

BRIDGE TO BRIDGE CORRIDOR MASTER PLAN

Kingston, Tennessee.

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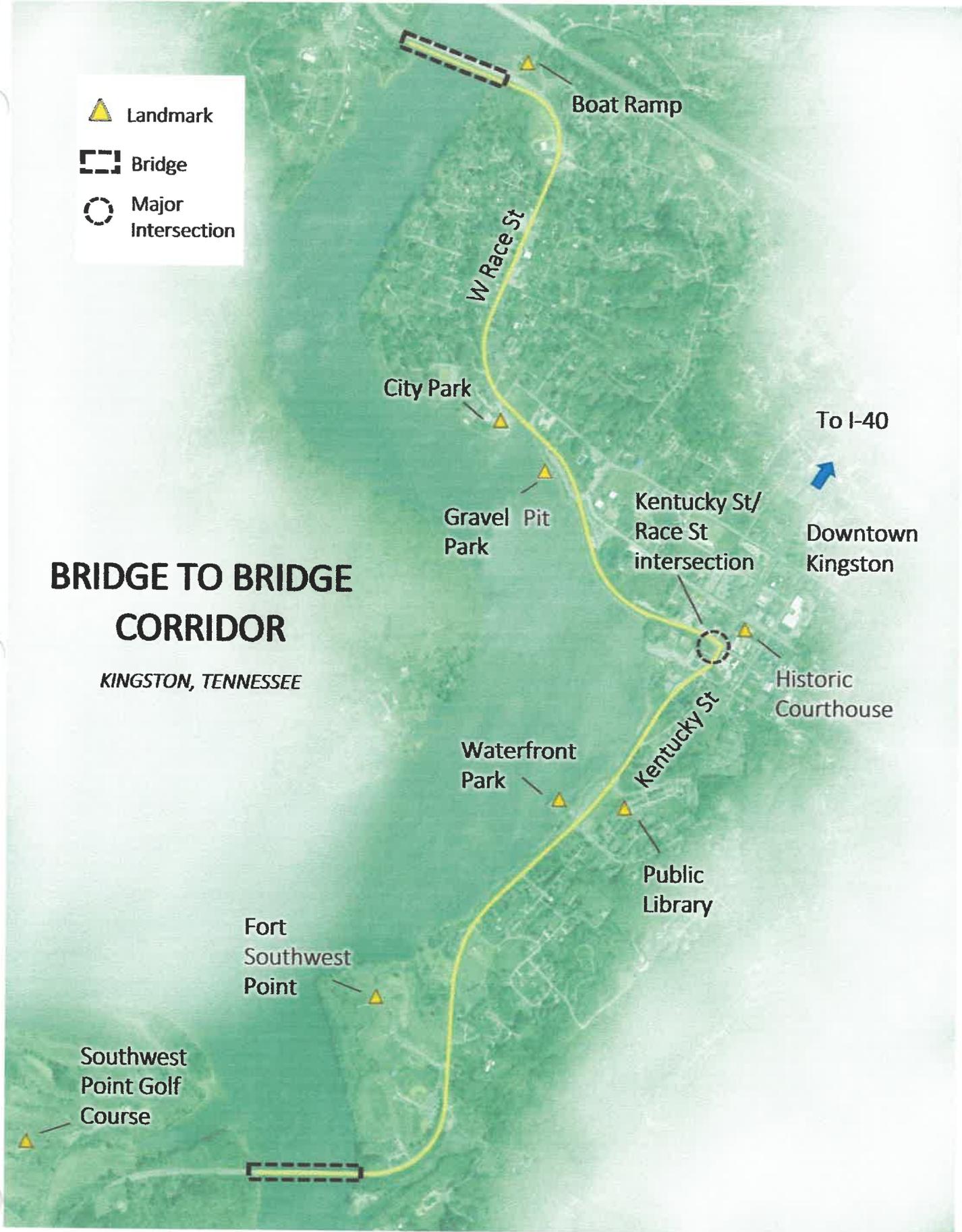
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-  Landmark
-  Bridge
-  Major Intersection

BRIDGE TO BRIDGE CORRIDOR

KINGSTON, TENNESSEE



I. BRIDGE TO BRIDGE CORRIDOR PROJECT DESCRIPTION

The Context

Highways 70 (Race Street) and 58 (Kentucky Street) provide critical access routes to the City of Kingston. Beginning just northwest of the Kingston City limits, Broadway of America becomes West Race Street, crosses a bridge over the Watts Bar Reservoir, and enters the City. Just north of this bridge crossing are two popular fishing areas and boat launches, connecting users to miles of blueway trails along Watts Bar Reservoir. Race Street then runs southeast through the City, passing by both the City Park and historic downtown Kingston, before intersecting with Highway 58 (Kentucky Street). As it runs through downtown, the corridor passes the historic Roane County Courthouse, where the Roane County Historic Commission operates and maintains the Courthouse as well as the Roane County archives library. **This area contains a number of populations of vulnerable residents, including households with lower incomes, higher rates of poverty, and elderly residents.**

From the intersection with Race Street, the Kentucky Street portion of the corridor then passes southwest, running past Kingston Waterfront Park, Kingston Public Library, and Fort Southwest Point before crossing back over the Watts Bar Reservoir, passing through the Southwest Point Golf Course and out of the City. **The Southwest Point Golf Course, just south of the City limits, was recently purchased by a developer and plans are underway to construct significant new commercial, recreational, and residential assets in this area with anticipated impacts on both the economy and the corridor.**

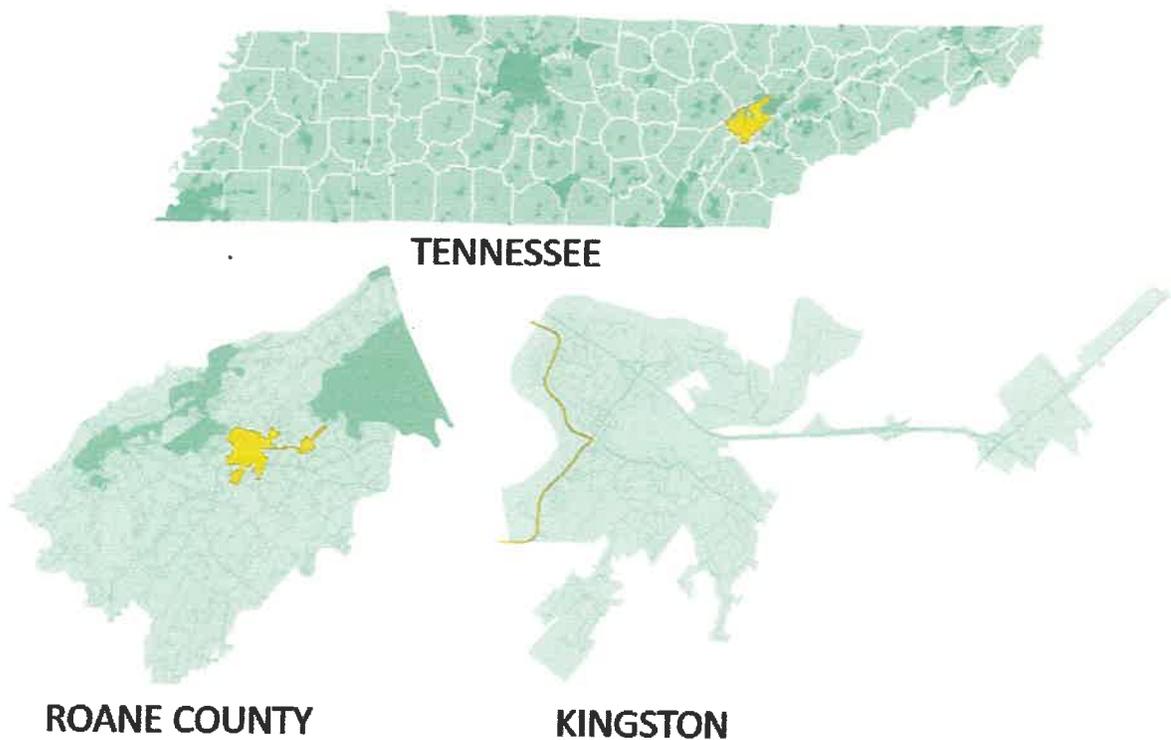
This target corridor carries about 10 – 15,000 vehicles per day and is one of the highest traffic corridors in the City and region. The corridor also contains most of the sidewalks and trails provided by the City of Kingston. In addition to high levels of traffic, **this corridor provides access to I-40, a primary route in and out of the County, as well as recreational and economic development opportunities along the waterfront.** The corridor also poses challenges, such as those at the intersection of Race Street and Kentucky Street where it has long been recognized that traffic bottlenecks create barriers to safety and connectivity for pedestrians in the area. The proposed Master Plan will explore the strengths and weaknesses of the corridor and present recommendations to improve safety and connectivity while supporting economic development.



The Bridge to Bridge Corridor is Vital to Local and Regional Transportation

The Bridge to Bridge corridor provides access to local amenities, resources, and opportunities and connects the City to regional communities and resources. Beginning at the border of Tennessee and Georgia, SR 58 runs through both Hamilton and Meigs Counties, before entering Roane County and finally terminating at its northeastern edge. **The Route provides direct access between Kingston and the communities of Lookout Mountain, Chattanooga, Harrison, Snow Hill, Georgetown, Decatur, and Oak Ridge.**

US Highway 70 runs parallel to I-40 as it travels through Roane County. The highway travels over 2,000 miles through eight different states, including Arizona, New Mexico, Texas, Oklahoma, Arkansas, Tennessee, and North Carolina. The Highway enters Tennessee at the Memphis & Arkansas Bridge in the southwest corner of the state, **ultimately running nearly 480 miles through the State and providing a vital connection between 21 Counties and nearly 50 cities and towns.** US Route 70 was also identified by TDOT as a proposed bike route as part of a statewide Bicycle and Pedestrian Plan completed in 2011. The Bicycle and Pedestrian Plan established a bicycle level of service (BLOS) for roadways along each route, using the characteristics of the roadways to determine how well suited they are for bicycle travel¹. Each roadway was given a rating of “A” through “F”, with “A” being the most well suited, and “F” being the least well suited for bicycle travel. According to this assessment, as it runs through Roane County, US 70 has a BLOS varying from A to E. **Targeted and strategic improvements to this section of roadway will ensure access for all users is developed and maintained.**

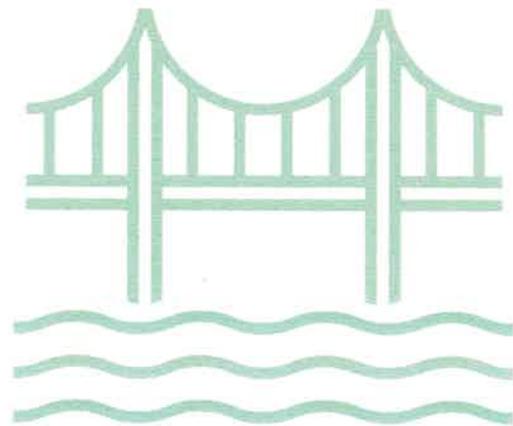
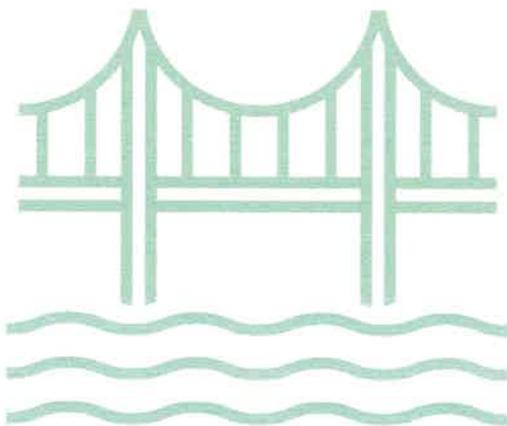


¹ https://www.tn.gov/content/dam/tn/tdot/documents/Travel_Trends_022316.pdf

The combined percentage of commercial truck traffic along Race Street and Kentucky Street is 11% which is the average for all freight routes in Tennessee as identified by the Bureau of Transportation Statistics (BTS). According to data tracked by the BTS, freight volumes on freight routes in Tennessee increased 2% from 2017 to 2018. The Bureau projects that freight volumes in Tennessee will increase by about 6% per year on average through 2045². **This continued increase in freight loads will have an increasing impact on the corridor, and improvements will need to balance the needs of freight with other forms of transportation.**

The City of Kingston contains over 200 business establishments, providing more than 2,000 jobs. Employment has steadily increased at an average of 1 – 2% per year since 2000. About 70% of these jobs bring in employees from outside of the community. Of the employed population living inside of Kingston, only about a quarter work in the City itself, while the remainder commute outside of the community to work³⁴. **For the majority commuting in and out of the community for jobs, this corridor provides key access to I-40 as well as direct access to the counties and communities discussed above.**

The proposed planning study intends to build on all of the above information to provide recommendations and resources leading to the development and maintenance of reliable, safe, and affordable transportation network for those living and working in Kingston.



² <https://faf.ornl.gov/fafweb/FUT.aspx>

³ 2017: ACS 5-Year Estimates

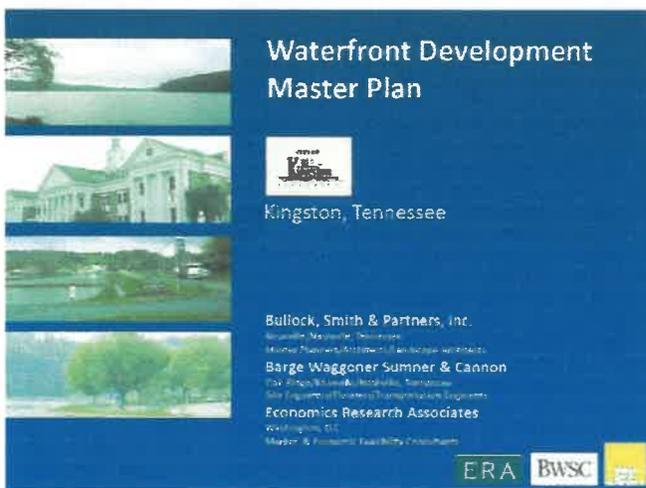
⁴ Zip Code Business Patterns, <https://www.census.gov/programs-surveys/cbp.html>

The Bridge to Bridge Corridor is a Priority

The City of Kingston has long recognized the important role that the Bridge to Bridge corridor plays in connecting existing opportunities in the region. In addition to the jobs, amenities, and services accessed by the corridor, **the corridor plays a key role in economic development in the community, particularly along the waterfront.**

Over recent years, parks and outdoor recreation have begun to play a major role in local communities across the State of Tennessee. According to the Outdoor Foundation, in 2019 outdoor recreation activities accounted for \$21.6 billion in consumer spending, 188,000 local jobs, \$6.5 billion in wages and salaries, and \$1.4 billion in state and local tax revenue in Tennessee⁵. Communities throughout the State of Tennessee recognize that outdoor recreation supports a high quality of life and can have a pivotal role in attracting employers and families. Accordingly, communities throughout Tennessee have increasingly incorporated outdoor recreation into their economic development strategy. **In Kingston, just as with the other communities in Roane County, access to the water and outdoor recreational opportunities such as boating, fishing, and hiking are a cornerstone of the community's economic development strategy and goals.** According to a 2012 report by the Tennessee Department of Environment and Conservation (TDEC), reservoirs provide a local value of \$1 Million per mile of shoreline⁶. About 70% of the 2.8-mile corridor runs directly adjacent to the shoreline of Watts-Bar Reservoir, providing access to recreation, development, and other economic opportunities.

Recognizing the value of the City's waterfront, in 2005 Kingston worked with a group of consultants including Bullock & Smith, Barge Waggoner Sumner and Cannon (BWSC), and Economic Research Associates (ERA) to develop a high-level **Waterfront Development Master Plan**. The Plan assessed the overall redevelopment potential of the waterfront, explored market potentials, and estimated the economic benefits of redevelopment of the waterfront. The development strategy identified in the plan included recommendations for streetscape



improvements, greenways, retail, and improved access to the waterfront in the Bridge to Bridge corridor area.

In 2019, a developer purchased the 110-acre Southwest Point Golf Course property for a major new development, including residential and commercial areas, marinas, and parkland. The new development will be just off of the south end of Kentucky Street (SR 58). The developer has been in discussions with the City of Kingston, the

⁵ <https://outdoorindustry.org/advocacy/>

⁶ Tennessee Department of Environment and Conservation (2018), *Tennessee's Roadmap to Securing the Future of Our Water Resources, Water-Based Recreation and Tourism*

Roane County Alliance, and other key stakeholders over the last several months to coordinate public investments that support and leverage benefits of the new development for the local and regional economy. **Traffic patterns, utilities, land use patterns, and economic opportunities along the Bridge to Bridge corridor were central components during those discussions.** In February, the City Council unanimously passed resolutions to support the development project by annexing the 110-acre property, extending utility services to the development, and amending the Kingston zoning map to zone the 110-acre property as C-4 Control Commercial District.

The City Council recognizes the challenges that currently exist along the Bridge to Bridge corridor, including traffic congestion and barriers to pedestrian and bicycle accessibility. These challenges will be compounded by the increased commercial, residential, and recreational demands from the new development. **The City of Kingston is pursuing a BUILD Transportation Planning Grant to develop a corridor master plan that identifies priority improvements along the corridor, engages the public in the design process, and provides implementation oriented solutions that leverage the new development at Southwest Point.**

Demographic Analysis

Demographic information can provide understanding of the needs and demands of populations impacted by the corridor. Demographic information collected through the U.S. Census was used to profile the educational and employment needs of area residents that may use the corridor, as well as the at-risk residents that may be more dependent on alternative forms of transportation such as walking, biking, and ridesharing. Some of these at-risk residents, such as school aged children and older aged adults may also be more vulnerable to unsafe traffic conditions that create conflicts between motorists and pedestrians or bicyclists. **Understanding these demographic factors will help the City target solutions that protect and provide opportunities for its most vulnerable residents.**

	Roane County	Kingston	Corridor Area ⁷
Population	53,382	5,825	3,537
Employed population	21,345	2,407	853
School Age Population	6,089	815	164
No Car Households	1,142	225	127
% Population with Disabilities	20%	17%	28%
% Population 65 Years and Older	22%	24%	24%
Poverty Rate	15%	12%	17%

Table 1, Key Demographic Information, U.S. Census, 2015 – 2018 American Community Survey (ACS)

⁷ Corridor area analyzed within 0.5 miles of the Bridge to Bridge corridor.

Setting the Stage for an Interconnected Multi-Modal Network

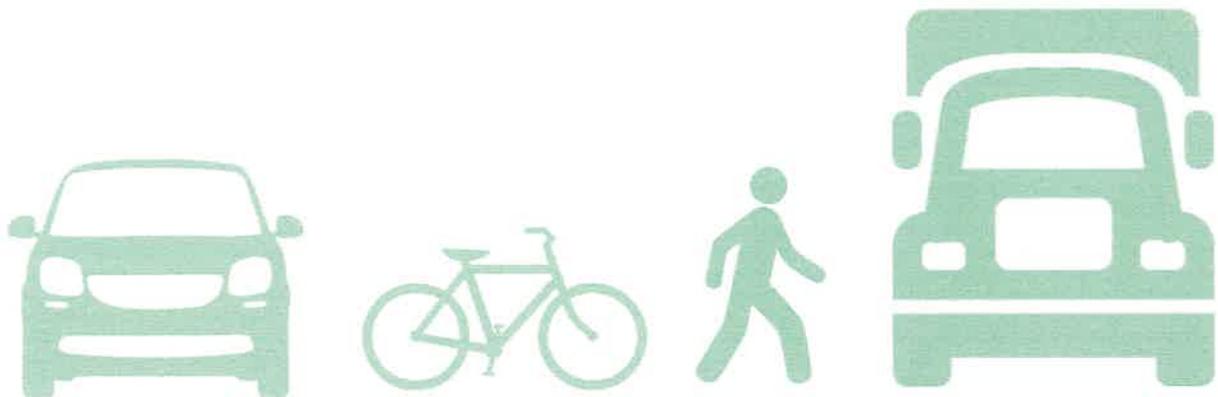
The City of Kingston has already invested in a number of improvements within the corridor area that set the stage for providing an enhanced multimodal corridor.

Beginning in 2010, TDOT completed a number of intersection improvements at Race Street and Kentucky Street, including widening and realignments to facilitate improved traffic flow and turning movements. All intersection improvements were completed by 2013.

In 2019, the City of Kingston worked with a consultant to generate an Americans with Disabilities Act (ADA) Transition Plan. The ADA Transition Plan evaluated the City's existing programs and services, assessed the accessibility of public buildings, parks, and sidewalks, engaged the public in the design process, and generated cost estimates, timelines, and priorities for making the City fully accessible for people with disabilities. Most of the City sidewalks and public facilities evaluated as part of this plan are located less than 0.5 miles from the Bridge to Bridge corridor. As the City completes this plan and begins implementation, it will increase access to amenities along the corridor and enhance the overall livability of the community, with the potential to attract new businesses and residents.

In 2019, Kingston joined Roane County and several other communities in the county to generate a countywide Parks and Recreation Master Plan. This plan inventoried and assessed the amenities, infrastructure and accessibility of parks, recreational buildings, and trails in Kingston and throughout Roane County. The plan also engaged the community through surveys and public meetings to assess their priorities and needs for parks and recreation, and formulated short-term (1-2 years), mid-term (2-5 years), and long-term (6-10 years) strategies to improve parks and recreational programs in Kingston and Roane County. Many of the improvements identified in this plan lie along or near the Bridge to Bridge Corridor and will both benefit from and enhance the amenities along the corridor as they are implemented over the coming years.

These investments, along with resolutions passed by the City, set the stage for reinvestment in and along the corridor with the goal of improving all modes of travel, and catalyzing economic development.



Project Purpose and Need

The City of Kingston has experienced challenges in meeting its transportation and economic development goals due to aging or insufficient infrastructure, barriers to connectivity, and limited bicycle and pedestrian options combined with the budgetary constraints of a small city. The Bridge to Bridge Corridor Master Plan will provide the City with a framework enhancing connectivity, addressing safety, improving multimodal options, and preparing this key corridor for anticipated economic growth. The study will include traffic analysis and forecasting, microsimulation at key intersections, and the exploration of alternative land uses and transportation investments along the corridor.

Detailed Project Description

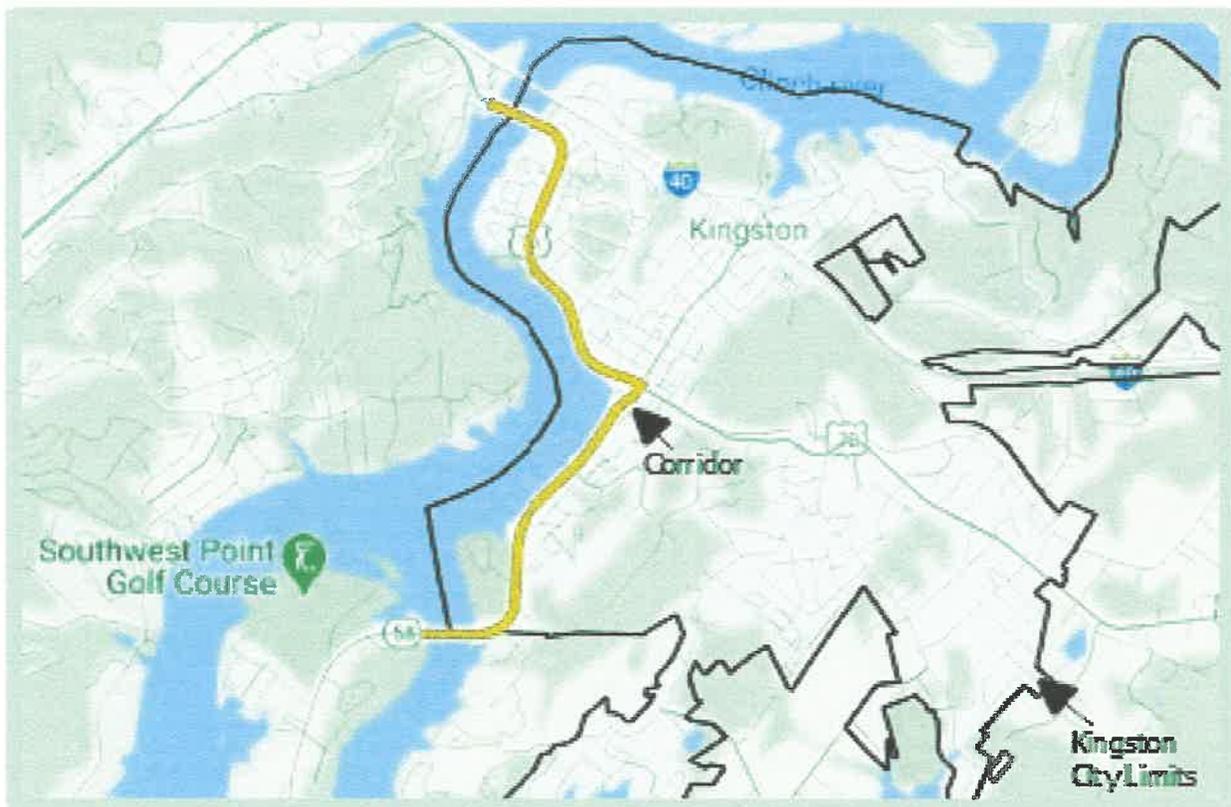
The City of Kingston seeks funding to complete a project-level plan for the Bridge to Bridge Corridor from where it enters Kingston crossing Watts Bar Reservoir in the northwestern portion of the City, travels into the heart of downtown, and then runs mostly along the waterfront before crossing back over the Reservoir to enter Kingston Point and then travel south of the City. This Bridge to Bridge Corridor Master Plan will include the following elements:

- **Project Vision, Goals, and Objectives** will be established through an open and collaborative public process that informs how well the existing corridor serves the community, what the public would like the corridor to look like in the future, and how it will interact with the surrounding land uses and environment. The project will remain focused on goals that can lead to realistic and achievable solutions for the corridor with the intent to transition into construction of improvements after completion of the plan.
- **Existing Conditions and Corridor Evaluation** to include an inventory of natural and physical features in the corridor, traffic analysis and projections, evaluation of turning movements at critical intersections, and an inventory and documentation of any historic landmarks or archaeological sites in the corridor that may impact area development. The evaluation will also include an assessment of utilities and their adequacy to meet existing and future demands. The evaluations will target capacity needs of the new development at Kingston Point, as well as the general ongoing needs anticipated as development continues along the corridor. The assessments will consider volumes and rates for existing infrastructure as well as the identification of any new infrastructure that may be needed.
- **Priority Infrastructure Improvements** will be identified using projections and other considerations for the project area, findings from the existing conditions and corridor evaluation, assessment of utilities, and the first hand input of decision makers and the general public. Recommendations will be made for both capital improvements and operational needs along the corridor. Planning-level cost estimates will be generated for recommended improvements, considering the cost of design and construction, as well as any permits needed. Where appropriate, conceptual drawings, maps, and graphics will be used to illustrate alignments and other targeted improvements.

- **Outline of Environmental Risks** will be developed considering the potential risks presented by the project, approvals needed before implementation, and a general review of environmental impacts, including contaminated areas requiring remediation.
- **Economic, Social & Health Impacts** will be assessed to establish the merits of implementing the projects and weigh those merits against the estimated cost to improve the corridor. Impacts explored will include those in the areas of safety, economic competitiveness, state of repair, and quality of life impacts of the corridor, among others.
- **Project Phasing and Implementation** documentation will include evaluation and presentation of key implementation steps for regulatory approvals and funding. Sources of funding will be targeted, which may include future rounds of BUILD Grant funding, numerous other grant sources, low interest loan options, and local public and private contributions. Phasing will associate realistic timeframes to complete recommendations with identified funding sources.
- **Draft and Final Bridge to Bridge Master Plan** will be generated for adoption and use by the City for developing the corridor. The Master Plan will include all of the elements above and will incorporate maps and figures, narratives, cost estimates, funding sources, and project timelines needed for project implementation. A draft will be generated and presented for review by City staff. Comments from this review will be incorporated into a Final Master Plan for the corridor.

II. PROJECT LOCATION

The Bridge to Bridge Corridor is located in Roane County in the Census-designated urban area of Kingston Tennessee and the greater Harriman-Kingston-Rockwood Census-designated urbanized cluster. The corridor spans a length of approximately 2.8 miles, entering the community along US Route 70 at the Thomas W. Pickel Bridge over the Watts Bar Reservoir. The corridor runs southwest through Kingston to the intersection of US Route 70 and State Route 58. From this intersection, the corridor travels southeast down State Route 58 to a second bridge over Watts Bar Lake, entering the R.L. “Bob” Collier Parkway at Southwest Point. The corridor is a major access route for employment opportunities in the City and region. The area within 0.5 miles of the corridor also contains most of the sidewalks, trails, and non-motorized routes provided in the City. The corridor is not located in an Opportunity Zone, but one is located just across the reservoir from the corridor and it is anticipated that opportunities and impacts from the project may reach that area.



III. GRANT FUNDS, SOURCES, AND USES OF PROJECT FUNDS

This section describes the budget for tasks described in previous sections and describes potential funding sources.

Estimated Costs for the Bridge to Bridge Corridor Master Plan

The following table provides the estimated overall cost for each of the elements needed to generate the Bridge to Bridge Corridor Master Plan.

Task	Estimated Cost
Public Participation	\$28,000
Project Vision, Goals, and Objectives	\$12,000
Existing Conditions and Corridor Evaluation	\$90,000
Priority Infrastructure Improvements	\$14,000
Economic, Social, and Health Impacts	\$20,000
Outline of Environmental Risks	\$16,000
Project Phasing and Implementation	\$15,000
Draft and Final Bridge to Bridge Master Plan	\$25,000
TOTAL	\$220,000

Table 2, Estimated Total Costs for the Bridge to Bridge Corridor Master Plan

Funding Sources

The City of Kingston is applying for 100% grant funding through the BUILD Transportation Grant for all project costs listed above.

Non-Federal Funding Commitments

The City of Kingston is seeking 100% grant funding and does not anticipate available local funding for the plan. The City will commit staff resources during the planning process and will take responsibility for local coordination of public outreach.

Federal Funding Budget

The City of Kingston is seeking 100% grant funding, bringing the total Federal funding for the project elements to an estimated \$220,000.

Total Funding Sources Budget

The total budget for the project is \$220,000. With the City of Kingston requesting 100% grant funding, the budget for the project is as follows:

BUILD Transportation Planning Grant Funding - \$220,000

The City anticipates utilizing these funds to develop the plan over the course of FY2020 and FY2021, and immediately use the completed plan to pursue grants, loans, local commitments, and other funding sources for implementation.

IV. SELECTION CRITERIA

The following sections provide a discussion of how the Bridge to Bridge Corridor Master Plan meets the selection criteria established by the Department of Transportation.

Primary Selection Criteria

Safety

The Bridge to Bridge Corridor Master Plan (“Plan”) provides the opportunity to assess safety for all modes and address critical challenges affecting safety along the corridor. Between 2018 and 2019, 5 out of 12 fatal and serious injury crashes in the City of Kingston occurred along the Bridge to Bridge Corridor, resulting in 2 fatalities and 7 serious injuries⁸. **Safety issues along this corridor create a barrier for pedestrians and bicyclists trying to access the waterfront or the City’s parks. Traffic volumes and roadway design elements also impact access to downtown amenities.** The corridor contains many long gaps in sidewalks. Bicycling along a number of these segments is uncomfortable or even dangerous due to traffic volumes and roadway design. During the development of the Master Plan, **the City will work to identify specific safety issues and prioritize improvements that reduce the total number of crashes and improve walkability and bike-ability of the corridor, while improving access to surrounding land uses.**

State of Good Repair

The Plan will contribute to a state of good repair by **identifying and prioritizing infrastructure enhancements for current uses and future growth.** Improvements targeted by the plan will be those that enhance the overall safety and efficiency for traffic along the corridor, enhance multimodal connections along the corridor, and improve safety, connectivity, and convenience of existing sidewalks and bike routes in the corridor area.

Formerly referred to as the “Broadway of America”, U.S. Highway 70 was one of the main east west highways stretching from coast to coast in the United States when it was first opened in 1926⁹. This well-established highway remains one of the most heavily used roadways in the County and region. Tennessee State Route 58 is a major north-south route providing access to communities in Roane, Meigs, and Hamilton counties. The Route begins at Chattanooga and ends at a connection in Oak Ridge in northeastern Roane County. The junction between these two highways in Kingston provides access to goods and services at a local, regional, and national level. **By focusing on key improvements that address infrastructure and operational needs, the Bridge to Bridge Corridor Master Plan will maintain and enhance the enduring legacy of these two critical roadways.**

Once the recommended improvements for the corridor have been completed, **the City of Kingston will maintain that infrastructure to a high standard.** The Bridge to Bridge corridor is an important

⁸ <https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

⁹ “New Life Given U.S. Highway 70; ‘Treasure Trail’”. Palo Verde Valley Times. Blythe, California. 15 August 1951.

link in Kingston's transportation network, critical for accessing jobs, services, and recreational amenities in the City and region.

Economic Competitiveness

The proposed Plan **will support increased economic competitiveness** by increasing accessibility to jobs and services in downtown Kingston and improving access to parks and economic development opportunities along the waterfront, **a key element of the City's economic development strategy.**

Countless studies across the country have illustrated the impact that river walks, boating access, water front festivals and events, and associated residential and commercial developments can have on local economies. Eastern Tennessee has seen its share of these impacts. For example, the 25-mile paved multiuse trail system along the riverfront in the City of Chattanooga hosts a number of important City events each year which have collectively brought in over \$100 million in revenue. The opening up of the riverfront has also spurred new development in Chattanooga, including the new mixed residential, commercial development at Cameron Heights, currently estimated at \$200 million¹⁰. **Improving the overall walkability of Kingston, particularly near its waterfront areas, could make the City a more desirable location for residents and visitors and could expand the impact of local events such as the Storm the Fort Triathlon while encouraging private investment in developments such as the one at Kingston Point.**

On a larger scale, there has been increasing interests in developing a connected system of greenways and blueways along the Tennessee River, beginning in Knoxville and running through Kingston before traveling south through Tennessee, Georgia, Alabama, and Mississippi before ending in Paducah Kentucky, some 650 miles away. The project could have a tremendous economic impact by connecting activities in communities all along the way¹¹.

A number of **jobs will also be created in the redevelopment of infrastructure elements** along the corridor. The Executive Office of the President Council of Economic Advisors estimates that one job-year is created by every \$77,375 in Federal Highway and transit investments¹². The Plan will estimate total costs for recommendations along the corridor, and these figures will be used to estimate the total number of jobs that will be created in the implementation of the Plan. These jobs could also have a ripple effect on spending within Kingston as workers shop for food, lodging, and other amenities in the City.

By providing construction related jobs, impacting potential increases in property values, and enhancing access to downtown and the waterfront for economic development and recreational use, the Bridge to Bridge Corridor Master Plan will enhance to economic competitiveness of the City and region.

¹⁰ <https://www.timesfreepress.com/news/local/story/2019/oct/20/chattanoogas-riverwalk-turns-30-tennessee-riv/506241/>

¹¹ <https://www.tnriverline.org/>

¹² <https://www.fhwa.dot.gov/policy/otps/pubs/impacts/>

Environmental Sustainability

The City of Kingston is committed to contributing to increased sustainability in the City, region, state, and nation as a whole. **The Bridge to Bridge Corridor Master Plan will further the City's efforts towards increased sustainability** by enhancing non-motorized safety and connectivity downtown and along the waterfront, resulting in greater opportunity for walking and biking to destinations and decreasing overall vehicle miles travelled (VMT). The project will incorporate vegetation and planting strategies that support local species, retain soils, improve drainage, and beautify the landscape. The Outline of Environmental Risks section of the plan will evaluate contamination along the corridor and will explore and recommend remediation measures as part of project implementation. Finally, where practical, the Plan will illustrate where lower impact energy sources, such as solar powered lighting for trails and sidewalks, could contribute to sustainability along the corridor.

Quality of Life

A central goal for the Bridge to Bridge Corridor Master Plan is to increase the overall livability of Kingston by providing enhanced safety and connectivity, as well as economic opportunities downtown and along the waterfront for residents of the City and region. Once implemented, the Plan will foster an improved range of affordable mobility options for residents and visitors to the City. The corridor will create improved connections to parks, public spaces, sidewalks, and trails, providing a range of opportunities to get outside and improve overall health and well-being.

Many citizens in the corridor area are vulnerable, with a significantly higher portion of the population over the age of 65, living with a disability, or living in poverty than the average for Roane County or the State as a whole. **Increasing the safety, connectivity, and walkability of this corridor will help protect and enhance the quality of life for these vulnerable residents.**

The Bridge to Bridge corridor also has the potential to **enhance cultural and historical aspects** in Kingston. Running along the waterfront, connecting a number of City parks and green spaces, and traveling through the heart of downtown Kingston, the corridor captures many aspects of urban and natural life in Kingston. The Bridge to Bridge Corridor Master Plan can build on this by surveying the landscape and engaging the population to target areas where murals, sculptures, or plaques could be installed to commemorate the history and heritage of the area. Additionally, creating safe and connected sidewalks and paths downtown and along the waterfront will enhance the ability of those spaces to **enhance existing events, such as the Storm the Fort Triathlon, and attract new events and opportunities to the City and region.**

Secondary Selection Criteria

Innovation

During the coming years, Kingston anticipates increased interest in development in its downtown and along its waterfronts. The Bridge to Bridge Corridor projects will provide a model of innovative practices in transportation development that support not only the safe and efficient movement of traffic, but also the public health and economic development in the City and region.

Long range transportation planning will be required to support the continued growth of the county and region. The East Tennessee South Rural Planning Organization (ETSRPO) is the greater transportation region in which Kingston is located. The ETSRPO includes portions of Roane, Monroe, Blount, Sevier, Jefferson, and Cocke Counties. By 2040, the populations of Roane County and the ETSRPO area are projected to grow 8% and 24% respectively and employment is projected to grow 16% and 39% respectively¹³. This continued growth in population and employment will continue to put increased demands on regional highways such as U.S. 70 and SR 58. This project and the support it has received, provide an opportunity to identify and prioritize key infrastructure improvements to support businesses and construct roadway, bicycle, and pedestrian connections that support long term growth.

Integrated land use planning will be supported by the Plan, which will provide recommendations that incorporate priorities expressed by the public, meet the needs of an active waterfront, and encourage the orderly development of public and private properties along the corridor. With the increased development interest along the waterfront and the planned development at Kingston Point, strategic investments in public infrastructure along the Bridge to Bridge corridor can support employment opportunities while providing direction in the orderly use of land and resources.

Innovative multimodal facilities and connections will be developed along the corridor to provide improved safety and connectivity, while maximizing the potential to bolster business opportunities and revitalize underutilized assets. The Master Plan will incorporate best practices in design and implementation strategies advanced by the Tennessee Department of Transportation (TDOT), the National Association of City Transportation Officials (NACTO), and the American Association of State Highway and Transportation Officials (AASHTO) to create a transportation network that provides the best accommodation for all users. The Plan will also draw on recommendations from the ADA Transition Plan currently being completed by the City to ensure improvements to the corridor accommodate residents and visitors with disabilities and special needs.

¹³ <http://www.etdd.org/wp-content/uploads/Final-SRPO-Study-Area-Description-August-14-2017.pdf>

Partnerships

The vision for this project is a result of a **collaborative effort incorporating a number of public and private entities in Kingston, Roane County, and the State of Tennessee**. The Roane County Alliance is an economic development organization, developed as a collaborative effort by the County Industrial Development Board, Visitor's Bureau, and the Chamber of Commerce. The organizations comprising this alliance work together to promote increased prosperity and improved quality of life in Roane County. The Roane County Alliance and the City of Kingston have a long history of working together to collaboratively develop projects benefiting the residents of Kingston and Roane County. The Alliance participated in early discussions on the project, and has been in meetings with the City, developers, and other stakeholders to highlight the importance of this corridor.

Kingston Partners, the developer who purchased and is planning the Kingston Point and Marina development has **worked actively with the City to leverage their investment to the benefit of the community**. Both the Roane County Alliance and Kingston Partners are prepared to be primary stakeholders, and assist in engaging the public, prioritizing improvements, and developing a plan that champions the corridor and community.

The project has also been discussed with Congressman Chuck Fleischmann and Senator Lamar Alexander. Signed letters of support are included as attachments to this application.

TDOT will be a major stakeholder in the development of any plans for the corridor and in implementation of improvements. They will therefore be actively engaged in the planning process to ensure the plan is realistic and follows all regulations and best practices advanced by the State.



DEMONSTRATED PROJECT READINESS

Technical Feasibility

The proposed scope for the Bridge to Bridge Master Plan is detailed in sections I and III of this application. This scope, which was developed in consultation with City staff, stakeholders, and peer cities is feasible and will be completed within the time frame outlined in the *Notice of Funding Opportunity for the Department of Transportation’s National Infrastructure Investments Under the Consolidated Appropriations Act, 2020*. The City of Kingston is in good standing with the Tennessee Department of Transportation and expects to work closely with them in the identification and prioritization of recommendations to ensure they follow all state regulations and guidelines and can move easily into implementation. The City anticipates having all federal funds obligated well before the September 2022 deadline.

Kingston and its partners have a long history of successfully pursuing a range of grant funds and low interest loans from a variety of sources, including, but not limited, to those available through the Tennessee Department of Transportation (TDOT), Tennessee Department of Environment and Conservation (TDEC), and the U.S. Department of Housing and Urban Development (HUD) to name a few. Kingston will utilize its experience successfully drawing on these sources to ensure effective implementation of recommendations along the corridor.

Over the years, Kingston has established relationships with a range of technical planning and design teams that will bring cutting edge techniques to the Master Plan and ensure recommendations are realistic, use the best available guidance, and lead to successful implementation of improvements along the corridor.

Project Schedule

Once the project has been procured and a Notice to Proceed has been issued to the selected consultant, the City anticipates the Master Plan being prepared over an eight month period, leaving time for development and submission of applications for funding during the 2021 calendar year. Assuming funding announcements are made before September 30, 2020, the City of Kingston expects to have a consultant under contract by the end of October and to have the planning process carried out between October 2020 and May 2021.

	2020		2021	
	Q3	Q4	Q1	Q2
Funding Announcement				
Procure Consultant				
Develop Master Plan				
Adopt Master Plan				

FEDERAL WAGE RATE CERTIFICATION

The City of Kingston certifies that it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal wage rate requirements), as required by the FY 2020 Continuing Appropriations Act.

APPENDIX A – LETTERS OF SUPPORT





Office of the County Executive Roane County Courthouse

May 14, 2020

Mayor Tim Neal
City of Kingston
900 Waterford Place
Kingston TN 37763

Dear Mayor Neal,

This letter is in support of Kingston, Tennessee as the City pursues a BUILD Transportation Planning Grant to generate a Master Plan for the Bridge-to-Bridge Corridor. The corridor starts at U.S. Route 70 (W, Race St) as it passes over the Thomas W. Pickel Bridge, travels southeast to the intersection with State Route 58 (S. Kentucky Street), and then travels southwest to Kingston Point at Watts Bar Reservoir. Running primarily along the waterfront, past several of the City's parks, and through the heart of downtown, the corridor captures many aspects of urban and natural life in Kingston.

Over the past three decades, community leaders have discussed the possibilities of how to improve traffic flow on Highway 70 and Highway 58 in the city limits of Kingston. The need is reflected in population growth and shifts along with frequent rerouting of traffic off interstate 40. Kingston's new development will put additional traffic on the Bridge-to-Bridge corridor.

Natural and cultural resources make Kingston a desirable place to live and invest and, in recent years, the City has seen increased interest in the private development of waterfront properties. In 2019, a developer with the intent of generating a significant new residential and commercial development including marinas, parks, and open spaces purchased the 110-acre Kingston Point Golf Course. For months, the City has been coordinating with the developer to maximize the positive economic impacts this private development will have on the community.

The Bridge-to-Bridge Corridor will be the main access route connecting the City of Kingston with the Kingston Point development. This corridor currently carries 10-15,000 vehicles per day and is one of the busiest corridors in the region.

Targeting key improvements along this corridor will provide needed access for continued development along the waterfront, while ensuring safe and connected mobility options are provided to both residents and visitors to the City.

We look forward to working with you on this project, as engaged stakeholders, which will benefit the City of Kingston, Roane County and the surround region.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald B. Woody". The signature is fluid and cursive, with a large loop at the end.

Ronald B. Woody
Roane County Executive



May 13, 2020

Mayor Tim Neal
City of Kingston
900 Waterford Place
Kingston, TN 37763

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We look forward to working with you on this project, which will benefit the City of Kingston, Roane County, and the surrounding region.

Sincerely,

A handwritten signature in black ink that reads "Justin Snow". The signature is written in a cursive style with a large, looping initial "J".

Justin Snow
Vice President of Economic Development

Kingston Partners
10617 Deerbrook Drive
Knoxville, TN 37922

May 15, 2020

Mayor Tim Neal
City of Kingston
900 Waterford Place
Kingston, TN 37763

Dear Mayor Neal:

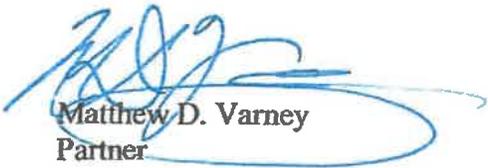
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We look forward to working with you on this project, which will benefit the City of Kingston, Roane County, and the surrounding region.

Sincerely,



Matthew D. Varney
Partner



W. Bart Jenkins
Partner