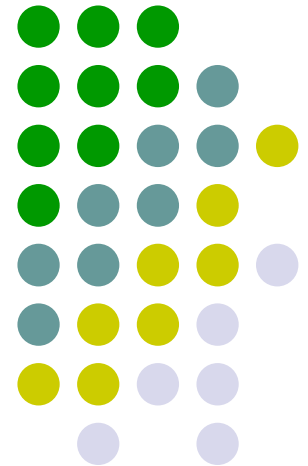


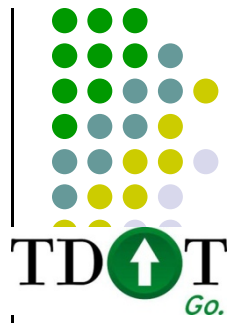
Knoxville Parkway



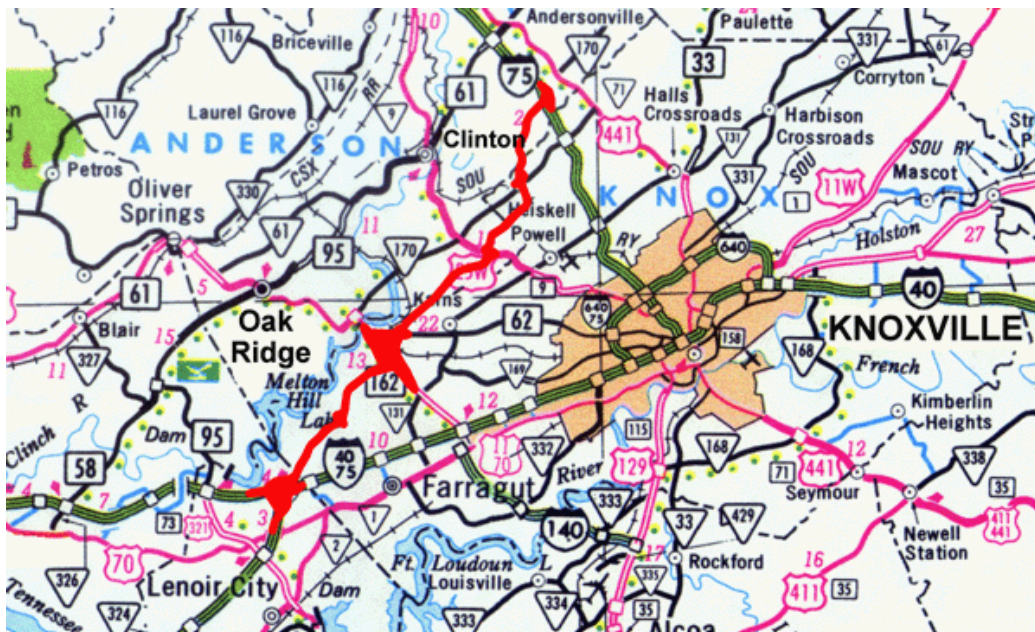
Update Presented to Knoxville Chamber
February 19, 2008
Ed Cole



Knoxville Parkway History



- Decision on route in 2003
 - Selected Orange Route for further study
- Community Involvement
 - Citizen Resource Team and Public Meetings from 2004-06
 - Use of Context Sensitive Solutions

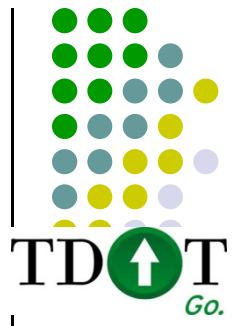


Parkway Recommendations

- 4 lane divided with depressed median (52 feet)
- Design Speed 70 mph
- Consider Scenic or Parkway designation -Prohibit Billboard Advertising
- Interchanges
 - Included:
 - Pellissippi Parkway(SR162)
 - Clinton Highway (US 25W)
 - Excluded:
 - Everett Rd
 - Marietta Church Rd
 - Oak Ridge Highway
 - Raccoon Valley Road



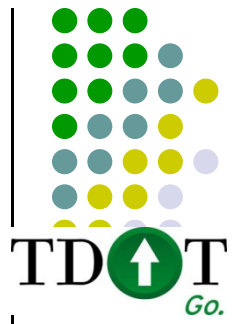
Parkway Recommendations



Key Issues/Special Considerations

- Noise Control- berms and landscaping
- Cave Mitigation- protect bat habitats
- Project Development/ Construction Issues:
 - Preserving land features during all phases development & construction
 - Consider early landscaping mitigation along the outer most ROW
 - Consider integrating with the existing Intelligent Transportation Systems and using techniques employed by Smart-Fix
- Bicycles, Pedestrians & Greenways incorporation:
- Area Transportation Recommendations:
 - Study overall community transportation system along the SR475 prior to the construction of SR475.

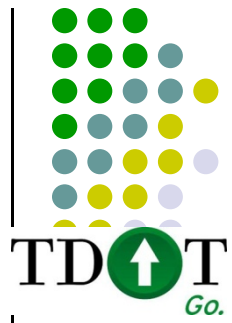
Minority Reports



4 Minority Reports

- Requests TDOT to cancel the project and focus on other transportation needs in the area.
- Endorses the project and addresses controversial issues. Encourages development of 30-yr corridor plan for the region and extending the Parkway with the eastern segment to I-40.
- Recommends the building of Solway interchange First. Offer lessons learned on CSS process.
- Questions the proximity of the road to Knoxville and offers lessons learned on the CSS process. Encourages TDOT to plan better in the future.

Environmental Process Status

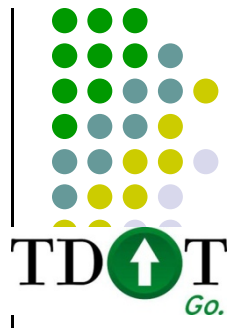


- Draft Environmental Impact Statement (EIS)—completed Dec. 2001
- Supplemental Draft Environmental Impact Statement to be completed in 2009
 - Open for agency and public comments, public hearings will follow

Future Schedule

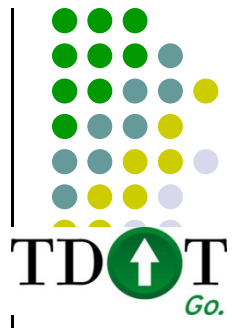
- Publish SDEIS on Federal Register **Winter 2008**
- Conduct SDEIS Public Hearings **Spring 09**
- Address Public Comments on SDEIS **Summer 2009**
- Prepare Preliminary Final EIS **Spring 2010**
- Publish Final EIS **Spring 2010**
 - Public Comment Period
- Record of Decision for Final EIS **Summer 2010**
- **Complete Design ?**
- **Right of Way ?**
- **Construction Date?**

Tennessee Tollway Act



- Option to fund NEW highway and bridge projects
- No current facilities can be tolled
- TDOT Responsibility
 - TDOT Commissioner authorized to set and revise tolls
 - Tolls collected will be used to:
 - Operate and Maintain toll facilities
 - Pay off Debt Bond
- Bill allows 2 pilot projects (1 bridge, 1 highway)
- TN Legislature will approve all toll projects
- Toll facilities will be publicly owned (no private or foreign ownership)
- Must be in TN Long Range Transportation Plan and adhere to environmental processes

Current Projects Evaluated for Tolling



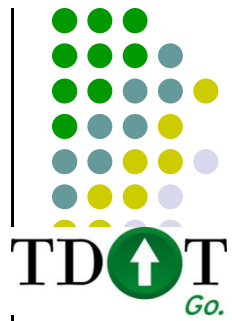
Bridges

- Mississippi River Bridge
- Hadley Bend Connector
- TN River Bridge, Hamilton Co.
- TN River Bridge, Benton and Humphries Co.

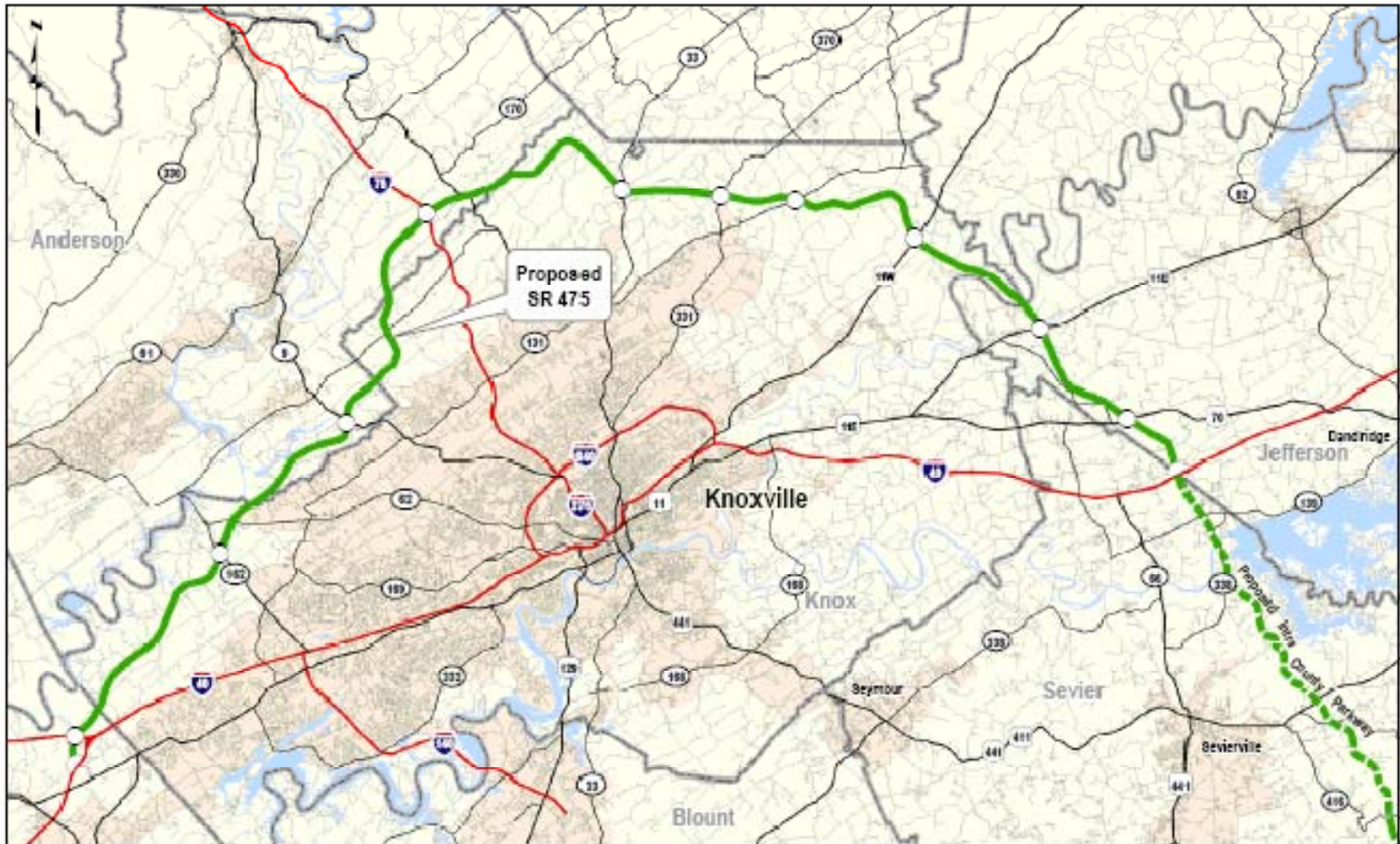
Road Projects

- Intra-County Parkway—Sevier Co.
- Knoxville Parkway

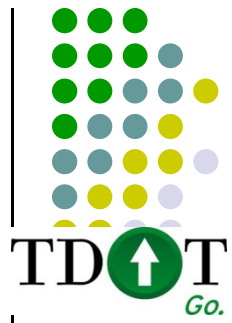
Knoxville Parkway Tolling Feasibility Study



FEASIBILITY LOCATION MAP



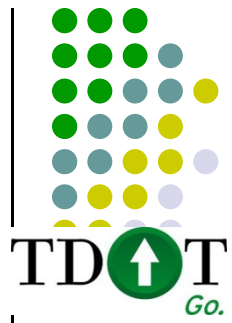
Knoxville Parkway Tolling Feasibility Study



PRELIMINARY TRAFFIC AND REVENUE

- Based on publicly available economic data
- Utilized Knoxville Regional Travel Demand Model
- Opening year assumed to be 2020
- Incorporated projects in latest TIP and LRTP
- Speed and delay Runs were conducted on alternative routes
- Historical traffic counts on alternative routes
- Toll sensitivity analysis conducted
- 2020 per mile toll rate of approximately 14.4 cents/mile

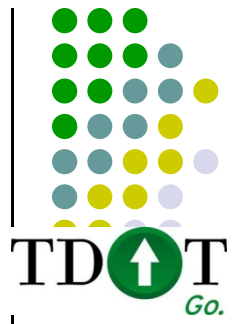
Knoxville Parkway Tolling Feasibility Study



CONCEPT FEASIBILITY STUDY

- Preliminary Traffic & Revenue Study
- Project Cost Estimates
 - Based on TDOT Estimation Process
- Operations & Maintenance Expenses
 - Annual expenses
 - Includes Normal O&M of roadway
 - Estimation of toll collection costs
- Conceptual Level Financial Analysis
 - Based on municipal bond market
 - Conservative Debt Structure
 - Does not include TIFIA, P3 modeling, etc.

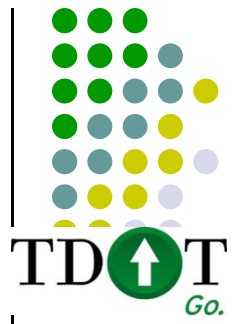
Knoxville Parkway Tolling Feasibility Study



FEASIBILITY FINDINGS

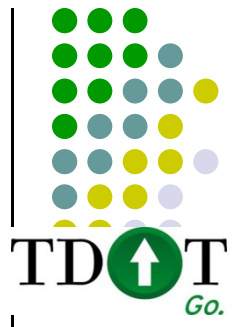
- Consider a phased implementation beginning with western portion
- Reduce inflationary impacts by accelerating construction of western portion and expediting EIS on eastern portion
- On a conceptual basis entire project can support between \$580 and \$643 million in tax-exempt debt
- On a conceptual basis SR 475 has the potential of being a feasible toll project.

Knoxville Parkway Tolling Feasibility Study



WESTERN SEGMENT FEASIBILITY FACTORS

- Environmentally cleared
- Serves predominantly north/south movements
- Shorter Segment
 - Western Section approx. 26 miles
 - Eastern Section Approx. 33 miles
- Significantly Higher Traffic on Western Section
- Approximately 40% higher toll revenue
- Potential to Open between 2012 and 2014
- Sections are mutually supportive
 - Once open Eastern Section will bolster Western Section
 - Pre-existing Western Section will provide support for lower traffic Eastern Section



Next Steps

- Public Hearings on SDEIS
- Knoxville TPO Technical committee recommended Knoxville Parkway as tolling candidate, awaiting vote by Executive Board on Feb. 27th.

Questions?