY. TN-63
CONCEPT PLANS
SCALE: 1"=50'

\$\$\$\$SYTIME\$\$\$\$
\$\$\$\$DGN\$PEC\$\$\$\$

SEE SHEET NO. 1-6

MATCH LINE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		1-8

\$\$\$\$\$YTIME\$\$\$\$\$
 \$\$\$SDGNSPEOC\$\$\$\$\$

SEE SHEET NO. 1-7

MATCH LINE

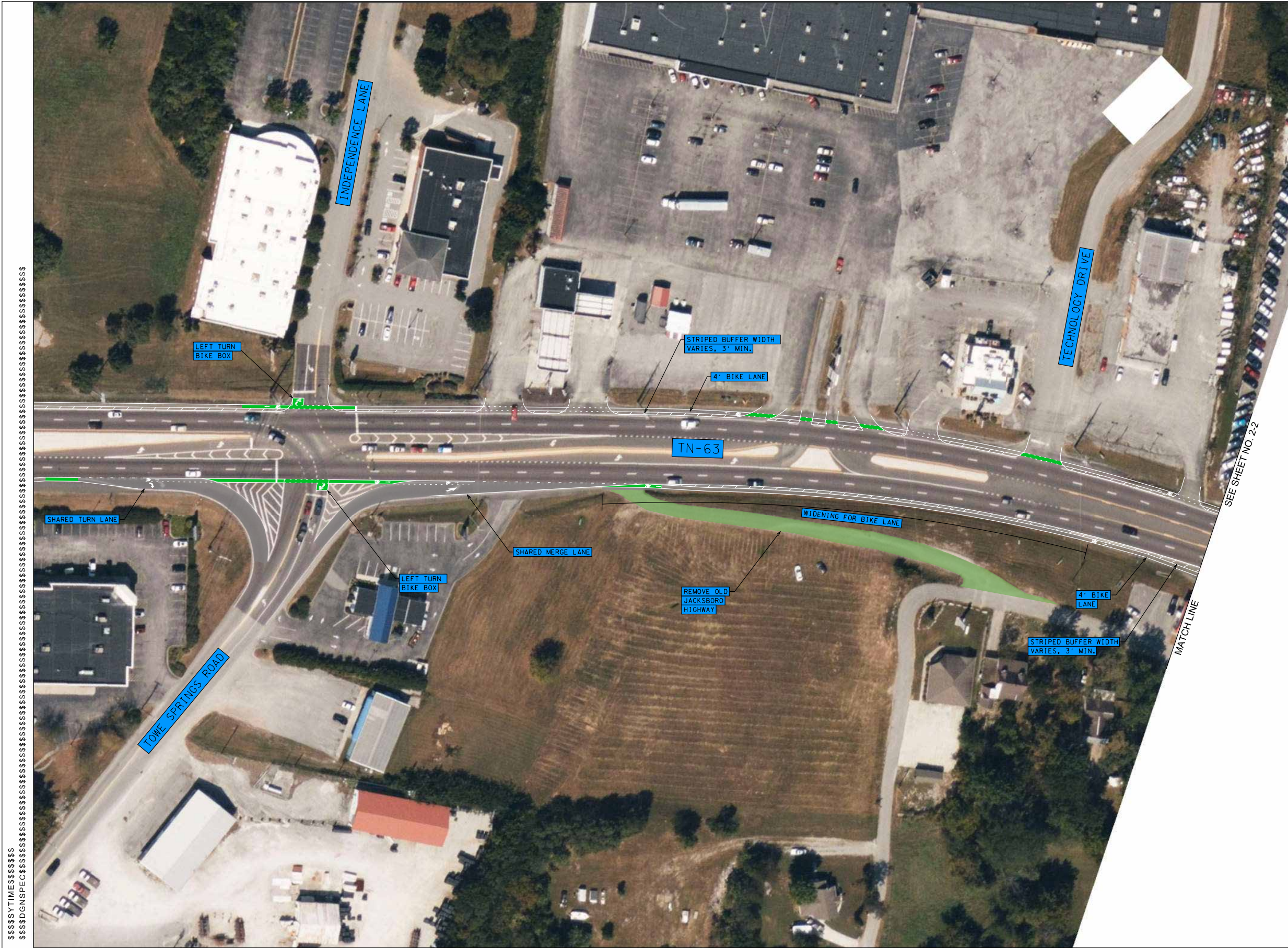


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		2-1



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		2-2



\$\$\$\$SYTIME\$\$\$\$
 \$\$\$DGN\$SPEC\$\$\$\$

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		2-3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**HWY. TN-63
CONCEPT PLANS**

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		2-4

\$\$\$\$SYTIME\$\$\$\$\$\$\$\$
 \$\$\$DGN\$PEC\$\$\$\$\$\$\$\$

SEE SHEET NO. 2-3

MATCH LINE



SEE SHEET NO. 2-6

MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		2-5



\$\$\$\$SYTIME\$\$\$\$
 \$\$\$DGN\$SPEC\$\$\$\$

SEE SHEET NO. 2-4
 MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		3-1



SEE SHEET NO. 3-2

MATCH LINE

\$\$\$\$SYTIME\$\$\$\$
 \$\$\$DGN\$P\$C\$\$\$

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		3-1



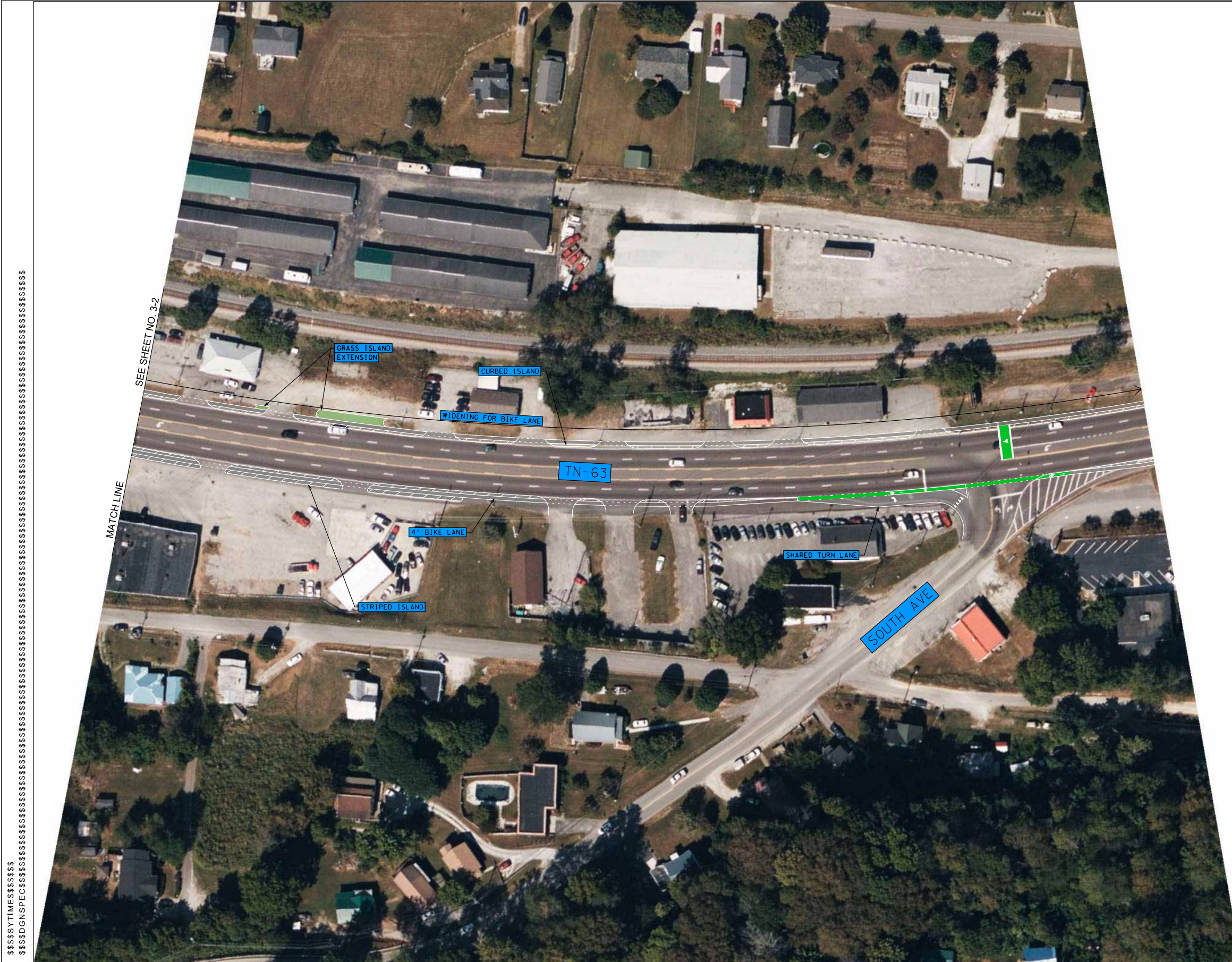
\$\$\$\$\$YTIME\$\$\$\$\$
 \$\$\$SDGNSPEUC\$\$\$\$\$

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		3-3



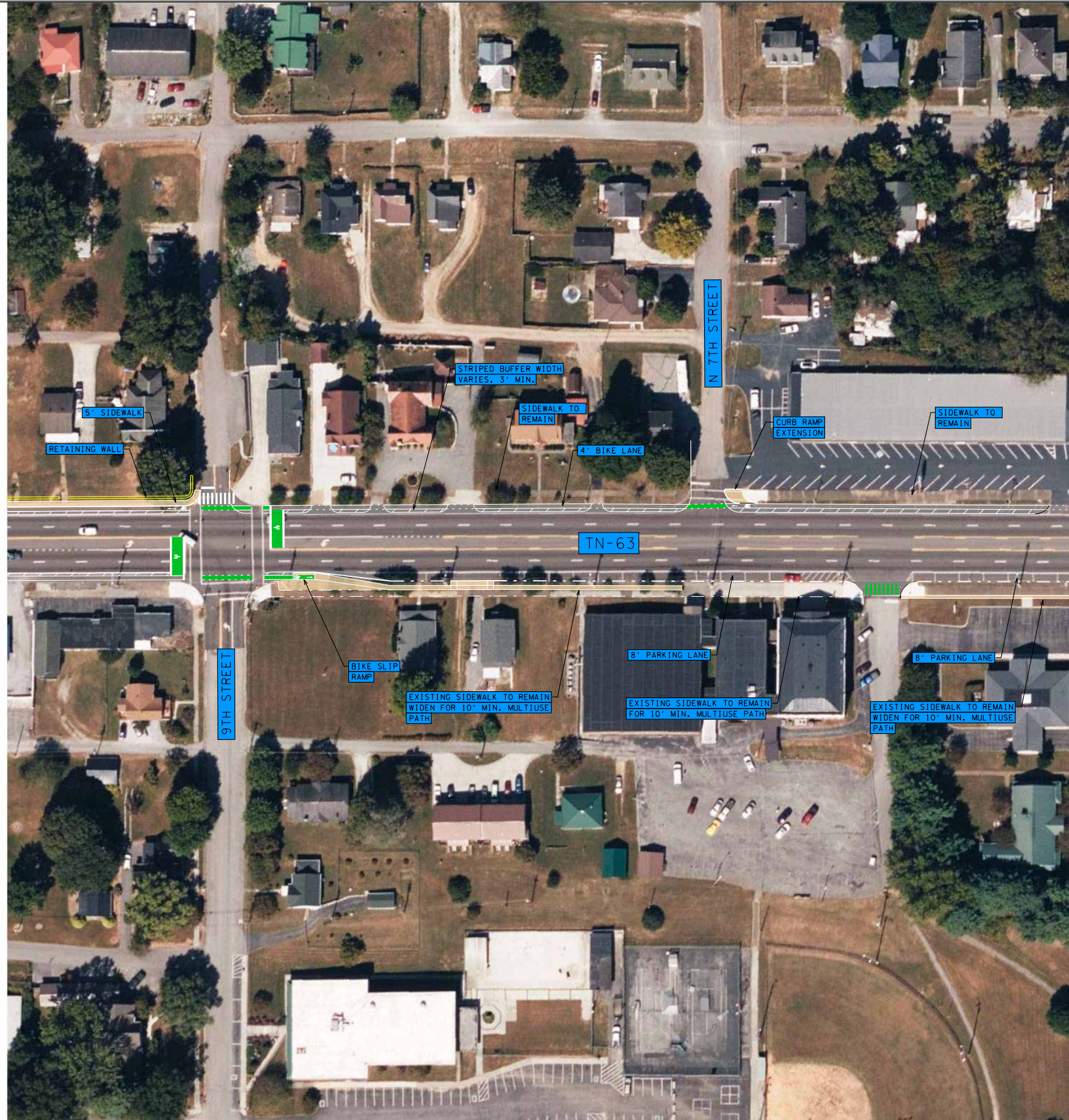
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		4-1

\$\$\$\$\$ TIME\$\$\$\$\$
 \$\$\$DGN\$P\$E\$C\$E\$S\$\$\$\$\$



SEE SHEET NO. 4-2

MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**HWY. TN-63
 CONCEPT PLANS**

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		4-2

\$\$\$\$\$YTIMES\$\$\$\$\$\$
 \$\$\$DGN\$PEC\$\$\$\$\$\$

SEE SHEET NO. 4-1

MATCH LINE



SEE SHEET NO. 4-3

MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS
 SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2021		4-3



\$\$\$\$SYTIME\$\$\$\$
 \$\$\$DGN\$P\$C\$\$\$

SEE SHEET NO. 4-2

MATCH LINE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

HWY. TN-63
 CONCEPT PLANS

SCALE: 1"=50'

Appendix D. Model Complete Streets Ordinance

ORDINANCE NUMBER _____
AN ORDINANCE TO ADOPT A “COMPLETE STREETS”
POLICY IN [JURISDICTION]

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in [TENNESSEE / VIRGINIA]; and

WHEREAS, [JURISDICTION] will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, [JURISDICTION] recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, [JURISDICTION] will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

BE IT ORDAINED BY THE MAYOR AND [LEGISLATIVE BODY] OF [JURISDICTION], AS FOLLOWS:

Section 1. [JURISDICTION] will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, use transit and/or drive, while promoting safe operation for all users, as provided for below.

Section 2. Definitions

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

- 1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.
- 2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.
- 3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.

- 4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.
- 5) “Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.
- 6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that “Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.
- 7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

Section 3. Requirements

[JURISDICTION] will implement the Complete Streets principles as follows:

- 1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:
 - a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.
 - b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.
 - c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.
 - d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.
 - f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the Sidewalk and Pedestrian Study or another adopted plan.
 - g) [LEGISLATIVE BODY] issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.
- 2) Pedestrian improvements and shared-use facilities that have been identified as priorities in the Sidewalk and Pedestrian Study and any previous and subsequent planning documents shall be given particular consideration for implementation.
- 3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*, the Federal Highway Administration’s *Small Town and Rural Multimodal Networks* guide, the American Association of State Highway and Transportation Officials’ *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted Sidewalk and Pedestrian Study.

2) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

3) As feasible, the [CITY / TOWN / COUNTY] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.

4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.

5) The appropriate [CITY / TOWN / COUNTY] departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

Section 4. Statutory Construction and Severability

1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any [CITY / TOWN / COUNTY] agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.

2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

3) In undertaking the enforcement of this Ordinance, [JURISDICTION] is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

Section 5. That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.

The foregoing Ordinance having been reduced to writing, the same was introduced by Council person _____, seconded by Council person _____, and was adopted by the following vote to-wit:

YEAS:

NAYS:

The President thereby declared the motion carried and the foregoing Ordinance adopted and approved, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

CLERK OF COUNCIL

ADOPTED:

PRESIDENT

The above foregoing Ordinance having been submitted to and approved by the Mayor, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

[CITY / TOWN / COUNTY] CLERK

APPROVED:

[BOARD PRESIDENT/MAYOR]

Appendix E. Ranked Project Lists

Bicycle Ranked Project List

Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity		Ranking				
							ADT	Crash Weight	Schools Weight	Parks Weight	Pop Density Weight	Commercial/Retail Weight	Low-Income Weight	ADT Norm. Weighted Criterion		Crash Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted Criterion
SR 63	Queener Rd	Eagle Bluff Rd	10,130	B/BL	\$30	\$303,900	3	1	3	1	2	3	1.0000	0.3333	1.0000	1.0000	1.0000	1.0000	5.8333
SR 63	Tennessee Ave	Indiana Ave	985	B/BL	\$30	\$29,539	3	3	0	2	2	3	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	5.0000
SR 63	South Ave	Tennessee Ave	5,006	B/BL	\$30	\$150,190	3	3	0	2	2	3	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	5.0000
SR 63	Dosssett Ln	Independence Ln	4,947	B/BL	\$30	\$148,413	3	2	2	1	2	3	1.0000	0.6667	0.6667	0.5000	1.0000	1.0000	4.8333
SR 63	Independence Ln	Hunters Branch Rd	5,519	B/BL	\$30	\$165,563	3	1	3	0	2	3	1.0000	0.3333	1.0000	0.5000	1.0000	1.0000	4.8333
S Florence Ave	Sunset Trl	S Main St	2,375	B/SL	\$30	\$71,262	1	0	3	1	2	3	0.3333	0.0000	1.0000	0.5000	1.0000	1.0000	4.8333
25W	Sunset Trl	N Main St	3,548	B/BL	\$30	\$106,445	1	0	2	3	1	2	0.3333	0.0000	0.6667	1.0000	1.0000	1.0000	4.5000
SR 63	Massachusetts Ave	Middlesboro Rd	7,286	B/BL	\$30	\$218,590	3	0	3	0	2	3	1.0000	0.0000	1.0000	0.5000	1.0000	1.0000	4.5000
SR 63	I-75	Queener Rd	6,018	B/BL	\$30	\$180,528	3	0	1	3	0	2	1.0000	0.0000	0.3333	1.0000	1.0000	1.0000	4.3333
Sunset Trl	S Florence Ave	5th St	5,443	B/SL	\$30	\$163,293	1	0	3	1	2	3	0.3333	0.0000	1.0000	0.5000	1.0000	1.0000	4.1667
S Main St	N Florence Ave	N Main St	3,562	B/BL	\$30	\$106,862	1	0	1	3	1	2	0.3333	0.0000	0.3333	1.0000	0.5000	1.0000	4.1667
N Main St	S Main St	State Line	1,367	B/BL	\$30	\$40,997	1	0	1	3	1	2	0.3333	0.0000	0.3333	1.0000	0.5000	1.0000	4.1667
25W	Sunset Trl	Douglas Ln	2,925	B/BL	\$30	\$87,752	2	0	2	1	2	3	0.6667	0.0000	0.6667	0.3333	0.5000	1.0000	4.1667
SR 63	Indiana Ave	Cumberland Ave	1,854	B/BL	\$30	\$55,614	3	1	1	0	2	3	1.0000	0.3333	0.3333	0.0000	0.5000	1.0000	4.1667
N Tennessee Ave	E Beech St	W Central Ave	769	B/BL	\$30	\$23,064	1	2	0	2	2	3	0.3333	0.6667	0.0000	0.0000	1.0000	1.0000	4.0000
Bruce Gap Rd	Old Tennessee 63	Loop Rd	5,883	B/SL	\$30	\$176,496													
Elkins Rd	Roach Ln	Evans Rd	1,009	B/SL	\$30	\$30,255	0	0	1	3	1	2	0.0000	0.0000	0.3333	1.0000	0.5000	1.0000	3.8333
Evans Rd	Elkins Rd	Butter and Egg Rd	2,249	B/SL	\$30	\$67,460	0	0	3	1	2	3	0.0000	0.0000	1.0000	0.3333	0.5000	1.0000	3.8333
Towe String Rd	Memorial Ln	Jacksboro Pike	1,471	B/PS	\$20	\$29,428	1	1	2	0	2	3	0.0000	0.0000	1.0000	0.3333	0.5000	1.0000	3.8333
E Beech St	Depot St	S Indiana Ave	1,936	B/BL	\$30	\$58,085	1	1	0	2	2	3	0.3333	0.3333	0.3333	0.0000	1.0000	1.0000	3.8333
N Tennessee Ave	W Central Ave	Aspen St	1,136	B/BL	\$30	\$34,091	0	2	0	2	2	3	0.0000	0.6667	0.0000	0.0000	1.0000	1.0000	3.6667
SR 63	Hunters Branch Rd	South Ave	4,723	B/BL	\$30	\$141,697	3	1	1	0	1	3	1.0000	0.3333	0.3333	0.0000	0.5000	1.0000	3.6667
Bruce Gap Rd	Loop Rd	Loop Rd	2,331	B/SL	\$30	\$69,924	0	0	2	1	2	3	0.0000	0.0000	0.6667	0.3333	0.5000	1.0000	3.5000
E Beech St	S Indiana Ave	E Central Ave	3,477	B/BL	\$30	\$104,324	1	0	2	0	1	2	0.3333	0.0000	0.6667	0.0000	0.5000	1.0000	3.5000
Eagle Bluff Rd	25W	Butter and Egg Rd	1,706	B/SL	\$30	\$51,175	0	1	3	0	1	2	0.0000	0.3333	1.0000	0.0000	0.5000	1.0000	3.5000
Eagle Bluff Rd	Main St	25W	924	B/SL	\$30	\$194,770	1	1	2	0	1	2	0.3333	0.3333	0.6667	0.0000	0.5000	1.0000	3.5000
Main St	SR 63	School St	6,492	B/SL	\$30	\$216,879	0	1	2	1	2	2	0.0000	0.3333	0.6667	0.3333	0.5000	1.0000	3.5000

Campbell County Bicycle & Pedestrian Plan

Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity		Ranking							
							ADT	Crash Weight	Schools	Parks	Pop Density	Commercial/Retail	Low-Income	ADT Norm. Weighted Criterion		Crash Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted Criterion	Commercial/Retail Norm. Weighted Criterion	Low-Income Norm. Weighted Criterion	
							1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Liberty St	Island Ford Rd	Valley St	1,049	B/SL	\$30	\$74,708	1	0	3	0	1	2	2	0.3333	0.0000	1.0000	0.0000	0.5000	1.0000	0.6667	3.5000	
Old Jacksboro Hwy	25W	25W	7,229	B/SL	\$30	\$253,167	0	0	3	0	1	2	3	0.0000	0.0000	1.0000	0.0000	0.5000	1.0000	1.0000	1.0000	3.5000
Jacksboro Station Rd	Island Rd	Liberty St	2,490	B/SL	\$30	\$74,708	1	0	3	0	1	2	2	0.3333	0.0000	1.0000	0.0000	0.5000	1.0000	0.6667	3.5000	
Path	Jacksboro Pke	South Ave	8,439	B/SUP	\$150	\$1,265,837	0	0	3	0	1	2	3	0.0000	0.0000	1.0000	0.0000	0.5000	1.0000	1.0000	1.0000	3.5000
Island Rd	Liberty St	Jacksboro Station Rd	1,039	B/SL	\$30	\$31,166	1	0	3	0	1	2	2	0.3333	0.0000	1.0000	0.0000	0.5000	1.0000	0.6667	3.5000	
Hemlock St	S Indiana Ave	Cumberland Ave	1,841	B/SL	\$30	\$55,225	0	0	1	0	2	2	3	0.0000	0.0000	0.3333	0.0000	1.0000	1.0000	1.0000	1.0000	3.3333
London Ave	S Main St	Indian Mountain State Park Cir	3,995	B/SUP	\$150	\$599,217	0	0	1	3	0	2	3	0.0000	0.0000	0.3333	1.0000	0.0000	1.0000	1.0000	1.0000	3.3333
Dairy Ave	Indian Mountain Rd	London Ave	1,779	B/SUP	\$150	\$266,904	0	0	1	3	0	2	3	0.0000	0.0000	0.3333	1.0000	0.0000	1.0000	1.0000	1.0000	3.3333
N Florence Ave	S Main St	Dairy Ave	1,063	B/SL	\$30	\$31,884	0	0	1	3	0	2	3	0.0000	0.0000	0.3333	1.0000	0.0000	1.0000	1.0000	1.0000	3.3333
SR 297	Elk Fork Rd	Woolbridge Pke	38,583	B/PS	\$20	\$771,658	1	0	3	0	0	2	3	0.3333	0.0000	1.0000	0.0000	0.0000	1.0000	1.0000	1.0000	3.3333
SR 297	Woolbridge Pke	Creekmore Hensley Dr	10,333	B/PS	\$20	\$206,658	1	0	1	2	0	2	3	0.3333	0.0000	0.3333	0.6667	0.0000	1.0000	1.0000	1.0000	3.3333
SR 63	Eagle Bluff Rd	Dossert Ln	6,376	B/BL	\$30	\$191,281	3	1	2	0	0	2	1	1.0000	0.3333	0.6667	0.0000	0.0000	1.0000	0.3333	0.3333	3.3333
SR 63	Middlesboro Rd	State Ln	7,678	B/PS	\$20	\$153,559	3	0	1	0	0	2	3	1.0000	0.0000	0.3333	0.0000	0.0000	1.0000	1.0000	1.0000	3.3333
N Indiana Ave	E Mountain Dr	N Tennessee Ave	1,323	B/PS	\$20	\$19,731	1	0	0	0	2	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	3.3333
N Indiana Ave	E Central Ave	E Mountain Dr	1,582	B/BL	\$30	\$70,004	1	0	0	0	2	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	3.3333
Demory Rd	A St	South Ave	987	B/SL	\$30	\$29,596	1	0	0	0	2	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	3.3333
South Ave	Demory Rd	Jacksboro Pke	2,333	B/SL	\$30	\$70,004	1	0	0	0	2	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	3.3333
S Tennessee Ave	W Fir St	E Beech St	1,102	B/SL	\$30	\$33,050	1	0	0	0	2	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	3.3333
Elkins Rd	Veterans Memorial Hwy	Roach Ln	2,164	B/SL	\$30	\$64,924	0	0	3	2	1	0	3	0.0000	0.0000	1.0000	0.6667	0.5000	0.0000	1.0000	1.0000	3.1667
Cumberland Ave	E Beech St	E Central Ave	729	B/BL	\$30	\$21,867	1	0	1	0	1	2	3	0.3333	0.0000	0.3333	0.0000	0.5000	1.0000	1.0000	1.0000	3.1667
Holiday Ln	25W	Dead End	4302.3	B/SL	\$30	\$30,613	0	0	2	0	1	2	3	0.0000	0.0000	0.6667	0.0000	0.5000	1.0000	1.0000	1.0000	3.1667
Valley St	Eagle Bluff Rd	Liberty St	1020.42	B/SL	\$30	\$52,460	1	0	2	0	1	2	2	0.3333	0.0000	0.6667	0.0000	0.5000	1.0000	1.0000	0.6667	3.1667
Path	North of Jacksboro Pke	Powers Ln	4,404	B/SUP	\$150	\$660,563	0	0	2	0	1	2	3	0.0000	0.0000	0.6667	0.0000	0.5000	1.0000	1.0000	1.0000	3.1667

Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity		Safety			Demand			Equity						
							ADT Weight	Crash Weight	Schools Weight	Parks Weight	Pop Density Weight	Commercial/Retail Weight	Low-income Weight	ADT Norm. Weighted Criterion	Crash Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted Criterion	Commercial/Retail Norm. Weighted Criterion	Low-income Norm. Weighted Criterion	ADT Weight	Crash Weight	Schools Weight	Parks Weight	Pop Density Norm. Weighted Criterion	Commercial/Retail Norm. Weighted Criterion	Low-income Norm. Weighted Criterion
Liberty St	Island Rd	Liberty St	1,749	B/SL	\$30	\$52,460	0	0	3	0	1	2	2	0.0000	0.0000	1.0000	0.0000	1.0000	0.0000	0.5000	1.0000	1.0000	0.6667	3.1667			
Demory Rd	Robin Rd	A St	1,960	B/SL	\$30	\$58,800	1	0	1	1	1	2	2	0.3333	0.0000	0.3333	0.3333	0.3333	0.5000	1.0000	1.0000	0.6667	3.1667				
N Tennessee Ave	Aspen St	N Indiana Ave	2,052	B/BL	\$30	\$61,574	0	0	0	2	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
25W	Westborne Rd	Stinking Creek Rd	2,946	B/PS	\$20	\$58,911	0	0	3	0	0	2	3	0.0000	0.0000	1.0000	0.0000	1.0000	0.0000	0.0000	0.0000	1.0000	1.0000	3.0000			
SR 63	Cumberland Ave	Massachusetts Ave	2,429	B/BL	\$30	\$72,862	3	0	2	0	0	2	1	1.0000	0.0000	0.6667	0.0000	1.0000	0.0000	0.0000	1.0000	1.0000	0.3333	3.0000			
W Iron St	N Mountain Ln	N Tennessee Ave	356	B/SL	\$30	\$22,116	0	0	0	2	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
Nevada Ave	25W	Church St	1,263	B/SL	\$30	\$79,982	0	0	0	2	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
Aspen St	N Tennessee Ave	25W	737	B/SL	\$30	\$152,406	0	0	0	0	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
N 13th St	W Central Ave	Dead End	2,666	B/SL	\$30	\$79,982	0	0	0	0	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
Path	South Ave	Pearl St	5,080	B/SUP	\$150	\$762,030	0	0	0	0	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
High Knob Dr	N Tennessee Ave	Clairborne Rd	2,941	B/SL	\$30	\$88,237	0	0	0	0	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
N 13th St	High Knob Ave	E Beech St	1,452	B/SL	\$30	\$45,575	0	0	0	2	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.0000			
SR 297	Red Cut Rd	Elk Fork Rd	13,447	B/PS	\$20	\$268,948	1	0	3	0	0	2	2	0.3333	0.0000	1.0000	0.0000	1.0000	0.0000	0.0000	0.0000	1.0000	0.6667	3.0000			
Elkins Rd	Evans Rd	Butter and Egg Rd	1,936	B/SL	\$30	\$58,083	0	0	3	1	1	0	3	0.0000	0.0000	1.0000	0.3333	0.0000	0.0000	0.5000	0.0000	1.0000	1.0000	2.8333			
W Beech St	Jacksboro Pk	S 13th St	1,595	B/BL	\$30	\$47,863	1	0	0	1	1	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	0.5000	0.5000	0.5000	1.0000	1.0000	2.8333			
Kentucky St	5th St	State Line	1,460	B/SL	\$30	\$43,809	0	0	1	3	1	0	3	0.0000	0.0000	0.3333	1.0000	0.5000	0.5000	0.5000	0.0000	0.0000	1.0000	2.8333			
Ivey St	Kentucky St	Siler St	978	B/SL	\$30	\$29,325	0	0	1	3	1	0	3	0.0000	0.0000	0.3333	1.0000	0.5000	0.5000	0.5000	0.0000	0.0000	1.0000	2.8333			
25W	N Tennessee Ave	McClouds Trl	23,707	B/PS	\$20	\$474,146	1	0	0	0	1	2	3	0.3333	0.0000	0.0000	0.0000	1.0000	0.5000	0.5000	0.0000	1.0000	1.0000	2.8333			
Path	Demory Rd	Mohawk Trl	14,790	B/SUP	\$150	\$2,218,485	0	0	0	2	2	0	3	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	0.6667	1.0000	1.0000	2.6667			
Main St	Kentucky St	Dead End	2,374	B/BL	\$30	\$288,528	0	0	2	0	1	2	2	0.0000	0.0000	0.6667	0.0000	1.0000	0.5000	0.5000	1.0000	1.0000	0.6667	2.8333			
Path	Jacksboro Station Rd	Towe String Rd	9,618	B/SUP	\$150	\$1,442,640	0	0	2	0	1	2	2	0.0000	0.0000	0.6667	0.0000	1.0000	0.5000	0.5000	0.0000	1.0000	0.6667	2.8333			
Demory Rd	Robin Rd	High Knob Rd W	4,322	B/SL	\$30	\$129,668	1	1	1	2	1	0	2	0.3333	0.3333	0.3333	0.6667	0.0000	0.5000	0.5000	0.0000	0.0000	0.6667	2.8333			
S Cumberland Ave	E Hemlock St	E Beech St	1,448	B/BL	\$30	\$43,436	1	0	1	0	2	0	3	0.3333	0.0000	0.3333	0.0000	1.0000	1.0000	1.0000	0.0000	0.0000	1.0000	2.6667			
SR 63	Henson Rd	Woodson Ln	8,316	B/PS	\$20	\$166,316	2	0	2	0	0	2	1	0.6667	0.0000	0.0000	0.0000	1.0000	0.0000	0.0000	0.0000	1.0000	0.3333	2.6667			
SR 297	Creekmore Hensley Dr	8th Ave	3,504	B/PS	\$20	\$70,075	1	0	1	3	0	0	3	0.3333	0.0000	0.3333	1.0000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	2.6667			
Westborne Rd	25W	Little White Oak Rd	28,912	B/TR	\$0	\$0	0	0	2	0	0	2	3	0.0000	0.0000	0.6667	0.0000	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	2.6667			
Path	Towe String Rd	Jacksboro Pk	2,244	B/SUP	\$150	\$336,657	0	0	3	0	0	2	3	0.0000	0.0000	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	2.6667			
S Main St	8th Ave	S Florence Ave	2,054	B/PS	\$20	\$41,071	1	0	1	3	0	0	3	0.3333	0.0000	0.3333	1.0000	0.0000	0.0000	0.0000	0.0000	1.0000	1.0000	2.6667			

Campbell County Bicycle & Pedestrian Plan

Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity		Ranking			
							ADT Weight	Crash Weight	Schools Weight	Parks Weight	Pop Density Weight	Commercial/Retail Weight	Low-Income Weight	ADT Norm. Weighted Criterion		Crash Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion
Butter and Egg Rd	Loop Rd	Woodbine St	4,171	B/SL	\$30	\$125,126	0	0	2	1	1	0	0	0.0000	0.0000	1.0000	2.5000	
W Beech St	S 13th St	S 9th St	1,018	B/BL	\$30	\$30,540	1	0	0	0	1	2	0.0000	0.0000	1.0000	0.6667	2.5000	
S Indiana Ave	E Beech St	E Central Ave	727	B/BL	\$30	\$21,814	0	0	0	0	1	2	0.0000	0.0000	1.0000	1.0000	2.5000	
Siler St	5th St	Ivey St	1,657	B/SL	\$30	\$49,713	0	0	1	2	1	0	0.0000	0.0000	0.0000	1.0000	2.5000	
Main St	School St	Kentucky St	1,549	B/BL	\$30	\$416,700	0	0	2	0	1	2	0.0000	0.0000	1.0000	0.3333	2.5000	
Path	North of Jackboro Pke	Church St	13,890	B/SUP	\$150	\$144,923	0	0	0	0	1	2	0.0000	0.0000	1.0000	1.0000	2.5000	
Foothills Dr	E Central Ave	Martha Lee Ln	2,046	B/SL	\$30	\$96,806	0	0	3	0	1	0	0.0000	1.0000	0.0000	1.0000	2.5000	
Old TN 63	I-75	Main St	966	B/BL	\$30	\$28,985	0	0	0	3	1	0	0.0000	0.0000	1.0000	1.0000	2.5000	
Queener Rd	City Limits	25W	3,227	B/PS	\$20	\$64,538	1	0	1	3	1	0	0.0000	0.0000	0.0000	0.3333	2.5000	
Foothills Dr	SR 63	Martha Lee Ln	2,046	B/SL	\$30	\$61,381	0	0	3	0	1	0	0.0000	1.0000	0.0000	1.0000	2.5000	
Old Tennessee 63	Bruce Gap Rd	Main St	2,933	B/PS	\$20	\$58,653	0	0	0	3	0	2	0.0000	0.0000	1.0000	0.3333	2.3333	
Indian Mountain State Park Cir	Indian Mountain Rd	London Ave	3,631	B/SUP	\$150	\$544,703	0	0	1	3	0	0	0.0000	0.0000	0.0000	1.0000	2.3333	
Indian Mountain Rd	Indian Mountain State Park Cir	Dairy Ave	1,223	B/SUP	\$150	\$183,468	0	0	1	3	0	0	0.0000	0.0000	0.0000	0.0000	1.0000	2.3333
Hospital Ln	Healthcare Way	Sunset Trl	1,076	B/SL	\$30	\$32,289	0	0	1	3	0	0	0.0000	0.0000	0.0000	1.0000	2.3333	
Howard Baker Hwy	SR 297	Old TN 63	7,749	B/PS	\$20	\$154,985	2	0	0	0	0	2	0.6667	0.0000	1.0000	0.6667	2.3333	
SR 63	I-75	Old TN 63	15,598	B/PS	\$20	\$311,954	2	1	0	0	0	2	0.6667	0.3333	0.0000	0.3333	2.3333	
Pine Mountain Rd	Rock Quarry Rd	25W	19,767	B/TR	\$0	\$0	0	0	2	0	0	2	0.0000	0.0000	0.0000	0.6667	2.3333	
25W	Douglas Ln	E Davis Ln	1,564	B/BL	\$30	\$46,923	1	0	1	0	0	2	0.3333	0.0000	1.0000	0.6667	2.3333	
25W	E Davis Ln	Mud Creek Rd	5,513	B/PS	\$20	\$110,260	1	0	1	0	0	2	0.3333	0.0000	1.0000	0.6667	2.3333	
Path	Mohawk Ln	E Beech St	6,103	B/SUP	\$150	\$915,483	0	0	1	0	2	0	0.0000	0.0000	0.0000	1.0000	2.3333	
Tennessee St	Main St	Old TN 63	1,627	B/SL	\$30	\$48,798	0	0	0	3	0	2	0.0000	0.0000	1.0000	0.3333	2.3333	
S Tennessee Ave	Woodland Dr	W Fir St	2,114	B/SL	\$30	\$63,416	1	0	0	0	2	0	0.3333	0.0000	1.0000	1.0000	2.3333	
High Knob Rd	Fox Den Ln	High Knob Dr	1,589	B/SL	\$30	\$47,684	0	0	0	1	2	0	0.0000	0.0000	0.3333	1.0000	2.3333	
SR 63	State Ln	Petrey Rd	6,918	B/PS	\$20	\$138,354	2	0	1	0	0	2	0.6667	0.0000	1.0000	0.3333	2.3333	
Main St	Tennessee St	Old TN 63	1,325	B/SL	\$30	\$39,758	0	0	0	3	0	2	0.0000	0.0000	1.0000	0.3333	2.3333	
Butter and Egg Rd	Woodbine St	Eagle Bluff Rd	5,680	B/SL	\$30	\$170,415	0	0	3	0	1	0	0.0000	1.0000	0.0000	0.6667	2.1667	

Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity		Ranking		
							ADT Weight	Crash Weight	Schools Weight	Parks Weight	Pop Density Weight	Commercial/Retail Weight	Low-Income Weight	ADT Norm. Weighted Criterion		Crash Norm. Weighted Criterion	Schools Norm. Weighted Criterion
Path	Stone Mill Rd	Jacksboro Station Rd	8,548	B/SUP	\$150	\$1,282,224	0	0	3	0	1	0	2	0.0000	0.0000	0.6667	2.1667
Jacksboro Station Rd	Queener St	Island Rd	563	B/SL	\$30	\$16,890	0	0	0	1	2	2	0.0000	0.0000	1.0000	0.6667	2.1667
Dossett Ln	Dead End	Jacksboro Pk	1,453	B/SL	\$30	\$43,596	0	0	0	1	2	2	0.0000	0.0000	1.0000	0.6667	2.1667
SR 297	Braden Mountain Rd	Red Cut Rd	14,199	B/PS	\$20	\$283,978	1	0	0	0	2	2	0.3333	0.0000	1.0000	0.6667	2.0000
Duff Davis Creek Rd	McClouds Trl	Cotula Rd	12,930	B/TR	\$0	\$0	0	0	0	0	2	3	0.0000	0.0000	1.0000	1.0000	2.0000
Duff Davis Creek Rd	Cotula Rd	Little White Oak Rd	30,370	B/TR	\$0	\$0	0	0	0	0	2	3	0.0000	0.0000	1.0000	1.0000	2.0000
Mohawk Trl	100 Block of Mohawk Trl	Mohawk Trl	708	B/SL	\$30	\$21,239	0	0	0	2	0	3	0.0000	0.0000	1.0000	1.0000	2.0000
Church St	Nevada Ave	Iron St	573	B/SL	\$30	\$37,298	0	0	0	2	0	3	0.0000	0.0000	1.0000	1.0000	2.0000
Back Valley Rd	Foothills Dr	Widwood Dr	5,916	B/SL	\$30	\$177,478	0	0	2	0	0	2	0.0000	0.6667	1.0000	0.3333	2.0000
Claborn Rd	Blue Dr	S Tennessee Ave	1,243	B/SL	\$30	\$37,298	0	0	0	2	0	3	0.0000	0.0000	1.0000	1.0000	2.0000
SR 63	Woodson Ln	Holstein Dr	5,928	B/PS	\$20	\$118,566	1	0	1	0	0	2	0.3333	0.0000	1.0000	0.3333	2.0000
SR 297	Baird Ln	Braden Mountain Rd	10,899	B/PS	\$20	\$217,988	1	0	0	0	0	2	0.3333	0.0000	1.0000	0.6667	2.0000
Loop Rd	Bruce Gap Rd	Bruce Gap Rd	4,091	B/SL	\$30	\$122,719	0	0	2	1	1	1	0.0000	0.6667	0.0000	0.3333	1.8333
Queener Rd	Stone Mill Rd	City Limits	3,147	B/PS	\$20	\$62,945	1	0	0	2	1	1	0.3333	0.0000	0.0000	0.3333	1.8333
SR 63	Dairy Ln	Brown Dr	11,913	B/PS	\$20	\$238,262	1	0	0	0	0	2	0.3333	0.0000	1.0000	0.3333	1.6667
SR 63	Well Springs Rd	Mercury Dr	6,032	B/PS	\$20	\$120,650	1	0	0	0	0	2	0.3333	0.0000	1.0000	0.3333	1.6667
Stinking Creek Rd	Huddleston Rd	Rock Creek Ln	11,012	B/TR	\$0	\$0	0	0	0	0	2	2	0.0000	0.0000	1.0000	0.6667	1.6667
Stinking Creek Rd	I-75	Huddleston Creek Rd	65,570	B/TR	\$0	\$0	0	0	0	0	2	2	0.0000	0.0000	1.0000	0.6667	1.6667
Mud Creek Rd	25W	State Line	6,235	B/TR	\$0	\$0	0	0	0	0	2	2	0.0000	0.0000	1.0000	0.6667	1.6667
E Prospect St	N Indiana Ave	N 16th St	3,366	B/SL	\$30	\$30,275	0	0	1	0	0	2	0.0000	0.3333	1.0000	0.6667	1.6667
Wilwood Dr	SR-63	Back Valley Rd	2,029	B/SL	\$30	\$60,859	0	0	1	0	0	2	0.0000	0.3333	1.0000	0.3333	1.6667
Cougar Ln	Rail Crossing	Campbell County Comp HS	1,009	B/SUP	\$150	\$151,376	0	0	3	0	0	0	0.0000	0.0000	0.0000	0.6667	1.6667
High Knob Rd W	Memory Rd	S High Knob Rd	6,434	B/SL	\$30	\$193,008	0	0	0	3	0	0	0.0000	1.0000	0.0000	0.6667	1.6667
SR 63	Mercury Dr	County Line	3,981	B/PS	\$20	\$79,617	1	0	0	0	2	1	0.3333	0.0000	1.0000	0.3333	1.6667
W Beech St	S 9th St	Depot St	936	B/BL	\$30	\$28,094	1	0	0	0	1	0	0.3333	0.0000	0.0000	0.6667	1.5000
Path	Old Kentucky Rd	North of Jacksboro Pk	11,643	B/SUP	\$150	\$48,518	0	0	0	0	1	0	0.0000	0.0000	0.0000	1.0000	1.5000

Campbell County Bicycle & Pedestrian Plan

Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity			Ranking					
							ADT	Crash	Schools	Parks	Pop Density	Commercial/Retail	Low-Income	ADT Norm. Weighted Criterion	Crash Norm. Weighted Criterion		Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted Criterion	Commercial/Retail Norm. Weighted Criterion	Low-Income Norm. Weighted Criterion
							1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Stone Mill Rd	CSX Line	Queener Rd	962	B/PS	\$20	\$19,232	1	0	0	1	1	0	0.0000	0.0000	0.0000	0.3333	1.5000				
N Mountain Ln	W Iron St	Dead End	323	B/SL	\$30	\$9,704	0	0	0	1	0	3	0.0000	0.0000	0.0000	1.0000	1.5000				
Baird Ln	County Line	Howard Baker Hwy	11,089	B/PS	\$20	\$221,780	2	0	0	0	0	2	0.6667	0.0000	0.0000	0.6667	1.3333				
Old TN 63	Bruce Gap Rd	SR 63	41,214	B/TR	\$0	\$0	0	0	0	3	0	1	0.0000	0.0000	0.0000	0.3333	1.3333				
Bibee Ln	Loop Rd	379 Bibee Ln	2,932	B/SUP	\$150	\$503,396	0	0	1	1	0	1	0.0000	0.0000	0.0000	0.3333	1.0000				
Back Valley Rd	N 16th St	Martha Lee Ln	2,611	B/SL	\$30	\$125,041	0	0	2	0	0	1	0.0000	0.0000	0.0000	0.3333	1.0000				
Hilltop Dr	Butter and Egg Rd	Old Kentucky Rd	3,356	B/SL	\$30	\$100,679	0	0	2	0	0	1	0.0000	0.0000	0.0000	0.3333	1.0000				
Memorial Ln	Dossett Ln	Towe String Rd	4,168	B/SL	\$30	\$125,041	0	0	1	0	0	2	0.0000	0.0000	0.0000	0.6667	1.0000				
S High Knob Rd	High Knob Rd W	Fox Den Ln	4,372	B/SL	\$30	\$131,150	0	0	0	1	0	2	0.0000	0.0000	0.0000	0.6667	1.0000				
Stinking Creek Rd	Fire Hill Ln	25W	9,646	B/TR	\$0	\$0	0	0	1	0	0	2	0.0000	0.0000	0.0000	0.6667	1.0000				
Stinking Creek Rd	SR 63	I-75	11,565	B/TR	\$0	\$0	0	0	0	0	0	2	0.0000	0.0000	0.0000	0.6667	0.6667				
Bibee Ln	379 Bibee Ln	Bibee Ln	1,200	B/SUP	\$150	\$694,350	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Bibee Ln	Bibee Ln	Dead End	3,191	B/SUP	\$150	\$62,207	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Path	Dead End	Hilltop Dr	4,629	B/SUP	\$150	\$18,906	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Hilltop Dr	644 Hilltop Dr	Old Kentucky Rd	415	B/SL	\$30	\$27,705	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Path	Hilltop Dr	Old Kentucky Rd	126	B/SUP	\$150	\$179,685	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Old Kentucky Rd	Hilltop Dr	Old Kentucky Rd	924	B/SL	\$30	\$8,690	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Old Kentucky Rd	Old Kentucky Rd	Old Kentucky Rd	1,198	B/SL	\$30	\$8,208	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Hilltop Dr	500 Block of Hilltop Dr	Old Kentucky Rd	290	B/SL	\$30	\$8,690	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Old Kentucky Rd	200 Block of Old Kentucky Rd	600 Hilltop Rd	274	B/SL	\$30	\$8,208	0	0	1	0	0	1	0.0000	0.0000	0.0000	0.3333	0.6667				
Lowes Branch Rd	Stinking Creek Rd	Rock Quarry Rd	19,252	B/TR	\$0	\$0	0	0	0	0	0	2	0.0000	0.0000	0.0000	0.6667	0.6667				
Old Kentucky Rd	Old Kentucky Rd	Old Kentucky Rd	787	B/SL	\$30	\$0	0	0	0	0	0	1	0.0000	0.0000	0.0000	0.3333	0.3333				

Pedestrian Ranked Sidewalk List

Road	From	To	Linear Feet	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity		Safety			Demand			Equity		Ranking					
						ADT	Crash Weight	Schools Weight	Parks Weight	Pop Density Weight	Commercial/Retail Weight	Low-Income Weight	ADT	Crash Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted Criterion	Commercial/Retail Norm. Weighted Criterion	Low-Income Norm. Weighted Criterion	ADT	Crash Norm. Weighted Criterion		Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted Criterion	Commercial/Retail Norm. Weighted Criterion	Low-Income Norm. Weighted Criterion
SR 63	Eagle Cir	Eagle Bluff Rd	1,108	\$250	\$554,105	3	1	3	0	1	2	2	2	1.0000	1.0000	0.0000	0.0000	0.0000	0.0000	0.5000	1.0000	1.0000	0.6667	5.1667			
Sunset Trl	S Main St	5th St	7,819	\$250	\$3,909,250	1	0	3	3	1	2	3	0.3333	0.0000	1.0000	1.0000	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	4.8333			
SR 63	Eagle Bluff Rd	Walmart Entrance	2,662	\$250	\$1,331,115	3	1	2	0	1	2	2	1.0000	1.0000	0.6667	0.0000	0.5000	1.0000	0.5000	1.0000	1.0000	0.6667	4.8333				
SR 63	Faith Way	1400 Block of SR 63	1,171	\$250	\$585,470	3	0	3	0	1	2	3	1.0000	0.0000	1.0000	0.0000	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	4.5000			
Eagle Bluff Rd	25W	Butter and Egg Rd	1,688	\$250	\$843,960	0	1	3	0	1	2	2	0.0000	1.0000	1.0000	0.0000	0.5000	1.0000	0.5000	1.0000	1.0000	0.6667	4.1667				
Eagle Bluff Rd	Main St	25W	924	\$250	\$462,004	1	1	2	0	1	2	2	0.3333	1.0000	0.6667	0.0000	0.5000	1.0000	0.5000	1.0000	1.0000	0.6667	4.1667				
Cumberland Ave	E Ash Ave	E Prospect St	1,114	\$250	\$556,865	1	1	1	0	1	2	3	0.3333	1.0000	0.3333	0.0000	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	4.1667			
Park Rd	Swan Dr	Bruce Gap Rd	4,189	\$250	\$2,094,705	0	0	1	3	1	2	3	0.0000	0.0000	0.3333	1.0000	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	4.1667			
Elkins Rd	Roach Ln	Evans Rd	1,009	\$250	\$504,255	0	0	3	1	1	2	3	0.0000	0.0000	1.0000	0.3333	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	3.8333			
Evans Rd	Elkins Rd	Butter and Egg Rd	2,249	\$250	\$1,124,340	0	0	3	1	1	2	3	0.0000	0.0000	1.0000	0.3333	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	3.8333			
John McGhee Blvd	Holiday Inn Entrance	SR 63	616	\$250	\$307,953	1	0	0	3	1	2	3	0.3333	0.0000	0.0000	1.0000	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	3.8333			
Bruce Gap Rd	Loop Rd	Loop Rd	2,331	\$250	\$1,165,395	0	0	2	1	1	2	3	0.0000	0.0000	0.6667	0.3333	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	3.5000			
Old TN 63	Main St	Dogwood Rd	2,214	\$250	\$1,106,850	3	0	0	3	1	0	3	1.0000	0.0000	0.0000	1.0000	0.5000	0.0000	0.0000	0.5000	0.0000	1.0000	1.0000	3.5000			
Dogwood Rd	Hampton Inn Entrance	SR 63	498	\$250	\$248,757	0	0	0	3	1	2	3	0.0000	0.0000	0.0000	1.0000	0.5000	0.0000	0.0000	0.5000	1.0000	1.0000	1.0000	3.5000			
E Beech St	S 14th St	SR 63	745	\$250	\$372,391	1	0	2	0	1	2	3	0.3333	0.0000	0.6667	0.0000	0.5000	1.0000	0.5000	1.0000	1.0000	1.0000	1.0000	3.5000			
E Hemlock St	S 4th St	Cumberland Ave	1,356	\$250	\$678,165	0	0	1	0	2	2	3	0.0000	0.0000	0.3333	0.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	3.3333			
School Rd	25W	Butter and Egg Rd	1,930	\$250	\$964,820	0	0	3	0	1	2	2	0.0000	0.0000	1.0000	0.0000	0.5000	0.0000	0.5000	1.0000	1.0000	0.6667	3.1667				
Elkins Rd	25W	Roach Ln	2,164	\$250	\$1,082,070	0	0	3	2	1	0	3	0.0000	0.0000	1.0000	0.5667	0.5000	0.0000	0.5000	0.0000	0.0000	1.0000	1.0000	3.1667			
Valley St	Eagle Bluff Rd	Valley St	1,230	\$250	\$614,950	1	0	2	0	1	2	2	0.3333	0.0000	0.6667	0.0000	0.5000	0.0000	0.5000	1.0000	1.0000	0.6667	3.1667				
Liberty St	Jacksboro Elementary School Rd	Island Ford Rd	1,386	\$250	\$692,945	0	0	3	0	1	2	2	0.0000	0.0000	1.0000	0.0000	0.5000	0.0000	0.5000	1.0000	1.0000	0.6667	3.1667				
School St	Main St	25W	989	\$250	\$494,533	0	0	3	0	1	2	2	0.0000	0.0000	1.0000	0.0000	0.5000	0.0000	0.5000	1.0000	1.0000	0.6667	3.1667				
S Main St	S Florence Ave	N Myrtle Ave	621	\$250	\$310,473	1	0	1	3	1	0	3	0.3333	0.0000	0.3333	1.0000	0.5000	0.0000	0.5000	1.0000	0.0000	1.0000	1.0000	3.1667			
Tennessee Ave	W Iron St	N Indiana Ave	1,015	\$250	\$507,615	0	0	0	0	2	2	3	0.0000	0.0000	0.0000	0.0000	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000	3.0000				
Elkins Rd	Evans Rd	Butter and Egg Rd	1,936	\$250	\$968,055	0	0	3	1	1	0	3	0.0000	0.0000	1.0000	0.3333	0.5000	0.0000	0.5000	1.0000	1.0000	1.0000	1.0000	2.8333			
Main St	Connor St	SR 63	379	\$250	\$189,319	0	0	2	0	1	2	2	0.0000	0.0000	0.6667	0.0000	0.5000	0.0000	0.5000	1.0000	1.0000	0.6667	2.8333				

Road	From	To	Linear Feet	Unit Cost (per linear foot)	Estimated Cost	Safety			Demand			Equity			Ranking					
						ADT	Crash	Schools	Parks	Pop Density	Commercial/Retail	Low-Income	ADT Norm.	Crash Norm.		Schools Norm.	Parks Norm.	Pop Density Norm.	Commercial/Retail Norm.	Low-Income Norm.
						Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weighted Criterion	Weighted Criterion		Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted Criterion
Butter and Egg Rd	Loop Rd	Woodbine St	4,171	\$250	\$2,085,425	0	0	2	1	1	0	3	0.0000	0.0000	0.0000	1.0000	2.5000			
Cove St	Water St	Main St	454	\$250	\$227,210	0	0	2	0	1	2	1	0.0000	0.0000	0.0000	0.3333	2.5000			
Foothills Dr	SR 63	Martha Lee Ln	2,046	\$250	\$1,023,010	0	0	3	0	1	0	3	0.0000	0.0000	0.0000	1.0000	2.5000			
Old TN 63	Main St	Bruce Gap Rd	3,032	\$250	\$1,516,195	0	0	0	3	0	2	1	0.0000	0.0000	0.0000	0.3333	2.3333			
Main St	Phillips St	Old TN 63	886	\$250	\$442,864	0	0	0	3	0	2	1	0.0000	0.0000	0.0000	0.3333	2.3333			
E Hemlock St	S Indiana Ave	S 4th St	707	\$250	\$353,720	0	0	1	0	2	0	3	0.0000	0.0000	0.0000	1.0000	2.3333			
E Hemlock St	S Cumberland Ave	S 14th St	889	\$250	\$444,596	0	0	1	0	2	0	3	0.0000	0.0000	0.0000	1.0000	2.3333			
Old Middleboro Hwy	Rocky Valley Ln	Stone Gate Dr	1,960	\$250	\$489,960	1	0	3	0	0	0	3	0.3333	0.0000	0.0000	1.0000	2.3333			
Lake Ln	Hill Rd	Main St	703	\$250	\$351,698	0	0	0	3	0	2	1	0.0000	0.0000	0.0000	0.3333	2.3333			
Hill Rd	School St	Lake Ln	321	\$250	\$160,315	0	0	0	3	0	2	1	0.0000	0.0000	0.0000	0.3333	2.3333			
Butter and Egg Rd	Woodbine St	Eagle Bluff Rd	5,680	\$250	\$2,840,245	0	0	3	0	1	0	2	0.0000	0.0000	0.0000	0.6667	2.1667			
Maple St	Mountain Rd	Main St	703	\$250	\$351,750	0	0	0	2	0	2	1	0.0000	0.0000	0.0000	0.3333	2.0000			
Back Valley Rd	Foothills Dr	Wildwood Dr	5,916	\$250	\$2,957,970	0	0	2	0	0	2	1	0.0000	0.0000	0.0000	0.3333	2.0000			
Kentucky St	Water St	Main St	431	\$250	\$215,481	0	0	2	0	1	0	2	0.0000	0.0000	0.0000	0.6667	1.8333			
Water St	Kentucky St	Liberty St	581	\$250	\$290,662	0	0	2	0	1	0	2	0.0000	0.0000	0.0000	0.6667	1.8333			
S 14th St	E Hemlock St	E Elm St	728	\$250	\$363,938	0	0	1	0	1	0	3	0.0000	0.0000	0.0000	1.0000	1.8333			
S 14th St	E Chestnut St	SR 63	1,024	\$250	\$511,855	0	0	1	0	1	0	3	0.0000	0.0000	0.0000	1.0000	1.8333			
E Prospect St	N 8th St	N 16th St	2,002	\$250	\$1,001,145	0	0	1	0	0	2	1	0.0000	0.0000	0.0000	0.3333	1.6667			
North Ave	SR 63	E Prospect St	1,041	\$250	\$520,615	0	0	1	0	0	2	1	0.0000	0.0000	0.0000	0.3333	1.6667			
School St	Hill Rd	Mountain Rd	545	\$250	\$272,357	0	0	0	3	0	0	1	0.0000	0.0000	0.0000	0.3333	1.3333			
School St	Mountain Rd	Main St	471	\$250	\$235,259	0	0	0	3	0	0	1	0.0000	0.0000	0.0000	0.3333	1.3333			
Mountain Rd	Maple St	School St	472	\$250	\$235,887	0	0	0	3	0	0	1	0.0000	0.0000	0.0000	0.3333	1.3333			
Path	Back Valley Rd	LaFollette Town Line	599	\$250	\$299,507	0	0	2	0	0	0	1	0.0000	0.0000	0.0000	0.3333	1.0000			

