

Jamestown, Tennessee

Jamestown Complete Streets Plan

August 2021





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Overview

The Tennessee Department of Transportation (TDOT) established the Community Transportation Planning Grant (CTPG) Program to assist rural communities with planning efforts that define the transportation cohesiveness between multimodal transportation systems and local land use objectives that achieve statewide transportation goals. Additionally, the program connects governments with planning resources to apply for funding of projects that promote economic growth.

Jamestown is one of the recipients of the 2019-2020 Community Transportation Planning Grant Program. This report documents the findings and recommendations of the Downtown Jamestown Complete Streets Plan.

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Jamestown Community Overview

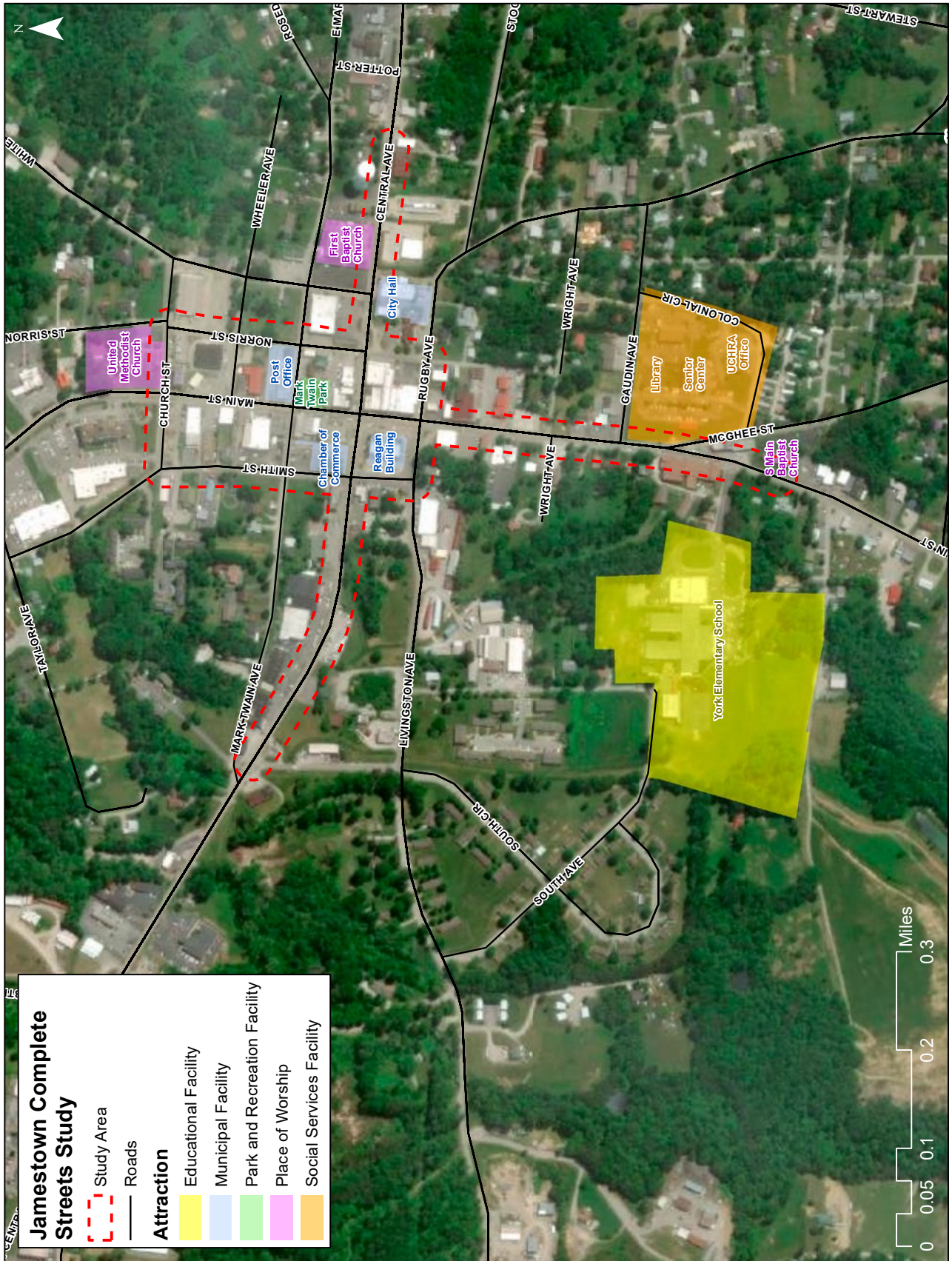
Jamestown was established in 1823 as the county seat for Fentress County, Tennessee. The city is located along the western edge of the Cumberland Plateau and falls within two (2) watersheds – the Big South Fork of the Cumberland River watershed in the east and the Upper Obed River watershed in the west.

Jamestown was established as a community along the Big South Fork National Recreation Area (NRA). The city provides easy access to the NRA as well as the landmark York Gristmill. Today visitors and residents alike travel to Jamestown to partake in recreation activities such as camping, hiking, fishing, horseback riding, and boating. The city also serves as a gateway to Pickett Civilian Conservation Corps Memorial State Park and Dale Hollow Lake.

Currently, the downtown contains several key attractions, including municipal facilities such as City Hall, the Chamber of Commerce, and post office. Located adjacent to the downtown is York Elementary School, the Jamestown library, senior center, Upper Cumberland Human Resources Agency (UCHRA) Office, and miscellaneous places of worship.

Figure 1-1 shows the plan's focus area, bounded by Church Street to the north, Rugby/Livingston Avenue to the south, Smith Street to the west, and Norris Street to the east. The study area also includes Central Avenue (SR 52) from Mark Twain Avenue to Potter Street and Main Street from Church Street to School Avenue.

Figure 1-1. Complete Streets Plan Study Area



Downtown Jamestown Revitalization Efforts

Today, the city is actively pursuing an economic development strategy that will leverage its assets to support long-term growth and development. Key to this strategy is the revitalization of downtown to appeal to residents and visitors alike. As part of this initiative, Jamestown is focused on improving pedestrian safety and comfort by adding sidewalks, increasing existing sidewalk widths, adding crosswalks, and improving ADA facilities. These updates, coupled with an economic development strategy, will support revitalization of the downtown as a place that supports users of all ages and abilities.

Officials with the city of Jamestown applied for the Façade Improvement Program in 2019. The Tennessee Façade Improvement Program provides grants of up to \$100,000 to municipalities that can illustrate the need for a façade program and the ability to execute an effective design plan for said improvements. Jamestown won the grant funding and is using it to update local business frontage in an attempt to revitalize the community.

Jamestown officials' attempts at securing grant funding (via the Façade Improvement Grant and the Community Transportation Planning Grant) are the first steps to revitalizing the downtown to support walkability and economic prosperity.



S Main Street
Jamestown, TN

SECTION 2.0

Issues & Opportunities

Pedestrian facilities are an important component of the basic transportation framework of any community, allowing people of all ages and abilities access to destinations, goods, and services. Pedestrian facilities also play an important role in serving as public spaces, particularly in compact downtown districts. These twin functions, pedestrian facilities as transportation and public space underpin the key issues and opportunities identified in downtown Jamestown.

Key issues and opportunities include:

- **Improve** Pedestrian User Safety and Comfort along Downtown Sidewalks;
- **Enhance** Access to Local Businesses, Civic Services, and Schools;
- **Provide** Safe Crossings of Downtown Streets;
- Ensure Facilities are **Suitable** for Users with Disabilities; and
- **Calm** Traffic Traveling Through Downtown.

Pedestrian facilities as transportation and public space underpin the key issues and opportunities identified in downtown Jamestown.

Improve Pedestrian User Safety and Comfort along Downtown Sidewalks

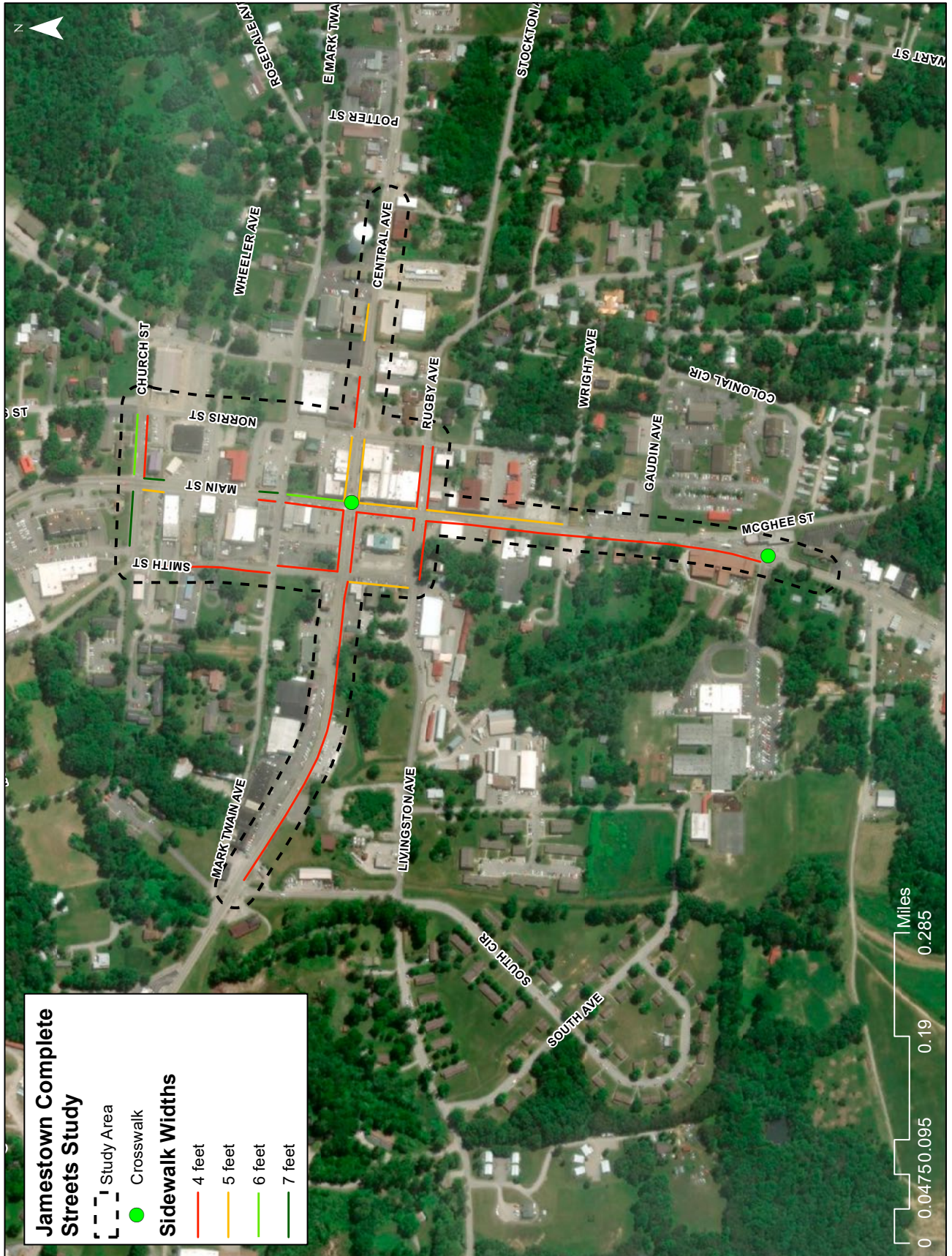
Roadways in downtown Jamestown can be characterized as tight spaces with sidewalks that extend from the curb or edge of pavement up to existing store fronts. The already-tight sidewalks often contain utility or light poles and are not consistently present throughout the study area. Figure 2-1 shows sidewalk location and approximate width for the study area.

Approximate sidewalk width varies with most sidewalks spanning four (4) to five (5) feet in width. Church Street and Main Street between Mark Twain Avenue and Central Avenue have wider sidewalks, closer to six (6) and seven (7) feet. Also notable is the gap in the network located in the northern portion of the study area and along Central Avenue and Norris Street.

Past guidance supported sidewalk widths of four (4) feet; however, most recent guidance (FHWA) suggests sidewalks maintain a width of five (5) feet. Additionally, the Tennessee Department of Transportation (TDOT) recommends five (5) foot sidewalks for safety and ADA compliance. Most sidewalks in Jamestown meet the past standard of four (4) feet but do not meet the current standard of five (5) feet. To meet ADA compliance and provide for a safer pedestrian experience, Jamestown should focus on increasing all sidewalks that are four (4) feet in width.



Figure 2-1. Existing Sidewalk Network



Enhance Access to Local Businesses, Civic Services, and Schools

Downtown Jamestown is bustling with shops, municipal facilities, parks, and schools. Downtown attractions include City Hall, the post office, Chamber of Commerce, the Mark Twain Park, York Elementary School, and numerous places of worship. Figure 2-1 shows the plan's focus area in relation to local attractions. The abundance of attractions in the downtown emphasize the need for ample parking and sidewalks.

A survey conducted in relation to the Jamestown Complete Streets Plan asked respondents to rank the importance of increasing parking downtown. The results showed that 38.8% of respondents ranked increased parking as very important. The same survey asked participants to rank four (4) ideas by priority. The top idea ranked was the need to repair existing sidewalks followed by the need for new sidewalks. Additionally, local officials have noted that parking in Jamestown is limited and sidewalk widths are small. A quick visual analysis of parking in Jamestown shows a need for parking in the southern portion of the downtown, particularly near the Court House and shopping centers.

The results of the survey, combined with the expressed needs by local officials, show that there is a need for improving parking and sidewalks in downtown Jamestown.

Provide Safe Crossings of Downtown Streets

Currently there is one (1) signalized crossing located in downtown Jamestown at Main Street and Central Avenue. There is an additional unsignalized crosswalk located at School Avenue and Main Street. The signalized crossing is adequate but does require pedestrian signal heads, while the unsignalized crossing requires improvement and a linkage to the sidewalk network.

Based on current crash data, there have been two (2) pedestrian crashes in downtown Jamestown. One (1) located at the signalized intersection of Main Street and Central Avenue and another at Main Street and Church Street. Both resulted in the pedestrian being injured or killed. Further, survey results show that respondents want crosswalks throughout the town but are most interested in safe crosswalks being installed at the Court House, Post Office, and York Elementary School.

Ensure Facilities are Suitable for Users with Disabilities

Jamestown does not currently have an ADA Transition Plan. An ADA Transition Plan is a formal document available to the public outlining a city's compliance with the Americans with Disabilities Act (ADA). An ADA Transition Plan, at a minimum, will:

1. Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
2. Describe in detail the methods that will be used to make the facilities accessible; and
3. Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period.

Although not required, an ADA Transition Plan provides cities with leverage for all funding requiring ADA upgrades. Important to note: the Dale Hollow Regional Planning Organization (RPO) can provide support in developing an ADA Transition Plan.

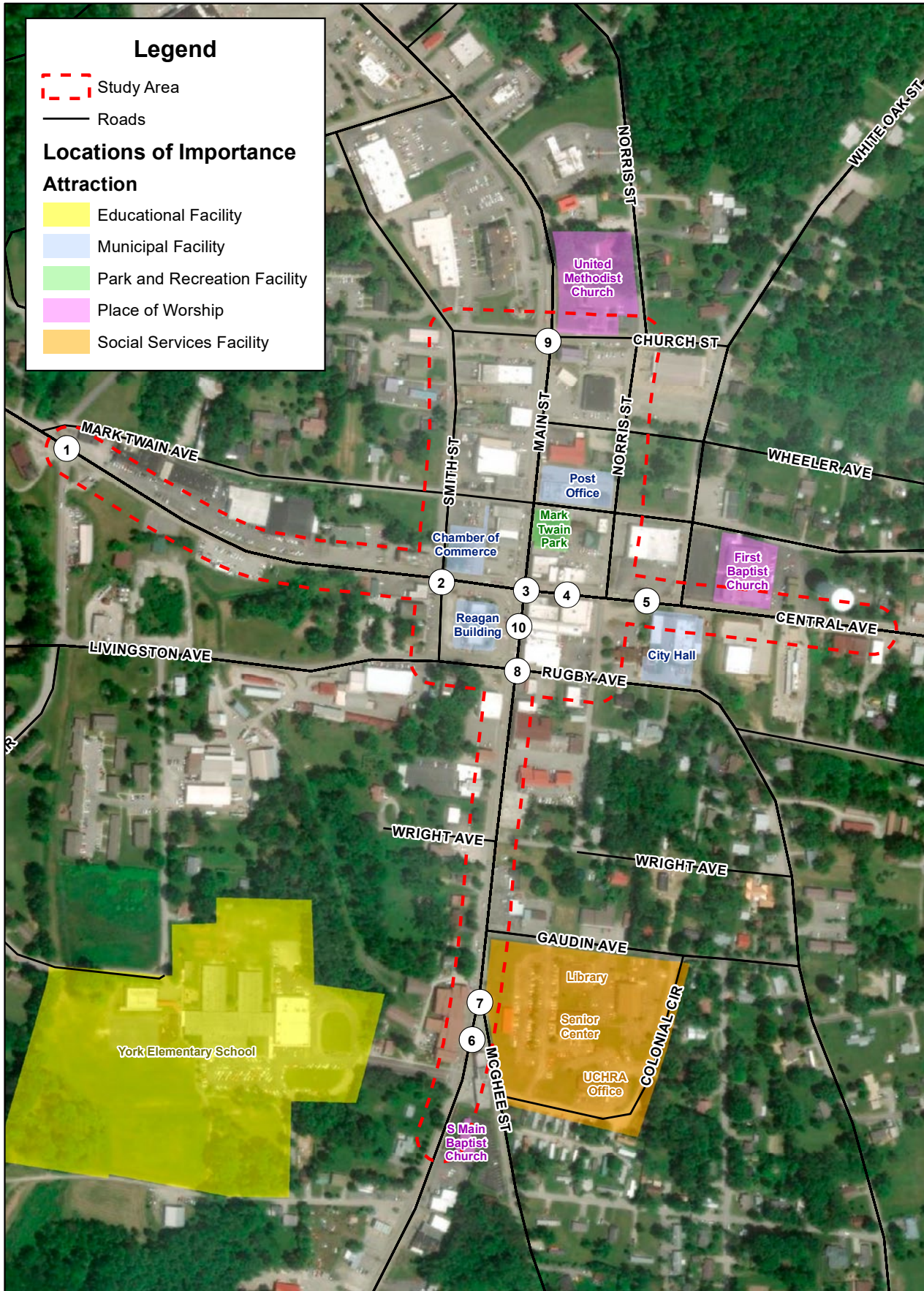
An evaluation of downtown Jamestown found that the city is not in full compliance with ADA requirements. Curb ramps with truncated domes are missing or do not meet ADA standards at most intersections in the study area. Many sidewalks are less than the TDOT and ADA-standard five (5) feet wide and/or have obstructions in their paths. The one (1) signalized intersection in the study area does not have pedestrian signal heads or push buttons and sidewalks are typically not continuous along routes and are broken-up by business' open frontage parking. Figure 2-2 shows examples of ADA deficiencies in Jamestown.

Calm Traffic Traveling Through Downtown

Jamestown has two (2) major roads traveling through the downtown – Main Street and Central Avenue (SR 52). Main Street is a north-south road with two (2) through lanes and a middle turn lane. Central Avenue has two (2) through lanes with a center turn lane turning onto Main Street. Central Avenue has two (2) through lanes with a center turn lane. The speed through the city is 35 miles per hour and lane widths vary from 11 feet to 12 feet.

According to Jamestown officials, these roads are heavily traveled with drivers driving over the speed limit. High speeds on the roadways coupled with heavy foot traffic cause safety concerns and increase the likelihood of vehicle / pedestrian crashes, particularly if pedestrian traffic increases in the future. This document will focus on reducing speeds through the downtown using traffic calming techniques such as reducing roadway widths and increasing sidewalk capacity.

Figure 2-2. Jamestown ADA Deficiencies Example Map

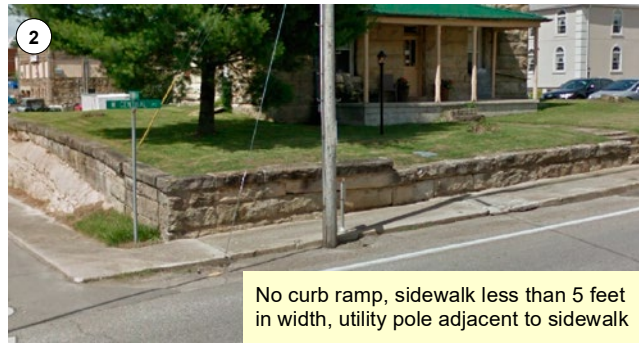




1
Curb ramp does not meet ADA standards and sidewalk less than 5 feet in width



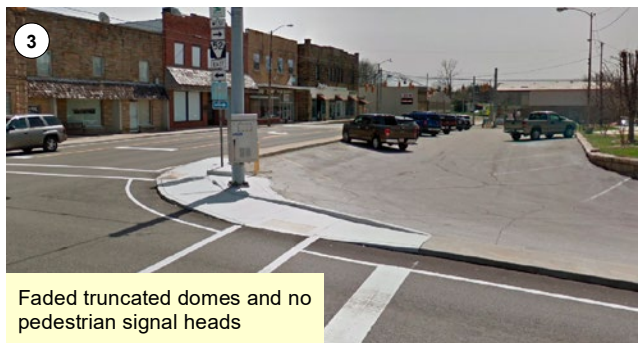
6
Sidewalk less than 5 feet in width and utility pole directly on sidewalk



2
No curb ramp, sidewalk less than 5 feet in width, utility pole adjacent to sidewalk



7
Crosswalk does not connect to sidewalk and does not meet TDOT standards



3
Faded truncated domes and no pedestrian signal heads



8
Curb ramp with no truncated domes and no crosswalk at intersection



4
Steps instead of sloped sidewalk. Steps not ADA friendly.



9
No curb ramps and deformed sidewalk on the left



5
Utility pole in center of sidewalk



10
Cars overhanging the sidewalk

SECTION 3.0

Development & Evaluation of Alternatives

In addition to the identified issues and opportunities, the plan recommendations were developed and evaluated through several supporting activities.

Project Team Coordination

Two (2) project team meetings were held throughout the course of the eight-month planning process. These meetings included members of the project consulting team, Upper Cumberland Development District (UCDD) representatives, TDOT Office of Community Transportation (OCT) representatives, City of Jamestown staff, and county representatives. The meetings consisted of progress reports highlighting the primary work-to-date and relevant key findings. These discussions acted as milestones in the plan development process, allowing the project team to ensure that plan progress was consistent with expectations. The collaborative series of meetings provided critical input and guidance through the planning process and, ultimately, to the final plan recommendations.

Project Survey

An online survey, hosted on the SurveyMonkey platform, was deployed for the Jamestown Complete Streets Plan on April 26, 2021. The survey was posted for two (2) weeks in the local newsletter and closed on May 10, 2021. Preliminary results of the survey were shared with the project team on May 19, 2021. Local representatives

were pleased with the results and agreed that the input was consistent with their understanding of the primary issues.

There were 118 respondents to the survey. Of those respondents, 81% were residents. When asked about converting two-way streets to one-way streets, 59.6% of respondents agreed to converting streets to one-way to improve sidewalks and/or on-street parking. Additionally, 53.8% of respondents agreed to removing center turn-lanes to enhance sidewalks.

45 of the 118 respondents thought it was very important to increase the amount of parking in downtown Jamestown. Respondents highest priority regarding sidewalks was to repair existing sidewalks followed by expanding the sidewalk network to new locations.

Additional thoughts of respondents include:

- Repair damaged, incomplete sidewalks;
- Increase the number of crosswalks and add signage or lights instructing cars to stop for pedestrians;
- Respondents want more parking in the downtown; and
- Respondents are requesting ADA-compliant access on Central Avenue along with ramps around the city for wheelchairs and strollers.

The full survey results can be found in Appendix I.

Recommendations

The Jamestown Complete Streets Plan recommendations (Figure 4-1) reflect a desire to make downtown Jamestown a multimodal district by strengthening existing active transportation assets while adding new facilities and treatments. The plan recommendations will complement other planning activities both within and adjacent to downtown, further supporting citywide initiatives for improved mobility and economic development. Within downtown, the improved multimodal network will support expanded public spaces. The Jamestown Complete Streets Plan recommendations include the following principal improvements.

ADA Recommendations

As part of this report, the consulting team conducted an ADA Assessment of downtown Jamestown. The report can be viewed in Appendix II. As shown in Figure 4-1, the report documents example locations where ADA improvements are needed, and is not intended to be an exhaustive examination of all existing ADA issues.

While sidewalks are provided throughout the study area, the study area is generally not accessible to those with disabilities. Curb ramps with truncated domes are missing or do not meet ADA standards at most of the roadway intersections in the study area. Most sidewalks are less than TDOT and ADA-standard five (5) feet wide and/or have obstructions in their paths. The one (1) signalized intersection in the area does not have pedestrian signal heads or push buttons and sidewalks are not continuous along routes.

The plan recommendations will complement other planning activities both within and adjacent to downtown, further supporting citywide initiatives for improved mobility and economic development.

It is therefore recommended that the City of Jamestown develop an ADA Transition Plan that documents the improvements they plan to make in ADA deficient areas, such as at the intersection of Main Street and Central Avenue. Given the constraints in downtown, including storefronts, utilities, and limited right-of-way, wholesale replacement or rehabilitation of substandard sidewalks may not be a feasible solution. For those areas where replacement or rehabilitation is not feasible, updates can be made on adjacent facilities as long as users have access to those facilities.

New/Improved Crossing Recommendations

Currently there are two (2) crossings located in downtown Jamestown. The first is a signalized crossing located at Central Avenue and Main Street. The second is an unsignalized school crossing located at School Avenue and Main Street. Both crossings are in need of improvement. The signalized crossing requires signal heads and push buttons. The unsignalized crossing requires new stripping and a connection to sidewalk.

Although the signalized crossing is already high-visibility with ladder crosswalk markings the amount of traffic in the area warrants signal heads and push buttons. For the unsignalized crossing to meet the high-visibility crosswalk standard it requires ladder crosswalk markings and a connection to a sidewalk. Linking the crosswalk to a sidewalk provides pedestrians with a connection to the rest of the sidewalk network, allowing safe travel from one location to the next.

Figure 4-1. Jamestown Complete Streets Plan Recommendations

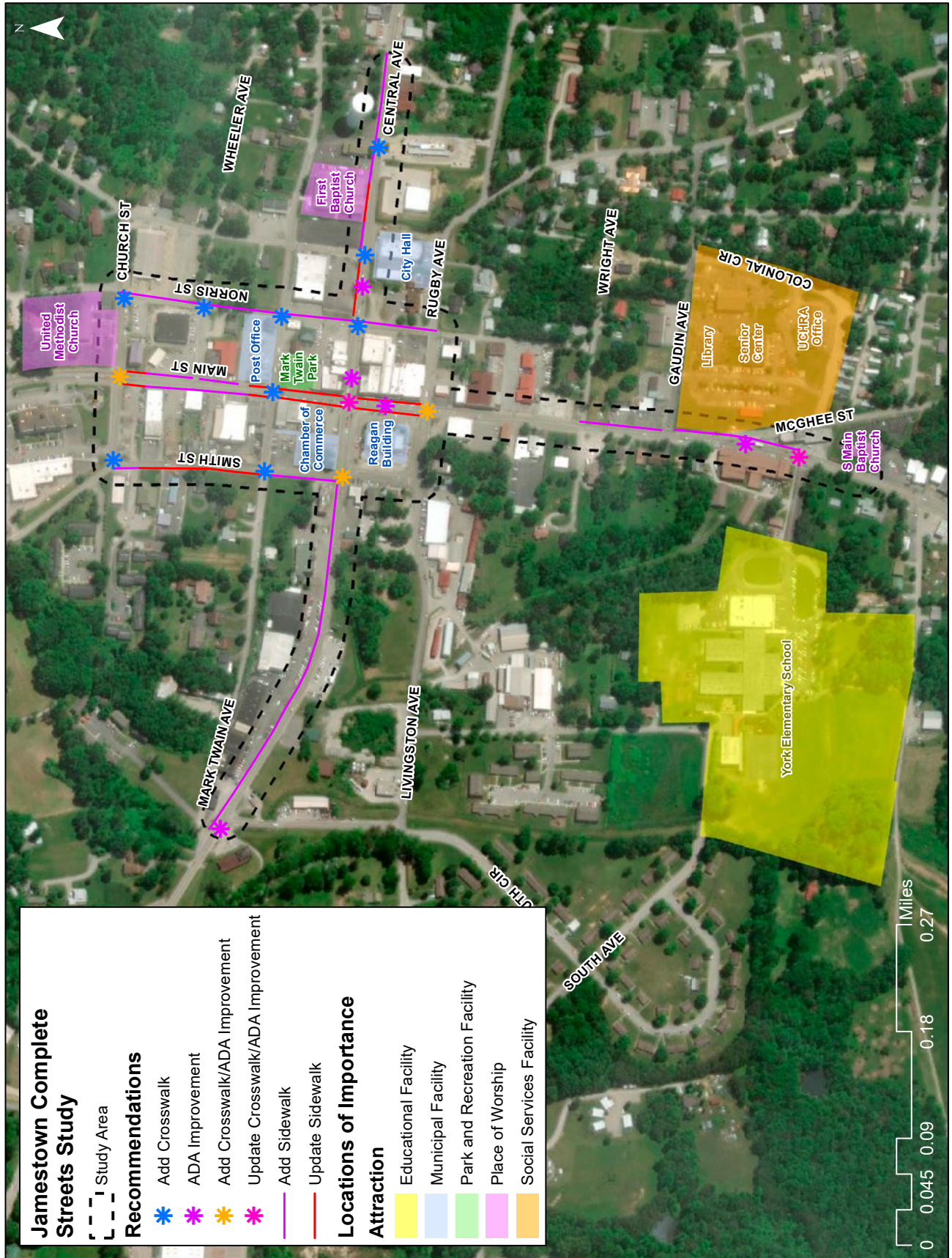




Figure 4-2. High-Visibility Crosswalk Example

Image Courtesy of The Greenway Collaborative, Inc.

In addition to updating crosswalks, this study is recommending for the placement of 12 new marked crossings within the downtown. The crosswalks should be high-visibility with ladder crosswalk markings (Figure 4-2). Crosswalks of this type are more visible to approaching vehicles and have been shown to improve yielding behavior.

These crossings are located at:

- | | | |
|--------------------------------------|---|---|
| 1. Smith Street
& Church Street | 5. Smith Street
& Mark Twain Avenue | 9. Norris Street
& Central Avenue |
| 2. Main Street
& Church Street | 6. Main Street
& Mark Twain Avenue | 10. Central Avenue
& White Oak Street |
| 3. Norris Street
& Church Street | 7. Norris Street
& Mark Twain Avenue | 11. Central Avenue between
White Oak Street
& Potter Street |
| 4. Norris Street
& Wheeler Avenue | 8. Smith Street
& Central Avenue | 12. Main Street at Rugby/
Livingston Avenue |

The 12 new crossings and 2 updated crossings are shown in Figure 4-1.

New / Improved Sidewalk Recommendations

Downtown Jamestown is generally well-served by sidewalks, though many of the facilities are not consistently present throughout and do not meet current design standards. Sidewalks located along Church Street are consistent with design standards and meet the city’s future vision for downtown. Other facilities, such as those located along Main Street and Central Avenue, need to be upgraded or replaced entirely. Figure 4-3 provides an updated sidewalk widths map summarizing the proposed improvements, which are discussed in detail on the following pages. Figure 4-4 provides a reference map for sidewalk recommendations.



Figure 4-3. Updated Sidewalk Network Following Recommendations

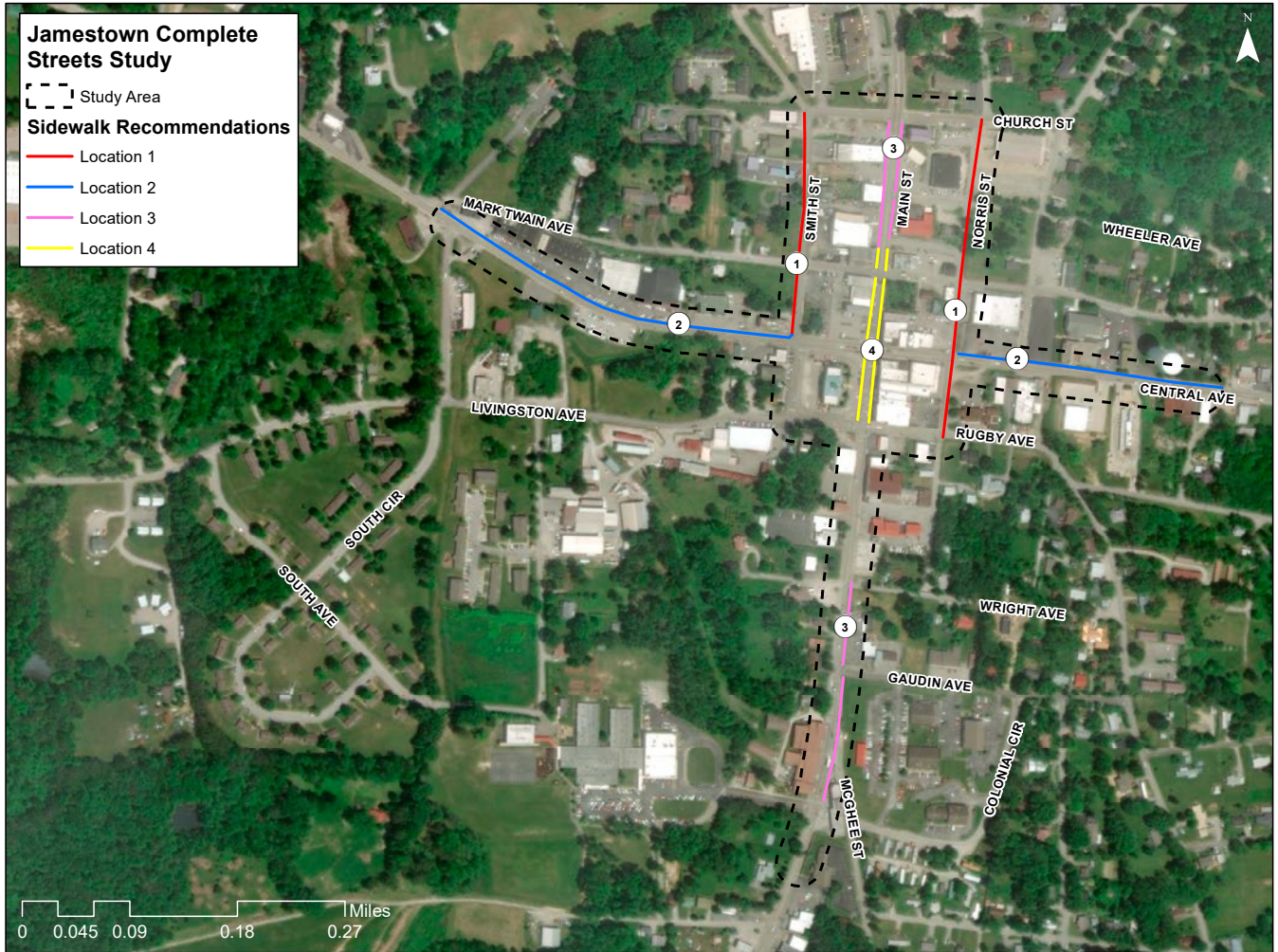


Figure 4-4. Updated Sidewalk Network Recommendation Locations

Recommendations are discussed in detail on pages 19 - 23

1. Norris & Smith Streets

Norris and Smith Streets are located parallel to Main Street and run north-south. Businesses and residences are located along these streets. Based on feedback from local officials and survey respondents, there is one (1) recommendation for these roadways.

Recommendation: (Figures 4-5 and 4-6)

This recommendation keeps two (2) through lanes but decreases lane width to 10 feet with the addition of a 2-foot gutter and 5-foot sidewalk. The reduction in lane width will reinforce the corridor as a pedestrian-friendly public space while also reducing the vehicle speed of passing motorists. As discussed in the TDOT Multimodal Project Scoping Manual, there is no appreciable difference in vehicle safety when lane widths are reduced to 10 feet, particularly in low-speed downtown environments.

Figure 4-5.
Smith Street
Recommendation

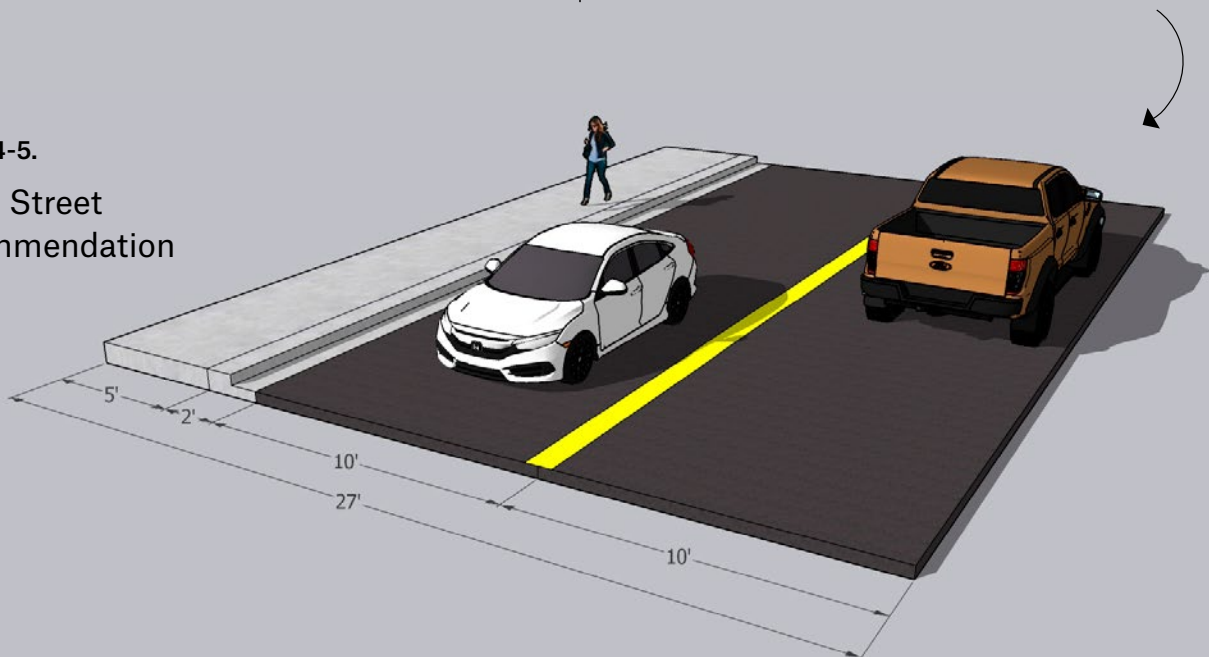
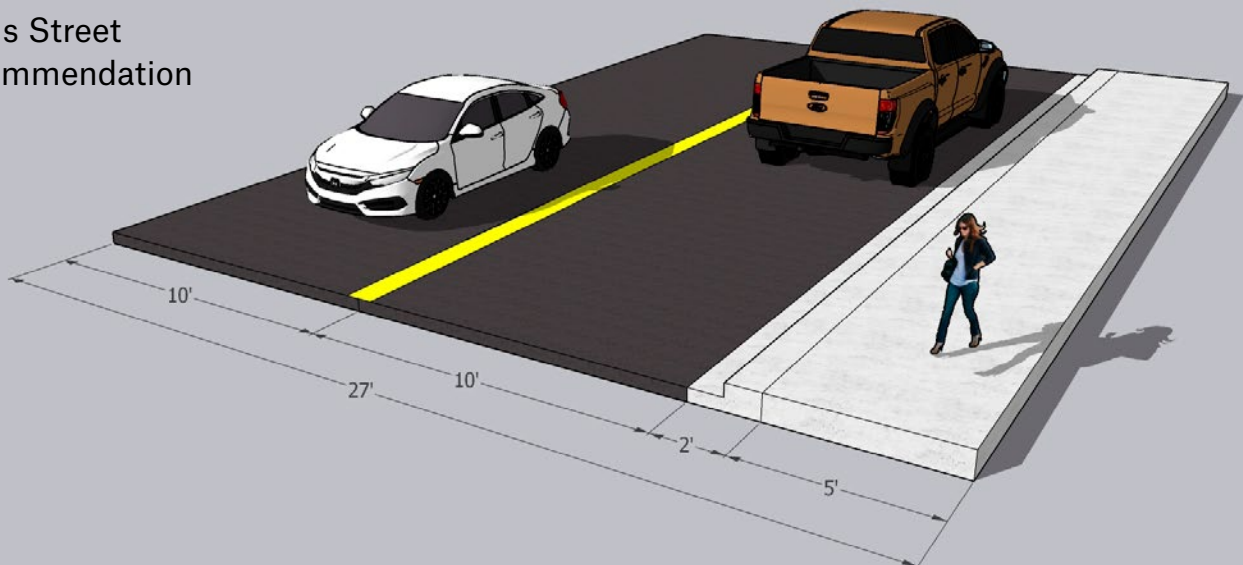


Figure 4-6.
Norris Street
Recommendation



2. Central Avenue from Mark Twain Avenue to Smith Street & from Norris Street to Potter Street

Central Avenue is a state route that travels east-west with a speed limit of 35 miles per hour (mph). This roadway is characterized by two (2) 11-foot through lanes and wide shoulders. There are 5-foot sidewalks that are not continuous throughout the entire study area. Central Avenue has one (1) recommendation.

Recommendation: (Figures 4-7 and 4-8)

Central Avenue is a state route and as such, must follow state guidelines. The Tennessee *Roadway Design Guidelines* mandates that two (2) lane arterial roads be a minimum of 22 feet or 11 feet per lane. Therefore, it is recommended that this roadway continue to maintain two (2) 11-foot through lanes. The shoulders are decreased by 4.5 feet on each side to provide for two (2) 2-foot gutters located between the roadway and the sidewalk. Gutters are added to prevent any drainage issues that may be occurring along the roadway. Further, it is recommended to fill in missing sidewalk on the southern leg of the roadway and add sidewalk to the northern leg of the roadway.

Figure 4-7.

Central Avenue
- Existing

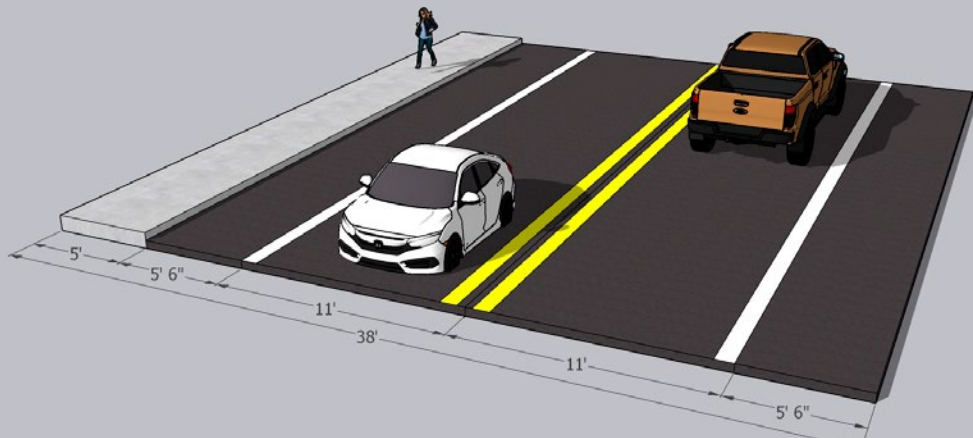
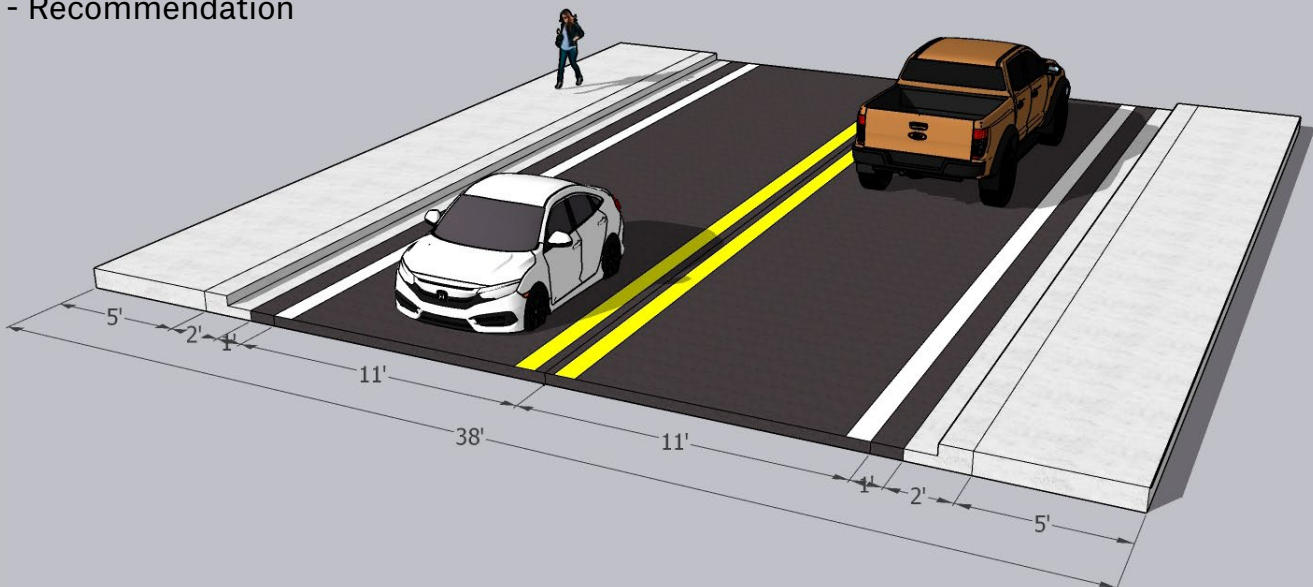


Figure 4-8.

Central Avenue
- Recommendation



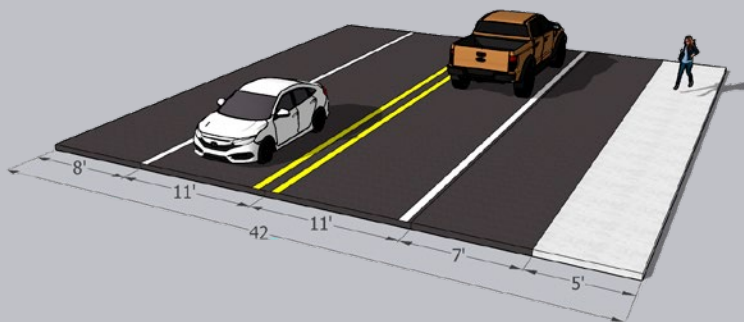
3. Main Street Northern & Southern Limits

Main Street is a north-south roadway with two (2) 11-foot through lanes. There is a 9-foot parking lane and a 7-foot shoulder south of Livingston/Rugby Avenue. There are some sidewalks (primarily located south of Livingston/Rugby Avenue) that measure at 5-feet. Main Street north of Mark Twain Avenue has wide shoulders on both sides of the road. The speed limit on Main Street is 35 mph. There are two (2) recommendations for this road.

One (1) recommendation is for the northern segment of Main Street (North of Mark Twain Avenue) and the second recommendation is for the southern segment of Main Street (South of Rugby/Livingston Avenue). This roadway is broken into a northern and southern portion because roadway dimensions differ in the north (42 feet) compared to the south (38 feet).

Figure 4-9.

Main Street North - Existing



Recommendation: North Main Street (Figures 4-9 and 4-10)

This recommendation calls for decreasing roadway width from 11 feet to 10 feet. It provides for an 8-foot parking lane and two (2) 2-foot gutters. Two (2) 5-foot sidewalks on both sides of the roadway are recommended. The addition of on-street parking, sidewalks, and decreased lane width will lessen speeding through the corridor, creating a more inviting pedestrian environment.

Main Street North - Recommendation

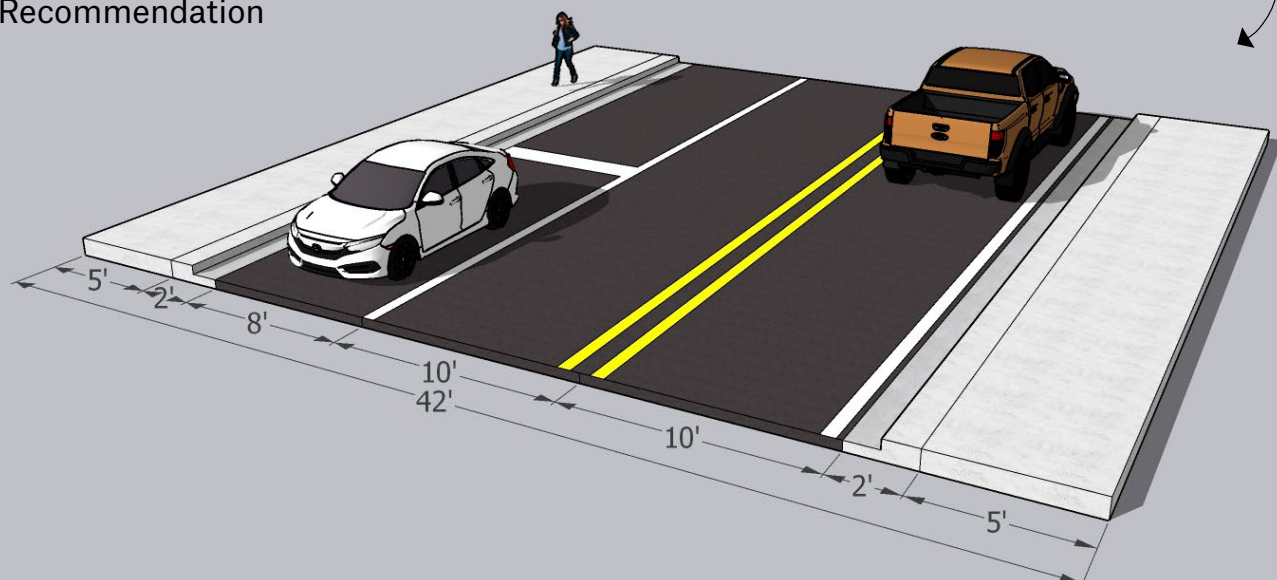
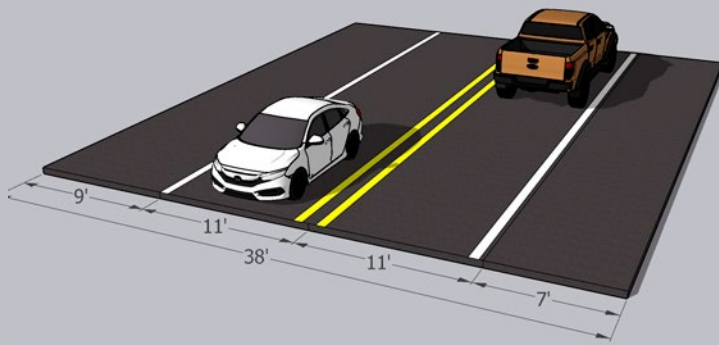


Figure 4-11.

Main Street South
- Existing

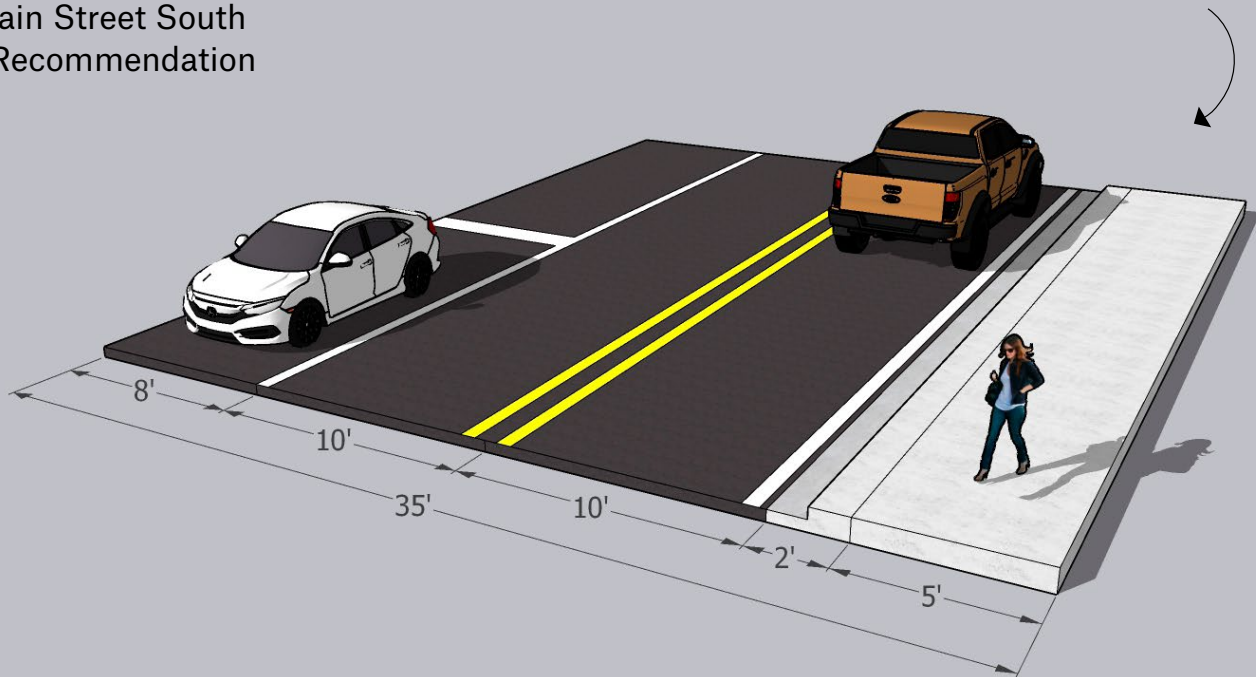


Recommendation: South Main Street
(Figure 4-11 and 4-12)

The design of the southern segment of Main Street closely reflects that of the northern segment except that this recommendation provides for a 5-foot sidewalk on one (1) side of the road instead of two (2). This recommendation calls for one (1) sidewalk because storefronts abut the roadway leaving little right-of-way to expand the roadway width to include additional sidewalks or gutters.

Figure 4-12.

Main Street South
- Recommendation



4. Main Street Center Limit

For approximately three (3) blocks, Main Street widens from a two (2) through lane road to a three (3) lane road with two (2) through lanes and a center turn lane. The through lanes have a width of 11-feet while the center turn lane has a width of 12 feet. There are 6-foot sidewalks on both sides. Based on survey results, there is one (1) recommendation for this roadway segment.

Recommendation: (Figures 4-13 and 4-14)

Survey results favored eliminating a center turn lane on Main Street for more on-street parking and improved sidewalks. This recommendation suggests removing the center turn lane and decreasing the two (2) through lane widths from 11 feet to 10 feet. Further recommendations include adding an 8-foot parking lane, two (2) 2-foot gutters, and updating the sidewalks from 6 feet to 7 feet.

Figure 4-13.

Main Street with Turn - Existing

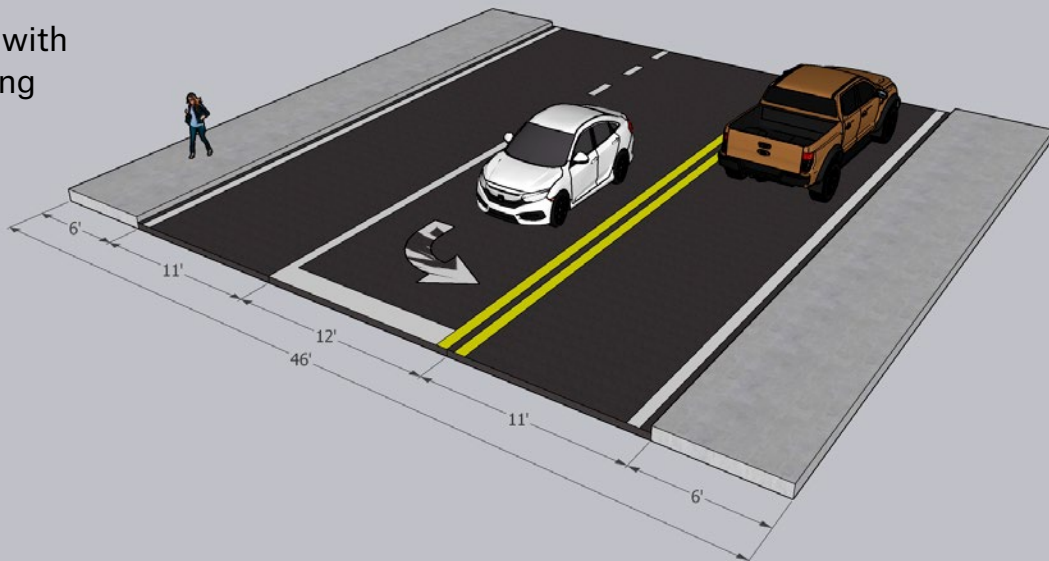
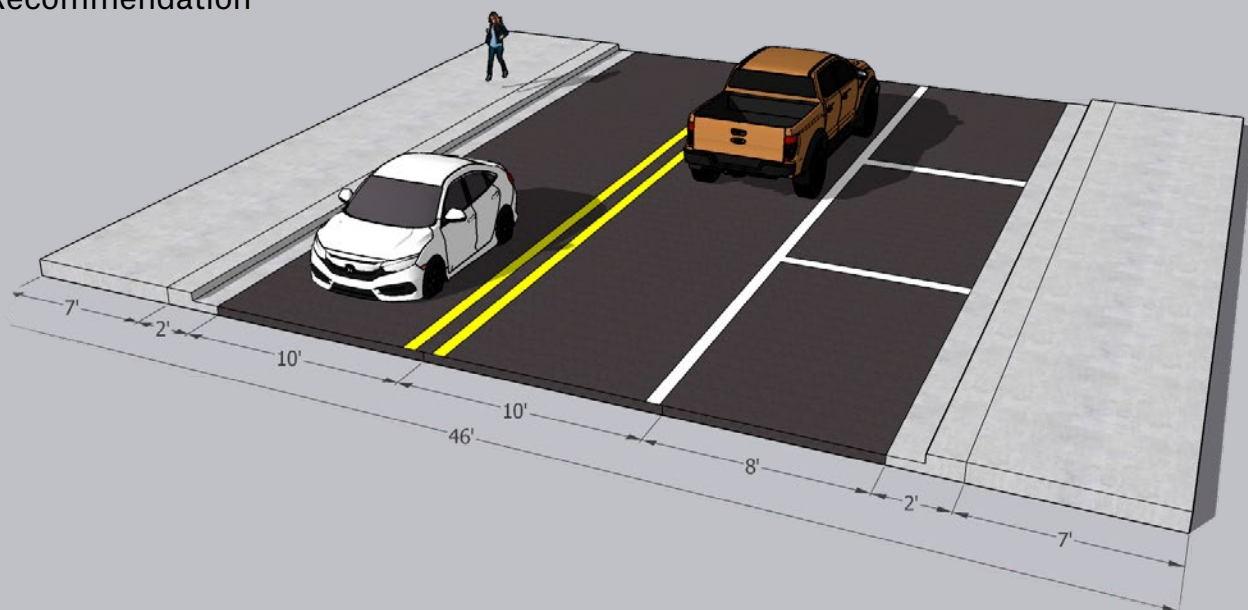


Figure 4-14.

Main Street with Turn - Recommendation



Utilities Recommendations

Analysis of downtown Jamestown shows that utilities are located directly on the sidewalk or in the road. The ADA assessment in Appendix II shows example images of utility and light poles being located on sidewalks or in the roadway. Jamestown officials are aware of this issue and are working to remedy it by exploring the possibility of burying utility cables or moving them. However, burying cable and/or moving cable is a very costly venture even with grant funding.

It is therefore recommended that Jamestown continue its efforts in applying for grant funding to bury and/or move utilities with the understanding that it would take years and significant funds to bury and/or move all the utilities in downtown Jamestown. For those areas where burying and/or moving utilities is not feasible, updates can be made on adjacent facilities as long as users have access to those facilities.

Existing Sidewalk Updates

Prior recommendations do not encompass the entire existing sidewalk network. As Figure 4-3 shows, there are still sidewalks less than five (5) feet in the study area after completing the suggested recommendations. The sidewalks that do not get updated in the recommendations have an underlying issue (i.e., store frontage abutting the sidewalk) that hinders updating the sidewalk. Without extensive overhaul of the area and significant funding, these sidewalks are unable to be modernized to the TDOT and ADA standard.

It is recommended to update these sidewalks when funding and resources become available. It is also recommended to complete these updates once all other updates and recommendations have been finalized.



"Buildings along Main Street" copyright (c) 2016 by Brian Stansberry is licensed under a Creative Commons Attribution 4.0 Generic License. Based on a work at <https://upload.wikimedia.org/wikipedia/commons/8/81/Jamestown-Main-Street-tn1.jpg>

SECTION 5.0

Implementation

The Complete Streets Plan provides an overall framework for pedestrian improvements in downtown Jamestown. Importantly, with the overall framework there is a great deal of flexibility in terms of project scope, phasing, and funding.

Project Cost Estimates

The cost estimates are planning-level assessments for each sidewalk improvement recommendation. For this project, a typical construction cost is \$896 per linear foot due to utility and roadway complications. Applied to all sidewalks recommended for improvement, the preliminary estimated cost is \$6,291,000, though the final cost of individual improvements will likely vary depending on the context of each redevelopment effort.

Project costs are based on unit costs for the specific facility type or intersection treatment. It is important to note that although the cost estimates cover the entire extent of the street and crossing improvements proposed in the plan, each improvement can be further separated into smaller projects, as needed; for example, a single block length or a single crossing. Appendix III summarizes the cost estimates.

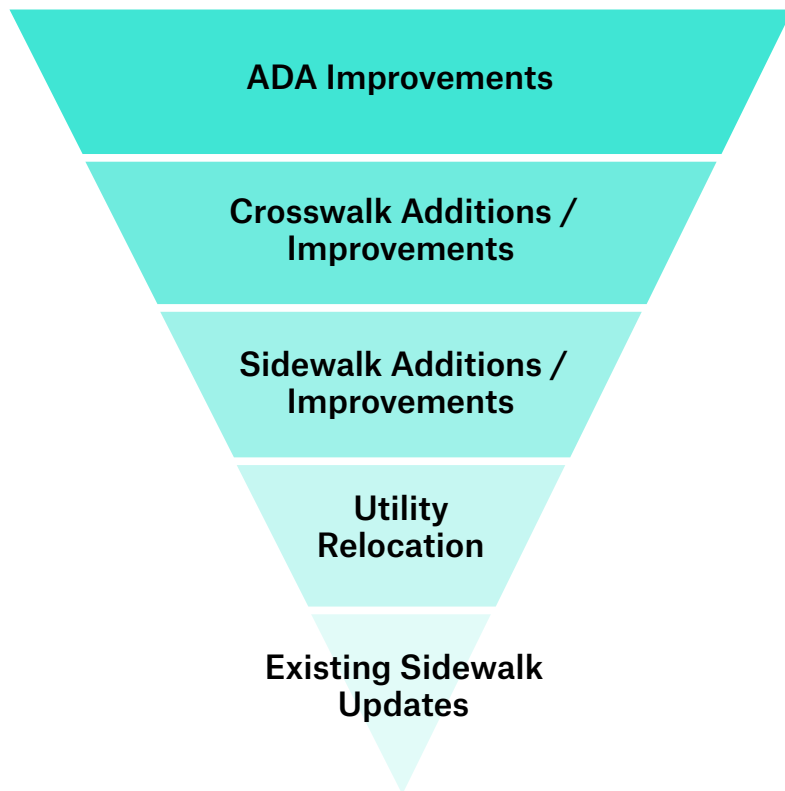
There is a great deal of flexibility in terms of project scope, phasing, and funding.

Project Prioritization

The projects in this plan are divided into five (5) prioritization categories (Figure 5-1). The first prioritization category, and the most crucial to complete, encompasses all ADA improvements. These improvements include anything from adding signal heads to curb ramp improvements. The second prioritization category includes crosswalk improvements. Crosswalks are typically cost-effective, easy to implement, and provide pedestrians with ease-of-mind when traveling around downtown. The third prioritization category encompasses sidewalk improvements. Although sidewalks are crucial for pedestrians walking downtown, they can be expensive

and difficult to implement, particularly in a compact downtown environment. The fourth prioritization category is utility relocation. As discussed, moving and/or burying utilities is a costly venture that is not necessarily feasible. Additionally, other updates or changes can be made to the facilities to help alleviate utility constrain. For example, adding sidewalk to the other side of the street that is not constrained by utilities. The final prioritization category is to update existing sidewalks. This category is last because it is the least feasible due to hindrances. Once all the other ADA and sidewalk improvements are made, updating the existing sidewalks should become priority.

Figure 5-1.
Jamestown Complete
Streets Prioritization
Framework



Potential Funding Sources

Project development ultimately depends on funding availability. While pedestrian facilities are typically included as part of larger public infrastructure and private development projects, increasingly, communities of all sizes are undertaking targeted pedestrian projects to retrofit commercial districts and neighborhoods for economic and community development purposes.

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

TDOT maintains a Pavement Office that is responsible for managing highway resurfacing. Resurfacing projects are selected based on existing pavement conditions such as distress, roughness, traffic level, and pavement age. Resurfacing projects are not solely based on resurfacing a roadway. These

Opportunities for coordinating projects include:

1. Corridor resurfacing
2. Corridor reconstruction
3. Intersection and safety improvements
4. Drainage improvements
5. Utility projects
6. Commercial redevelopment

projects, when selected, qualify for complete upgrades including crosswalk additions and striping. It is with this program and the grant programs listed below that the aforementioned recommendations can be completed.

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

Table 5-1. Grant Funding 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 percent federal with a 20 percent 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 percent state with a 5 percent local match. Total project costs must not exceed \$1 million.	Application materials can be accessed on the TDOT website: https://www.tn.gov/tdot/multimodal-transportation-resources/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 percent to 100 percent federal with corresponding local match.	Application materials can be accessed on the TDOT website: www.tdot.tn.gov/PublicDocuments/LocalPrograms/FundingGuidance/SpotSafetyGuidelines.pdf
Access to Health through Healthy Built Environments / Tennessee Department of Health	Greenways, trailhead signs, sidewalks, bikeways, crosswalks, and pedestrian/bicycle traffic signs/signals.		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

Summary

The Downtown Jamestown Complete Streets Plan serves as a blueprint for pedestrian facilities in the central business district. Strategically targeting investments that simultaneously achieve economic and community development goals will largely determine the success of the master plan.

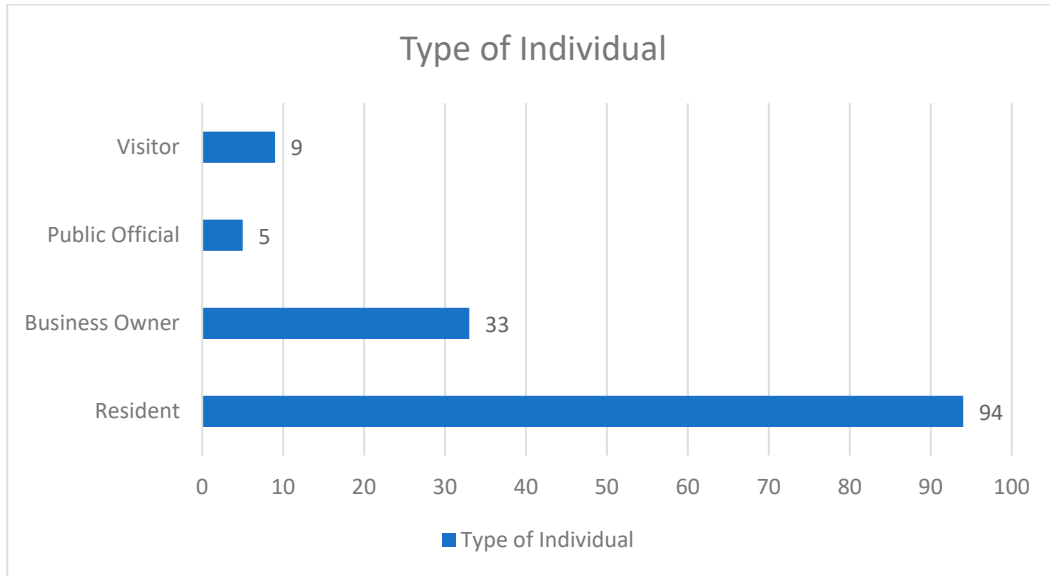
Appendices



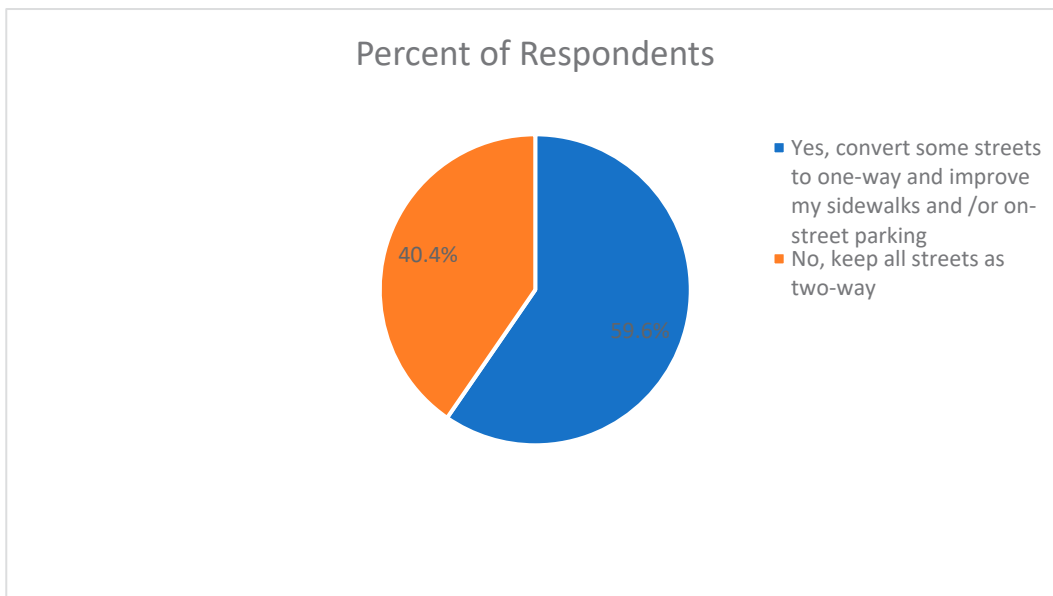
Appendix A. Public Engagement Summary

An online survey was hosted on the SurveyMonkey platform. The survey asked respondents questions about sidewalks, crosswalks, and parking in Jamestown, Tennessee. There were 118 responses recorded. The responses to each of the questions presented are summarized below.

Question 1: Select all that apply. I am a:

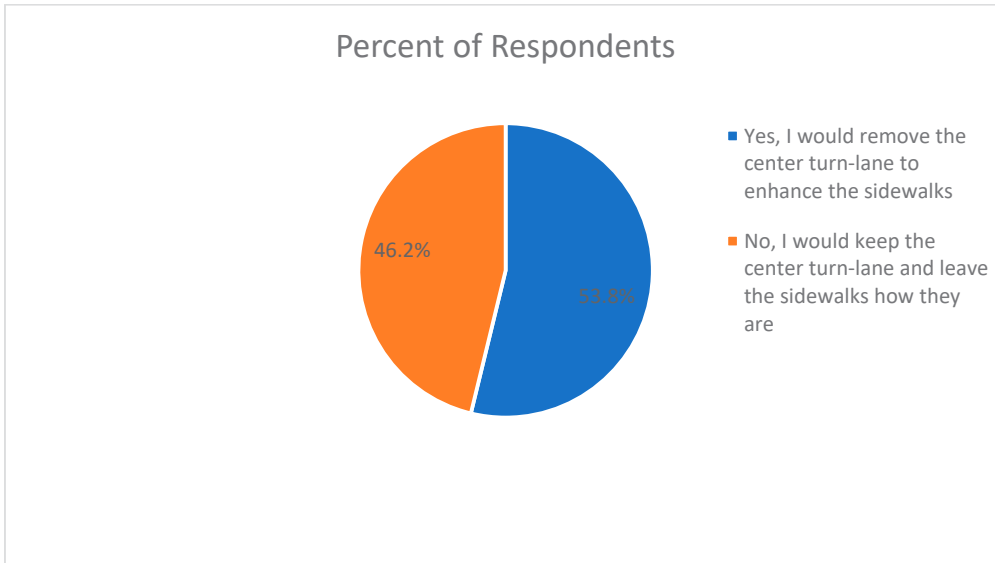


Question 2: Would you prefer to maintain the existing two-way street network or convert some streets to one-way to provide space for new or improved sidewalk connections and / or on-street parking?

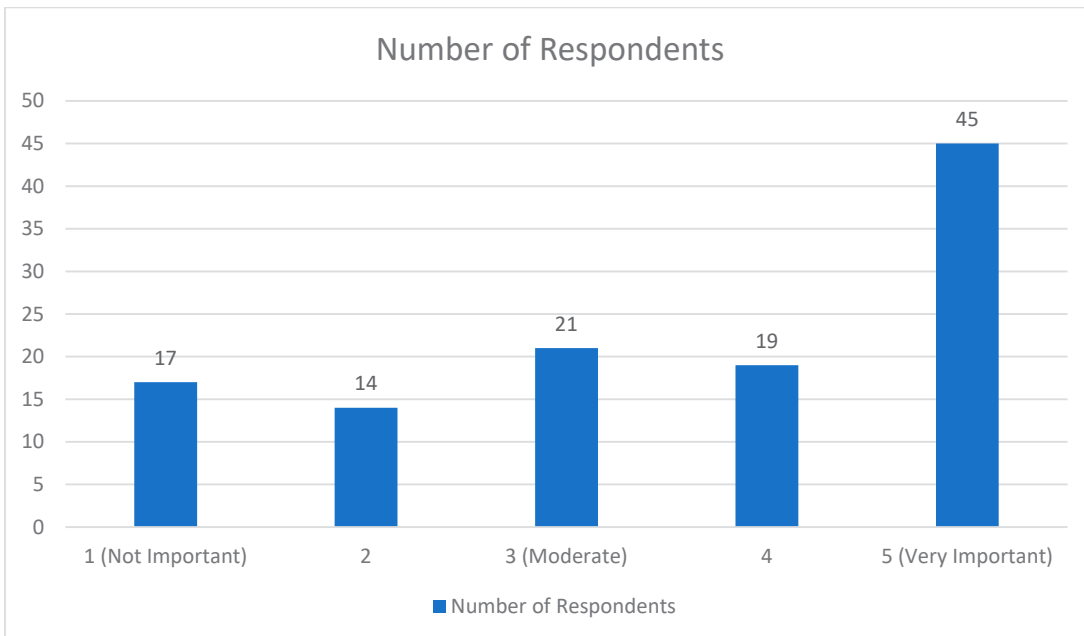




Question 3: Would you be willing to remove the center turn-lanes on Main Street to enhance sidewalks?



Question 4: On a scale of 1 to 5, how important is it to you to increase the amount of parking in downtown Jamestown?





Question 5: Which intersections within the Study Area do you feel are most important to install crosswalks?

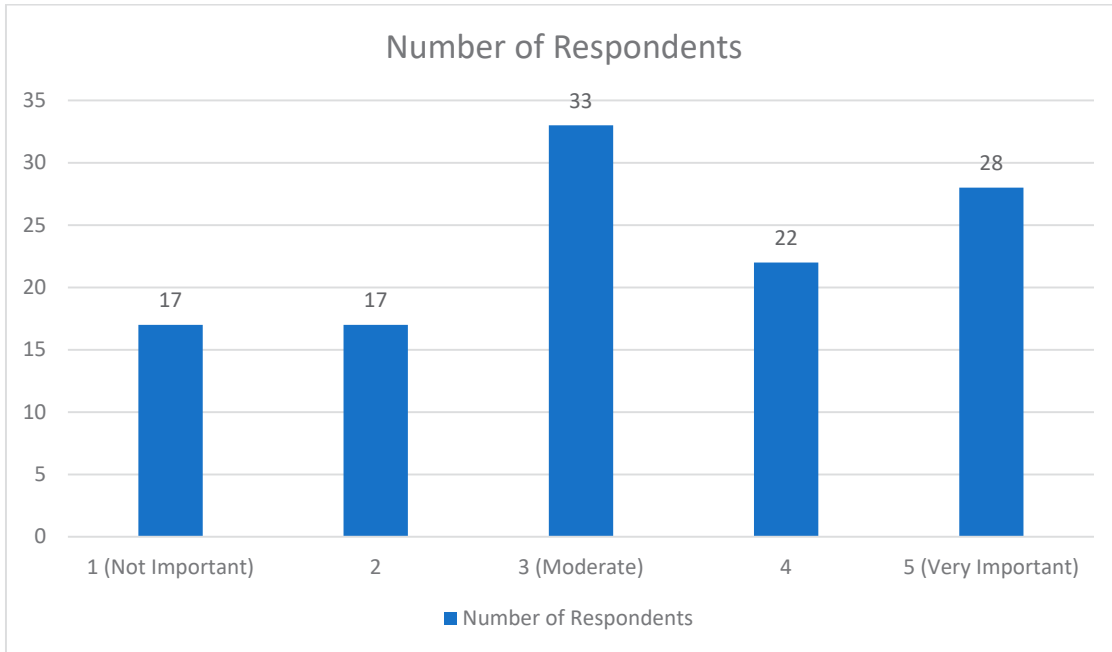
Location	Number of Responses
Fentress County Courthouse	37
US Post Office	29
York Elementary School	15
All Areas	7
No Intersections Needed	6
Mark Twain Spring Park	4
Fentress County Chamber of Commerce	3
Health Department & Senior Citizen Center	2
City Government	2

Question 6: Are there locations you would like midblock crosswalks?

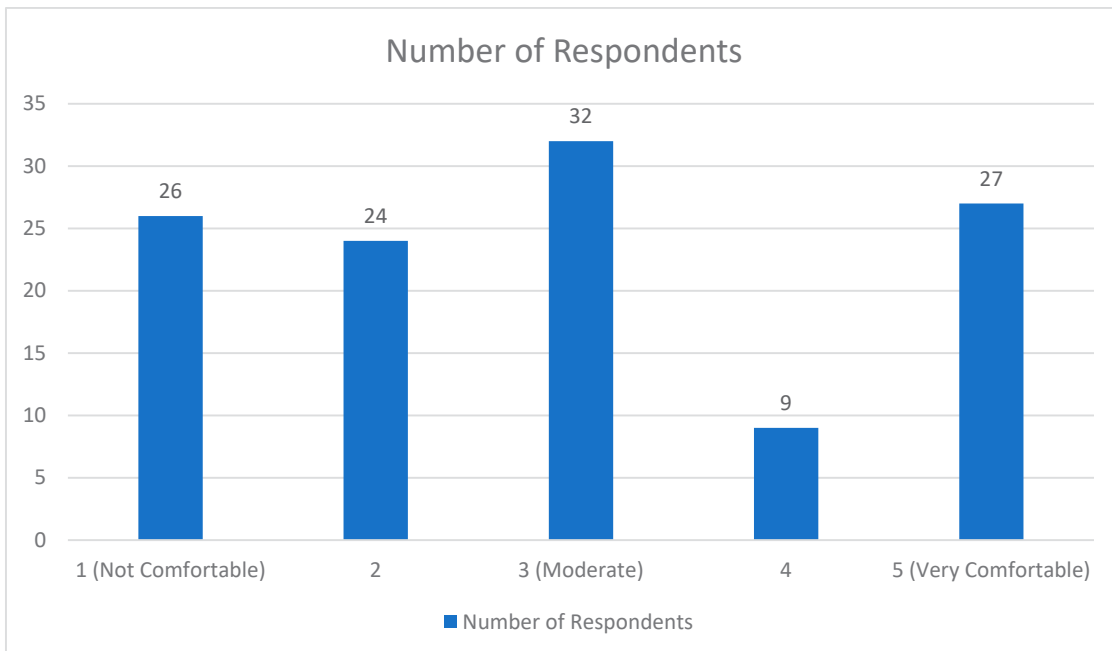
Location	Number of Responses
US Post Office	29
No Midblock Crosswalks Needed	23
Fentress County Courthouse	12
Highway 52	7
York Elementary School	6
Fentress County Chamber of Commerce	3
All Areas	3
City Government	2
Jamestown First United Methodist Church	2
First Baptist Church	1
Mark Twain Spring Park	1



Question 7: On a scale of 1 to 5, how important are improved sidewalks to you on Norris and Smith Streets?



Question 8: How do you feel about “sharrow” pavement markings?



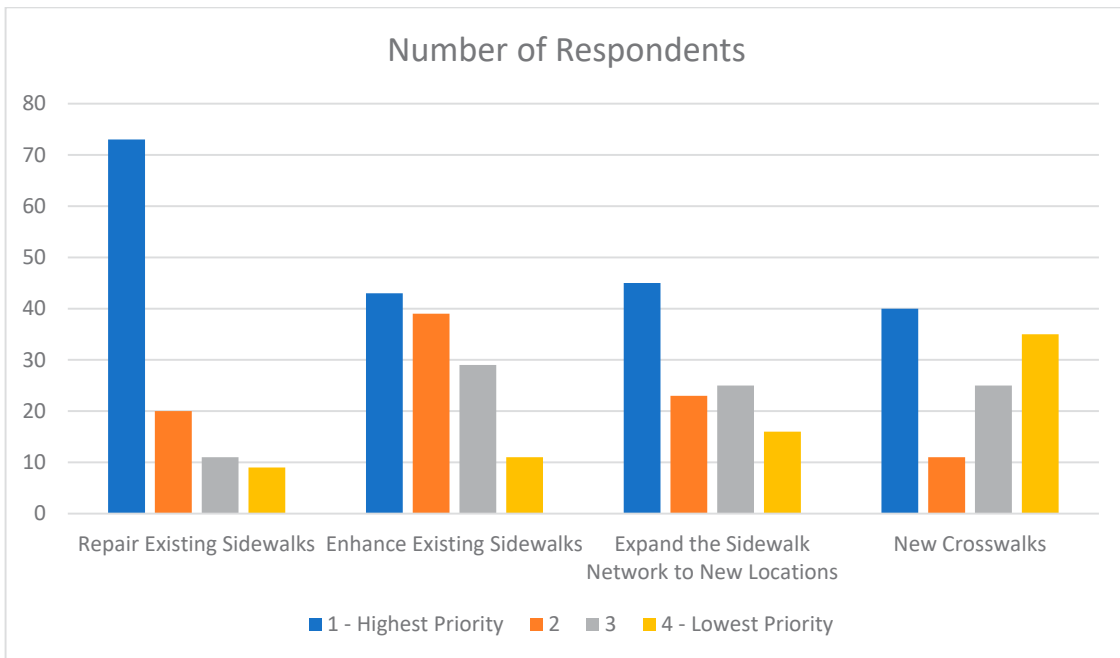


Question 9: Where would you like to see new sidewalks installed?

Location	Number of Responses
Fentress County Courthouse	22
US Post Office	19
Jamestown First United Methodist Church	19
All Areas	17
Fentress County Chamber of Commerce	15
York Elementary School	12
City Government	11
Health Department & Senior Citizens Center	7
Highway 52	6
None	6
Mark Twain Spring Park	5
First Baptist Church	4

Question 10: Rank the following from 1 to 4, with 1 being your highest priority.

1. Repair Existing Sidewalks
2. Enhance Existing Sidewalks
3. Expand the Sidewalk Network to New Locations
4. New Crosswalks





Question 11: What are barriers to walking within the study area? What would you change?

1. **Sidewalks** were mentioned the most times regarding **damaged, incomplete** sidewalks and **narrow** and **uneven** surfaces of sidewalk.
2. **Crosswalks** were the second-most mentioned item. Jamestown residents are requesting **more crosswalks**, along with **signage** or **lights** instructing cars to stop for pedestrians.
3. **Roads** were mentioned. Some residents find the roads **too narrow**. They also would like to see **one-way roads** around the courthouse to encourage safe pedestrian travel.
4. **Parking** is another issue for a few Jamestown residents. They believe with more available parking downtown, the city could flourish.
5. Residents are requesting **handicap access** on Central Avenue, along with **ramps** around the city for wheelchairs and strollers.

Question 12: Please provide any other thoughts or comments in the area below.

1. "I really believe investing in our downtown area will be beneficial to everyone especially to help grow our local economy and promote local businesses to promote shop local."
2. "All the suggested sidewalk improvements are crucial. Jamestown desperately needs investment in basic infrastructure."
3. "Fix the sidewalks that need to be fixed up, I'm on-board with that 100%. I'm completely against reconfiguring the roads and removing turning lanes to add completely unnecessary parking and so-called 'enhanced sidewalks.'"
4. "If one way traffic could be managed, it would make additional parking in the downtown area possible. This additional parking in front of stores would greatly benefit all merchants. It also would allow for additional and larger sidewalks to be built which would also encourage foot traffic which in turn would again benefit all the merchants in the downtown area."
5. "Integration of bike lanes would be great if one-way streets would allow the space. If renewing or installing new sidewalks, I feel areas closest to the courthouse would be the most impactful investment for the community."

Appendix B. ADA Assessment Technical Memorandum

Jamestown Complete Streets Study ADA Assessment Technical Memorandum Jamestown, Fentress County, TN

Executive Summary

While sidewalks are provided throughout the study area, the study area is generally not accessible to those with disabilities due to the following reasons:

- Curb ramps with truncated domes are missing or do not meet ADA standards at most of the roadway intersections in the study area.
- Many sidewalks are less than TDOT and ADA-standard five (5) feet wide and / or have obstructions in their paths.
- The two signalized intersections in the study area do not have pedestrian signal heads or push buttons.
- Sidewalks are typically not continuous along routes and broken-up by business's open frontage parking.

For
City of Jamestown
314 E Central Ave
Jamestown, TN 38556

By
Gresham Smith
222 2nd Ave. S. Suite 1400
Nashville, TN 37201

Gresham Smith Project No. 44606.01

May 27, 2021

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**

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1.0 ADA ASSESSMENT

Sidewalks, curb ramps, and signalized intersections were reviewed on Wednesday March 10, 2021 within the *Downtown Jamestown* Study Area to investigate compliance with the Americans with Disabilities Act (ADA). The review was based upon visual inspection. Measurements were not taken. The review included Main Street, Central Avenue, Church Street, Livingston Avenue, Norris Street, and Smith Street. Only one of these routes are State Routes (SR), under jurisdiction of the Tennessee Department of Transportation (TDOT). Central Avenue is designated as State Route (SR) 52. There are two signalized intersections within the study area, one at the intersection of Main Street with Livingston Avenue/ Rugby Avenue and the other at the intersection of Main Street with Central Avenue (SR 52).

A location map noting relevant field observations is provided in Figure 1. The numbers correspond with site photographs in Figure 2 through Figure 11 on the following pages. While sidewalks are provided throughout the study area, the study area is generally not accessible to those with disabilities due to the following reasons:

- Curb ramps with truncated domes are missing or do not meet ADA standards at most of the roadway intersections in the study area.
- Many sidewalks are less than TDOT and ADA-standard five (5) feet wide.
- The two signalized intersections in the study area do not have pedestrian signal heads or push buttons.
- There are multiple permanent obstructions within the sidewalks including utility poles, light poles, signposts, and planters.
- The sidewalk along the southbound side of Main Street adjacent to the Fentress County Courthouse is often partially blocked with the front ends of vehicles parked at the courthouse.
- Steps, which are inaccessible for those in a wheelchair, are located along the Central Avenue (SR 52) sidewalk.
- The school crosswalk across Main Street does not meet Manual on Uniform Traffic Control Devices (MUTCD) standards.
- Sidewalks are typically not continuous along routes and broken-up by business's open frontage parking.

Improvements in the study area should include upgrading pedestrian facilities to standards that meet ADA requirements and creating more continuous routes.

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**

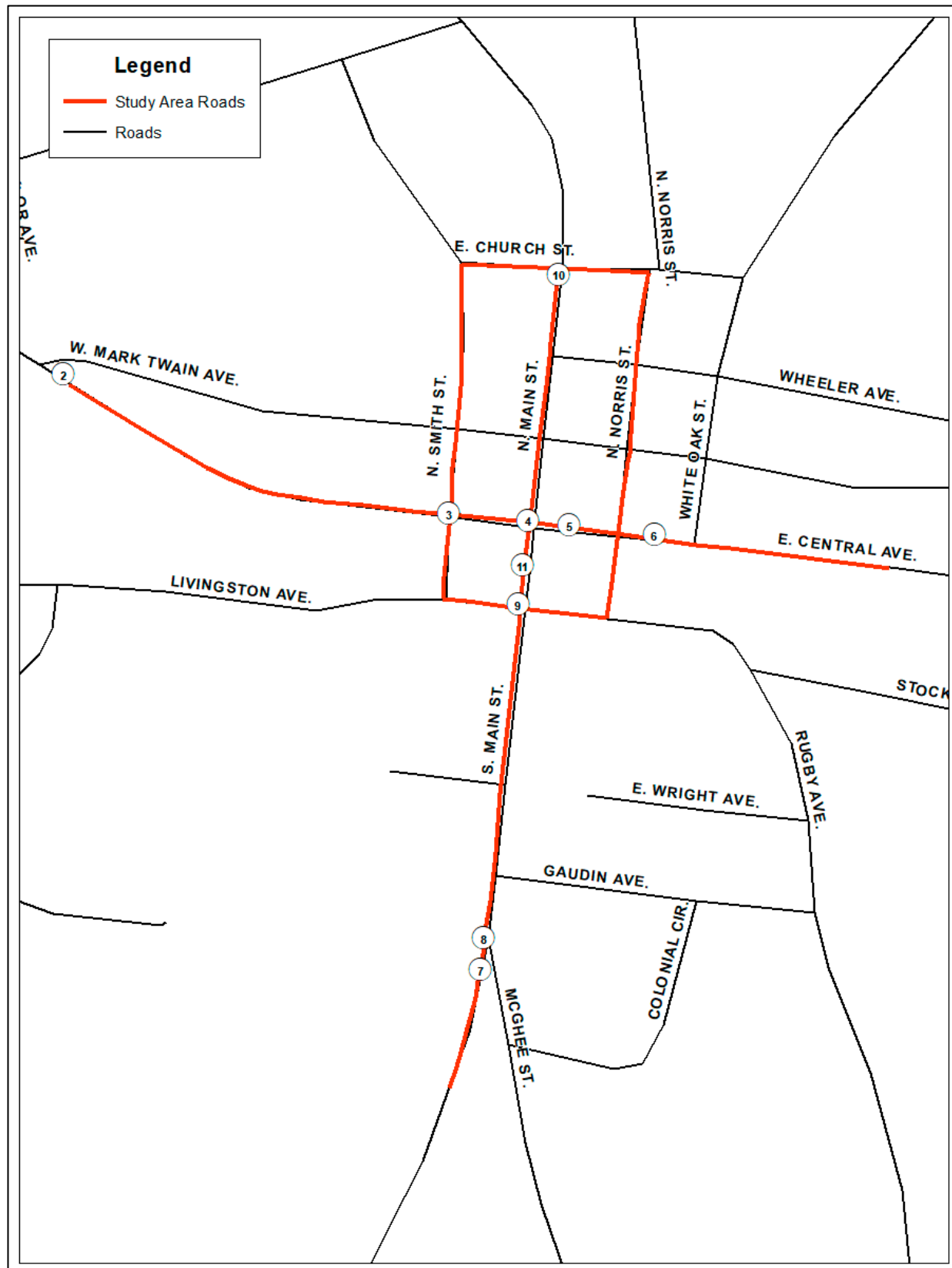


FIGURE 1: PHOTOGRAPH LEGEND (FOR FIGURES 2 THROUGH 11)

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**



FIGURE 2: CENTRAL AVENUE (SR 52) AT MARK TWAIN AVENUE

Demonstrates curb ramps that do not meet ADA standards, truncated domes are missing, and sidewalks are less than five (5) feet in width

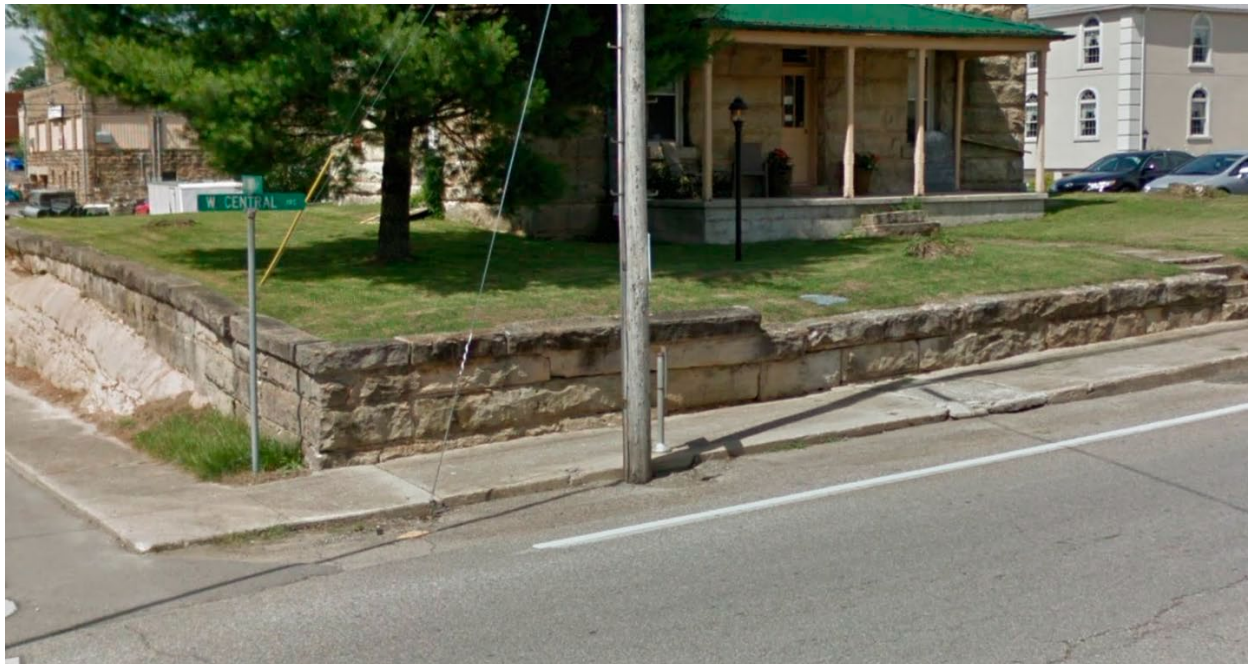


FIGURE 3: CENTRAL AVENUE (SR 52) AT SMITH STREET

Demonstrates no curb ramps, no truncated domes, sidewalks less than five (5) feet in width, and utility poles directly adjacent to sidewalk

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**



FIGURE 4: CENTRAL AVENUE (SR 52) AT MAIN STREET
Demonstrates no pedestrian heads at signalized intersection



FIGURE 5: CENTRAL AVENUE (SR 52) BETWEEN MAIN STREET AND NORRIS STREET
Demonstrates stairs in the sidewalk

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**



FIGURE 6: CENTRAL AVENUE (SR 52) BETWEEN NORRIS STREET AND WHITE OAK STREET
Demonstrates utility pole in the center of the sidewalk, sidewalk less than five (5) feet wide, and open frontage creating gaps in the sidewalk



FIGURE 7: MAIN STREET AT MCGHEE STREET
Demonstrates sidewalk less than five (5) feet wide and utility pole obstruction

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**



FIGURE 8: MAIN STREET AT SCHOOL AVENUE

Demonstrates a school crosswalk that does not connect to a sidewalk, does not meet MUTCD standards



FIGURE 9: MAIN STREET AT LIVINGSTON AVENUE / RUGBY AVENUE

Demonstrates uni-directional curb ramp with no truncated domes and no crosswalks, no pedestrian heads or push buttons at signalized intersection

**Jamestown Complete Streets Study
ADA Assessment
Jamestown, Fentress County, TN**



FIGURE 10: MAIN STREET AT CHURCH STREET

Demonstrates no curb ramps, truncated domes, or crosswalk; sidewalk in need of repair




FIGURE 11: MAIN STREET AT LIVINGSTON AVENUE

Demonstrates parked cars at Fentress County Courthouse overhanging and partially obstructing the sidewalk

Appendix C. Cost Estimates

COST ESTIMATE SUMMARY

Route:	Norris Street				
Description:	Sidewalk Improvements along Norris Street				
Project Type of Work:	Sidewalk Improvements				
County:	Fentress				
Length:	0.20 Miles				
Date:	July 22, 2021				
Estimate Type:	Concept				
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL	
	0%	0%	0%		
Construction Items					
Removal Items	\$0	\$0	\$0	\$26,400	
Asphalt Paving	\$0	\$0	\$0	\$21,800	
Concrete Pavement	\$0	\$0	\$0	\$0	
Drainage	\$0	\$0	\$0	\$148,000	
Appurtenances	\$0	\$0	\$0	\$88,100	
Structures	\$0	\$0	\$0	\$180,000	
Fencing	\$0	\$0	\$0	\$0	
Signalization & Lighting	\$0	\$0	\$0	\$0	
Railroad Crossing	\$0	\$0	\$0	\$0	
Earthwork	\$0	\$0	\$0	\$115,000	
Clearing and Grubbing	\$0	\$0	\$0	\$0	
Seeding & Sodding	\$0	\$0	\$0	\$3,800	
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0	
Guardrail	\$0	\$0	\$0	\$0	
Signing	\$0	\$0	\$0	\$600	
Pavement Markings	\$0	\$0	\$0	\$8,700	
Maintenance of Traffic	\$0	\$0	\$0	\$25,300	
Mobilization 5%	\$0	\$0	\$0	\$30,900	
Other Items 10%	\$0	\$0	\$0	\$64,900	
Const. Contingency 30%	\$0	\$0	\$0	\$160,000	
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$87,400	
Construction Estimate	\$0	\$0	\$0	\$961,000	
Interchanges & Unique Intersections					
Roundabouts	\$0	\$0	\$0	\$0	
Interchanges	\$0	\$0	\$0	\$0	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL	
	50%	0%	0%		
Right-of-Way	\$7,850	\$0	\$0	\$15,700	
Utilities	\$0	\$0	\$0	\$0	
Preliminary & Construction Engineering and Inspection					
Prelim. Eng. 10%	\$0	\$0	\$0	\$96,100	
Total Project Cost (2020)	\$ 7,850	\$ -	\$ -	\$ 1,070,000	

Norris Street


PAY ITEM SUMMARY

TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide	
						UNIT COST	TOTAL COST
Payment Removal							
202-03.01	REMOVAL OF ASPHALT PAVEMENT	SY	333		333	\$ 33.89	\$ 11,285.37
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	SY	2347		2347	\$ 6.43	\$ 15,088.46
						PAVEMENT REMOVAL TOTAL (ROUNDED)	\$ 26,400
Asphalt Roads							
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	98		98	\$ 40.29	\$ 3,939.42
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1		1	\$ 657.80	\$ 467.77
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LS		1060	1060	\$ 3.10	\$ 3,286.00
411-01.10	ACS MIX(PG64-22) GRADING D	TON		148	148	\$ 94.96	\$ 14,054.08
						PAVING TOTAL (ROUNDED)	\$ 21,800
Concrete Roads							
						CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED)	\$ -
Drainage							
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	1096		1096	\$ 75.01	\$ 82,180.96
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	2	4	6	\$ 4,082.39	\$ 23,514.58
611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	1	5	6	\$ 6,847.88	\$ 40,265.52
611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	0		0	\$ 5,435.85	\$ 2,174.34
						DRAINAGE TOTAL (ROUNDED)	\$ 148,200
Appurtenances							
701-01.01	CONCRETE SIDEWALK (4")	SF	5280		5280	\$ 7.97	\$ 42,081.60
701-02.03	CONCRETE CURB RAMP	SF		1011	1011	\$ 13.01	\$ 13,153.11
702-03	CONCRETE COMBINED CURB & GUTTER	CY	76		76	\$ 432.38	\$ 32,787.96
						ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)	\$ 88,100
Earthwork & Mineral							
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1		1	\$ 16,154.33	\$ 16,154.33
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	3661		3661	\$ 17.24	\$ 63,102.67
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	2441		2441	\$ 14.48	\$ 35,332.68
						EARTHWORK & MINERAL TOTAL (ROUNDED)	\$ 114,600
Structures							
604-07.01	RETAINING WALL	SF	1701		1701	\$ 105.67	\$ 179,740.54
						STRUCTURES TOTAL (ROUNDED)	\$ 179,800
Interchanges and Unique Intersections							
						INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED)	\$ -
Lighting & Signalization							
						LIGHTING & SIGNALIZATION TOTAL (ROUNDED)	\$ -
Guardrail							
						GUARDRAIL TOTAL (ROUNDED)	\$ -
Seeding and Sodding							
801-01	SEEDING (WITH MULCH)	UNIT	66		66	\$ 27.26	\$ 1,799.16
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	50		50	\$ 22.31	\$ 1,104.55
801-02	SEEDING (WITHOUT MULCH)	UNIT	50		50	\$ 17.70	\$ 876.15
						SODDING TOTAL (ROUNDED)	\$ 3,800
Maintenance of Traffic							
N/A	Traffic Control	LS	1		1	\$ -	\$ 23,696.00
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	53		53	\$ 30.18	\$ 1,593.50
						MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)	\$ 25,300

PAY ITEM SUMMARY

Signs	Not Listed	Signs (Construction)	LS	1	1	\$	\$	SIGNING TOTAL (ROUNDED)	\$	600
Pavement Markings										
716-02.03		Plastic Pavement Marking (Cross-Walk)	LF	589	589	\$	9.81	\$	5,778.09	
716-12.02		Enhanced Flat Thermo P.M. (6")	LM	0.602	0.602	\$	4,833.41	\$	2,909.71	
									PAVEMENT MARKINGS TOTAL (ROUNDED)	\$ 8,700
Fencing										
									FENCE TOTAL (ROUNDED)	\$ -
Rip-Rap										
									RIP-RAP & SLOPE PROTECTION TOTAL (ROUNDED)	\$ -
Clearing and Grubbing										
									CLEAR AND GRUBBING TOTAL (ROUNDED)	\$ -
Railroad At-Grade Crossing										
									RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED)	\$ -
Utilities										
									UTILITIES TOTAL (ROUNDED)	\$ -
Right-of-Way										
N/A		Right-of-Way	LS	1	1	\$	15,647.27	\$	15,647.27	
									RIGHT-OF-WAY TOTAL (ROUNDED)	\$ 15,700.00

COST ESTIMATE SUMMARY

Route:	Smith Street			
Description:	Sidewalk Improvements along Smith Street			
Project Type of Work:	Sidewalk Improvements			
County:	Fentress			
Length:	0.14 Miles			
Date:	July 22, 2021			
Estimate Type:	Concept			

DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
Construction Items				
Removal Items	\$0	\$0	\$0	\$21,300
Asphalt Paving	\$0	\$0	\$0	\$17,000
Concrete Pavement	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$106,000
Appurtenances	\$0	\$0	\$0	\$68,800
Structures	\$0	\$0	\$0	\$0
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$85,400
Clearing and Grubbing	\$0	\$0	\$0	\$0
Seeding & Sodding	\$0	\$0	\$0	\$2,700
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$0
Signing	\$0	\$0	\$0	\$300
Pavement Markings	\$0	\$0	\$0	\$6,700
Maintenance of Traffic	\$0	\$0	\$0	\$13,500
Mobilization 5%	\$0	\$0	\$0	\$16,100
Other Items 10%	\$0	\$0	\$0	\$33,800
Const. Contingency 30%	\$0	\$0	\$0	\$111,000
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$48,300
Construction Estimate	\$0	\$0	\$0	\$531,000
Interchanges & Unique Intersections				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL
	50%	0%	0%	
Right-of-Way	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0
Preliminary & Construction Engineering and Inspection				
Prelim. Eng. 10%	\$0	\$0	\$0	\$53,100
Total Project Cost (2020)	\$ -	\$ -	\$ -	\$ 584,000

Smith Street

PAY ITEM SUMMARY


TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide	
						UNIT COST	TOTAL COST
<- Unit Cost Trends with Quantities							
Pavement Removal							
202-03.01	REMOVAL OF ASPHALT PAVEMENT	SY	250		250	\$ 33.89	\$ 8,457.44
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	SY	1666		1666	\$ 7.66	\$ 12,761.75
						PAVEMENT REMOVAL TOTAL (ROUNDED)	\$ 21,300
Asphalt Roads							
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	69		69	\$ 41.42	\$ 2,875.76
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1		1	\$ 657.80	\$ 332.12
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LS		749	749	\$ 3.10	\$ 2,321.90
411-01.10	ACS MIX(PG64-22) GRADING D	TON		120	120	\$ 94.96	\$ 11,395.20
						PAVING TOTAL (ROUNDED)	\$ 17,000
Concrete Roads							
						CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED)	\$ -
Drainage							
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	778		778	\$ 75.01	\$ 58,348.48
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	1	4	5	\$ 4,082.39	\$ 21,430.93
611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	1	3	4	\$ 6,847.88	\$ 24,822.19
611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	0		0	\$ 5,435.85	\$ 1,543.78
						DRAINAGE TOTAL (ROUNDED)	\$ 106,200
Appurtenances							
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	SY		183	183	\$ 10.35	\$ 1,894.05
701-01.01	CONCRETE SIDEWALK (6")	SF	3749		3749	\$ 7.97	\$ 29,877.94
701-02.03	CONCRETE CURB RAMP	SF		1055	1055	\$ 13.01	\$ 13,725.55
702-03	CONCRETE COMBINED CURB & GUTTER	CY	54		54	\$ 432.38	\$ 23,279.45
						ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)	\$ 68,800
Earthwork & Mineral							
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1		1	\$ 12,605.73	\$ 12,605.73
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	2599		2599	\$ 18.02	\$ 46,833.42
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	1733		1733	\$ 14.97	\$ 25,936.63
						EARTHWORK & MINERAL TOTAL (ROUNDED)	\$ 85,400
Structures							
						STRUCTURES TOTAL (ROUNDED)	\$ -
Interchanges and Unique Intersections							
						INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED)	\$ -
Lighting & Signalization							
						LIGHTING & SIGNALIZATION TOTAL (ROUNDED)	\$ -
Guardrail							
						GUARDRAIL TOTAL (ROUNDED)	\$ -
Seeding and Sodding							
801-01	SEEDING (WITH MULCH)	UNIT	47		47	\$ 27.26	\$ 1,277.40
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	35		35	\$ 22.31	\$ 784.08
801-02	SEEDING (WITHOUT MULCH)	UNIT	35		35	\$ 17.70	\$ 622.07
						SODDING TOTAL (ROUNDED)	\$ 2,700
Maintenance of Traffic							
N/A	Traffic Control	LS	1		1	\$ -	\$ 12,928.00
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	37		37	\$ 30.18	\$ 1,131.39
						MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)	\$ 13,500

PAY ITEM SUMMARY

Smith Street

Signs	Not Listed	Signs (Construction)	LS	1	1	\$	SIGNING TOTAL (ROUNDED)	\$	300
SIGNING TOTAL (ROUNDED) \$									
300									
Pavement Markings									
716-02.03		Plastic Pavement Marking (Cross-Walk)	LF	475	475	\$	9.81	\$	4,659.75
716-12.02		Enhanced Flat Thermo P.M. (6")	LIM	0.426	0.426	\$	4,833.41	\$	2,059.03
							PAVEMENT MARKINGS TOTAL (ROUNDED) \$		
							6,700		
Fencing									
							FENCE TOTAL (ROUNDED) \$		
							-		
Rip-Rap									
							RIP-RAP & SLOPE PROTECTION TOTAL (ROUNDED) \$		
							-		
Clearing and Grubbing									
							CLEAR AND GRUBBING TOTAL (ROUNDED) \$		
							-		
Railroad At-Grade Crossing									
							RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED) \$		
							-		
Utilities									
							UTILITIES TOTAL (ROUNDED) \$		
							-		
Right-of-Way									
N/A		Right-of-Way	LS	1	1	\$	-	\$	-
							RIGHT-OF-WAY TOTAL (ROUNDED) \$		
							-		

COST ESTIMATE SUMMARY

Route:	Central Ave			
Description:	Sidewalk Improvements along Central Avenue			
Project Type of Work:	Sidewalk Improvements			
County:	Fentress			
Length:	0.64 Miles			
Date:	July 22, 2021			
Estimate Type:	Concept			

DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
Construction Items				
Removal Items	\$0	\$0	\$0	\$72,200
Asphalt Paving	\$0	\$0	\$0	\$73,600
Concrete Pavement	\$0	\$0	\$0	\$1,200
Drainage	\$0	\$0	\$0	\$368,000
Appurtenances	\$0	\$0	\$0	\$511,000
Structures	\$0	\$0	\$0	\$0
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$337,000
Clearing and Grubbing	\$0	\$0	\$0	\$0
Seeding & Sodding	\$0	\$0	\$0	\$7,300
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$0
Signing	\$0	\$0	\$0	\$26,200
Pavement Markings	\$0	\$0	\$0	\$19,700
Maintenance of Traffic	\$0	\$0	\$0	\$76,200
Mobilization 5%	\$0	\$0	\$0	\$74,600
Other Items 10%	\$0	\$0	\$0	\$157,000
Const. Contingency 30%	\$0	\$0	\$0	\$517,000
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$224,000
Construction Estimate	\$0	\$0	\$0	\$2,470,000
Interchanges & Unique Intersections				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL
	50%	0%	0%	
Right-of-Way	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0
Preliminary & Construction Engineering and Inspection				
Prelim. Eng. 10%	\$0	\$0	\$0	\$247,000
Total Project Cost (2020)	\$ -	\$ -	\$ -	\$ 2,720,000

PAY ITEM SUMMARY

Central Avenue


TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide	
						UNIT COST	TOTAL COST
<-- Unit Cost Trends with Quantities							
Pavement Removal							
202-03.01	REMOVAL OF ASPHALT PAVEMENT	SY	1262		1262	\$ 33.89	\$ 42,764.81
202-03.02	REMOVAL OF RIGID PAVEMENT	CY	21		21	\$ 14.81	\$ 316.25
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	SY	8941		8941	\$ 3.25	\$ 29,021.33
PAVEMENT REMOVAL TOTAL (ROUNDED)						\$	\$ 72,200
Asphalt Roads							
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	621		621	\$ 34.17	\$ 21,213.04
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	3		3	\$ 657.80	\$ 1,782.20
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LS	1700		1700	\$ 3.10	\$ 5,270.00
411-02.10	ACS MIX(PG70-22) GRADING D	TON	643	-284	359	\$ 126.25	\$ 45,274.47
PAVING TOTAL (ROUNDED)						\$	\$ 73,600
Concrete Roads							
502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LF	173		173	\$ 6.40	\$ 1,107.20
CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED)						\$	\$ 1,200
Drainage							
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	3604		3604	\$ 75.01	\$ 270,355.54
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	11		11	\$ 4,082.39	\$ 45,624.82
611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	6		6	\$ 6,847.88	\$ 38,265.94
611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	3		3	\$ 5,435.85	\$ 13,807.06
DRAINAGE TOTAL (ROUNDED)						\$	\$ 368,100
Appurtenances							
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	SY	775		775	\$ 10.35	\$ 8,021.25
701-01.01	CONCRETE SIDEWALK (4")	SF	33528		33528	\$ 7.97	\$ 267,218.16
701-02.03	CONCRETE CURB RAMP	SF	2126		2126	\$ 13.01	\$ 27,659.26
702-03	CONCRETE COMBINED CURB & GUTTER	CY	482		482	\$ 432.38	\$ 208,203.57
ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)						\$	\$ 511,200
Earthwork & Mineral							
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1		1	\$ 24,103.86	\$ 24,103.86
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	13858		13858	\$ 14.20	\$ 196,799.96
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	9239		9239	\$ 12.57	\$ 116,142.81
EARTHWORK & MINERAL TOTAL (ROUNDED)						\$	\$ 337,100
STRUCTURES TOTAL (ROUNDED)						\$	\$ -
INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED)						\$	\$ -
LIGHTING & SIGNALIZATION TOTAL (ROUNDED)						\$	\$ -
GUARDRAIL TOTAL (ROUNDED)						\$	\$ -
Seeding and Sodding							
801-01	SEEDING (WITH MULCH)	UNIT	126		126	\$ 27.26	\$ 3,427.40
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	94		94	\$ 22.31	\$ 2,103.78
801-02	SEEDING (WITHOUT MULCH)	UNIT	94		94	\$ 17.70	\$ 1,669.07
SODDING TOTAL (ROUNDED)						\$	\$ 7,300

Central Avenue

PAY ITEM SUMMARY

Maintenance of Traffic		Traffic Control		INTERCONNECTED PORTABLE BARRIER RAIL		MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)	
		LS	LF	1	168	\$	\$
N/A						30.18	71,046.36
712-02.02							5,059.38
							76,200
Signs		SIGN INSTALLATION (DESCRIPTION)		RELOCATE SIGN		SIGNING TOTAL (ROUNDED)	
713-15.40		LS	1	1		2,000.59	2,000.59
713-16.41		LS	8	8		2,847.13	22,777.04
Not Listed		LS	1	1		-	1,400
							26,200
Pavement Markings		SIGN INSTALLATION (DESCRIPTION)		RELOCATE SIGN		SIGNING TOTAL (ROUNDED)	
716-02.03		LF	887	887		9.81	8,701.47
716-02.09		LF	30	30		22.27	668.10
716-04.12		SF	13.5	13.5		82.84	1,118.34
716-12.02		LM	1,905	1,905		4,833.41	9,207.65
							49,700
Fencing						FENCE TOTAL (ROUNDED) \$ -	
Rip-Rap						RIP-RAP & SLOPE PROTECTION TOTAL (ROUNDED) \$ -	
Clearing and Grubbing						CLEAR AND GRUBBING TOTAL (ROUNDED) \$ -	
Railroad At-Grade Crossing						RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED) \$ -	
Utilities						UTILITIES TOTAL (ROUNDED) \$ -	
Right-of-Way						RIGHT-OF-WAY TOTAL (ROUNDED) \$ -	
N/A		LS	1	1		-	-
							RIGHT-OF-WAY TOTAL (ROUNDED) \$ -

COST ESTIMATE SUMMARY

Route:	Main Street (North)			
Description:	Sidewalk Improvements along Main Street (North)			
Project Type of Work:	Sidewalk Improvements			
County:	Fentress			
Length:	0.09 Miles			
Date:	July 22, 2021			
Estimate Type:	Concept			

DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
Construction Items				
Removal Items	\$0	\$0	\$0	\$35,900
Asphalt Paving	\$0	\$0	\$0	\$15,700
Concrete Pavement	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$71,200
Appurtenances	\$0	\$0	\$0	\$69,300
Structures	\$0	\$0	\$0	\$0
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$66,300
Clearing and Grubbing	\$0	\$0	\$0	\$0
Seeding & Sodding	\$0	\$0	\$0	\$1,000
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$0
Signing	\$0	\$0	\$0	\$300
Pavement Markings	\$0	\$0	\$0	\$5,000
Maintenance of Traffic	\$0	\$0	\$0	\$11,300
Mobilization 5%	\$0	\$0	\$0	\$13,800
Other Items 10%	\$0	\$0	\$0	\$29,000
Const. Contingency 30%	\$0	\$0	\$0	\$95,600
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$41,400
Construction Estimate	\$0	\$0	\$0	\$456,000
Interchanges & Unique Intersections				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL
	50%	0%	0%	
Right-of-Way	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0
Preliminary & Construction Engineering and Inspection				
Prelim. Eng. 10%	\$0	\$0	\$0	\$45,600
Total Project Cost (2020)	\$ -	\$ -	\$ -	\$ 502,000

PAY ITEM SUMMARY


TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide			
						UNIT COST	TOTAL COST		
←-- Unit Cost Trends with Quantities									
Pavement Removal									
202-03-01	REMOVAL OF ASPHALT PAVEMENT	SY	713		713	\$	33.89	\$	24,156.04
415-01-02	COLD PLANING BITUMINOUS PAVEMENT	SY	997	397	1394	\$	8.39	\$	11,697.40
						PAVEMENT REMOVAL TOTAL (ROUNDED)	\$		35,900
Asphalt Roads									
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	83		83	\$	40.83	\$	3,393.26
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0	1	1	\$	657.80	\$	856.60
407-20-05	SAW CUTTING ASPHALT PAVEMENT	LS		854	854	\$	3.10	\$	2,647.40
411-01-10	ACS MIX(PG64-22) GRADING D	TON		92	92	\$	94.96	\$	8,736.32
						PAVING TOTAL (ROUNDED)	\$		15,700
Concrete Roads									
						CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED)	\$		-
Drainage									
607-05-02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	482		482	\$	75.01	\$	36,189.32
611-12-02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	1	2	3	\$	4,082.39	\$	14,272.05
611-14-02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	1	2	3	\$	6,847.88	\$	18,817.97
611-42-02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	0		0	\$	5,435.85	\$	1,848.19
						DRAINAGE TOTAL (ROUNDED)	\$		71,200
Appurtenances									
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	SY		75	75	\$	10.35	\$	776.25
701-01-01	CONCRETE SIDEWALK (4")	SF	4488		4488	\$	7.97	\$	35,769.36
701-02-03	CONCRETE CURB RAMP	SF		371	371	\$	13.01	\$	4,826.71
702-03	CONCRETE COMBINED CURB & GUTTER	CY	64		64	\$	432.38	\$	27,869.77
						ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)	\$		69,300
Earthwork & Mineral									
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1		1	\$	12,286.45	\$	12,286.45
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	1855		1855	\$	18.79	\$	34,852.43
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	1237		1237	\$	15.45	\$	19,108.00
						EARTHWORK & MINERAL TOTAL (ROUNDED)	\$		66,300
						STRUCTURES TOTAL (ROUNDED)	\$		-
						INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED)	\$		-
						LIGHTING & SIGNALIZATION TOTAL (ROUNDED)	\$		-
						GUARDRAIL TOTAL (ROUNDED)	\$		-
Seeding and Sodding									
801-01	SEEDING (WITH MULCH)	UNIT	17		17	\$	27.26	\$	458.79
801-01-07	TEMPORARY SEEDING (WITH MULCH)	UNIT	13		13	\$	22.31	\$	288.61
801-02	SEEDING (WITHOUT MULCH)	UNIT	13		13	\$	17.70	\$	233.42
						SODDING TOTAL (ROUNDED)	\$		1,000
Maintenance of Traffic									
N/A	Traffic Control	LS	1		1	\$		\$	10,588.00
712-02-02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	22		22	\$	30.18	\$	677.24
						MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)	\$		11,300

PAY ITEM SUMMARY

Main Street (North)

Signs	Not Listed	Signs (Construction)	LS	1	1	\$	SIGNING TOTAL (ROUNDED)	\$	-	\$	300
SIGNING TOTAL (ROUNDED) \$ 300											
Pavement Markings											
716-02.03	Plastic Pavement Marking (Cross-Walk)	LF		385		\$	9.81	\$			3,776.85
716-12.02	Enhanced Flat Thermo P.M. (6")	LM		0.255		\$	4,833.41	\$			1,232.52
PAVEMENT MARKINGS TOTAL (ROUNDED) \$ 5,000											
Fencing											
FENCE TOTAL (ROUNDED) \$ -											
Rip-Rap											
RIP-RAP & SLOPE PROTECTION TOTAL (ROUNDED) \$ -											
Clearing and Grubbing											
CLEAR AND GRUBBING TOTAL (ROUNDED) \$ -											
Railroad At-Grade Crossing											
RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED) \$ -											
Utilities											
UTILITIES TOTAL (ROUNDED) \$ -											
Right-of-Way											
N/A	Right-of-Way	LS		1		\$	-	\$			-
RIGHT-OF-WAY TOTAL (ROUNDED) \$ -											

COST ESTIMATE SUMMARY

Route:	Main Street (South)			
Description:	Sidewalk Improvements along Main Street (South)			
Project Type of Work:	Sidewalk Improvements			
County:	Fentress			
Length:	0.15 Miles			
Date:	July 22, 2021			
Estimate Type:	Concept			

DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
Construction Items				
Removal Items	\$0	\$0	\$0	\$48,000
Asphalt Paving	\$0	\$0	\$0	\$20,700
Concrete Pavement	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$95,100
Appurtenances	\$0	\$0	\$0	\$70,500
Structures	\$0	\$0	\$0	\$49,100
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$90,000
Clearing and Grubbing	\$0	\$0	\$0	\$0
Seeding & Sodding	\$0	\$0	\$0	\$2,900
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$0
Signing	\$0	\$0	\$0	\$6,100
Pavement Markings	\$0	\$0	\$0	\$6,500
Maintenance of Traffic	\$0	\$0	\$0	\$16,800
Mobilization 5%	\$0	\$0	\$0	\$20,300
Other Items 10%	\$0	\$0	\$0	\$42,600
Const. Contingency 30%	\$0	\$0	\$0	\$126,000
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$59,500
Construction Estimate	\$0	\$0	\$0	\$654,000
Interchanges & Unique Intersections				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL
	50%	0%	0%	
Right-of-Way	\$4,950	\$0	\$0	\$9,900
Utilities	\$0	\$0	\$0	\$0
Preliminary & Construction Engineering and Inspection				
Prelim. Eng. 10%	\$0	\$0	\$0	\$65,400
Total Project Cost (2020)	\$ 4,950	\$ -	\$ -	\$ 729,000

PAY ITEM SUMMARY

Main Street (South)


TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide UNIT COST	TOTAL COST
Pavement Removal							
202-03-01	REMOVAL OF ASPHALT PAVEMENT	SY	969		969	\$ 33.89	\$ 32,831.88
415-01-02	COLD PLANING BITUMINOUS PAVEMENT	SY	1760	607	2367	\$ 6.40	\$ 15,152.25
PAVEMENT REMOVAL TOTAL (ROUNDED) \$							48,984
Asphalt Roads							
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	73		73	\$ 41.24	\$ 3,024.46
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1		1	\$ 657.80	\$ 657.80
407-20-05	SAW CUTTING ASPHALT PAVEMENT	LS		792	792	\$ 3.10	\$ 2,455.20
411-01-10	ACS MIX(PG64-22) GRADING D	TON		157	157	\$ 94.96	\$ 14,908.72
PAVING TOTAL (ROUNDED) \$							20,700
Concrete Roads							
CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED) \$							-
Drainage							
607-05-02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	822		822	\$ 75.01	\$ 61,635.72
611-12-02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	1	2	3	\$ 4,082.39	\$ 13,553.54
611-14-02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	1	2	3	\$ 6,847.88	\$ 18,215.36
611-42-02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	0		0	\$ 5,435.85	\$ 1,630.76
DRAINAGE TOTAL (ROUNDED) \$							95,100
Appurtenances							
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	SY		708	708	\$ 10.35	\$ 7,327.80
701-01-01	CONCRETE SIDEWALK (4")	SF	3960		3960	\$ 7.97	\$ 31,561.20
701-02-03	CONCRETE CURB RAMP	SF		538	538	\$ 13.01	\$ 6,999.38
702-03	CONCRETE COMBINED CURB & GUTTER	CY	57		57	\$ 432.38	\$ 24,590.97
ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED) \$							70,500
Earthwork & Mineral							
105-01	CONSTRUCTION STAKES, LINES, AND GRADES	LS	1		1	\$ 13,597.31	\$ 13,597.31
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	2746		2746	\$ 17.89	\$ 49,128.67
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	1830		1830	\$ 14.89	\$ 27,253.56
EARTHWORK & MINERAL TOTAL (ROUNDED) \$							90,000
Structures							
604-07-01	RETAINING WALL	SF	284		284	\$ 172.56	\$ 49,007.64
STRUCTURES TOTAL (ROUNDED) \$							49,100
Interchanges and Unique Intersections							
INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED) \$							-
Lighting & Signalization							
LIGHTING & SIGNALIZATION TOTAL (ROUNDED) \$							-
Guardrail							
GUARDRAIL TOTAL (ROUNDED) \$							-
Seeding and Sodding							
801-01	SEEDING (WITH MULCH)	UNIT	50		50	\$ 27.26	\$ 1,349.37
801-01-07	TEMPORARY SEEDING (WITH MULCH)	UNIT	37		37	\$ 22.31	\$ 828.26
801-02	SEEDING (WITHOUT MULCH)	UNIT	37		37	\$ 17.70	\$ 657.11
SODDING TOTAL (ROUNDED) \$							2,900
Maintenance of Traffic							
N/A	Traffic Control	LS	1		1	\$	\$ 15,556.00
712-02-02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	40		40	\$ 30.18	\$ 1,195.13

Main Street (South)

PAY ITEM SUMMARY

MAINTENANCE OF TRAFFIC TOTAL (ROUNDED) \$						16,800
Signs						
713-16.41	RELOCATE SIGN	LS	2	2	\$ 2,847.13	\$ 5,694.26
Not Listed	Signs (Construction)	LS	1	1	\$ -	\$ 400
SIGNING TOTAL (ROUNDED) \$						6,100
Pavement Markings						
716-02.03	Plastic Pavement Marking (Cross-Walk)	LF	347	347	\$ 9.81	\$ 3,404.07
716-02.09	Plastic Pavement Marking (Longitudinal X-Walk)	LF	38	38	\$ 22.27	\$ 846.26
716-12.02	Enhanced Flat Thermo P.M. (6")	LM	0.45	0.45	\$ 4,833.41	\$ 2,175.03
PAVEMENT MARKINGS TOTAL (ROUNDED) \$						6,500
Fencing						\$ -
Rip-Rap						\$ -
Clearing and Grubbing						\$ -
Railroad At-Grade Crossing						\$ -
Utilities						\$ -
Right-of-Way	Right-of-Way	LS	1	1	\$ 9,818.18	\$ 9,818.18
N/A						\$ 9,900.00
RIGHT-OF-WAY TOTAL (ROUNDED) \$						9,900.00

COST ESTIMATE SUMMARY

Route:	Main Street (Central)	
Description:	Sidewalk Improvements along Main Street (Central)	
Project Type of Work:	Sidewalk Improvements	
County:	Fentress	
Length:	0.11 Miles	
Date:	July 22, 2021	
Estimate Type:	Concept	

DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
Construction Items				
Removal Items	\$0	\$0	\$0	\$30,100
Asphalt Paving	\$0	\$0	\$0	\$23,500
Concrete Pavement	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$93,700
Appurtenances	\$0	\$0	\$0	\$121,000
Structures	\$0	\$0	\$0	\$0
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$82,300
Clearing and Grubbing	\$0	\$0	\$0	\$0
Seeding & Sodding	\$0	\$0	\$0	\$1,300
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$0
Signing	\$0	\$0	\$0	\$400
Pavement Markings	\$0	\$0	\$0	\$10,000
Maintenance of Traffic	\$0	\$0	\$0	\$15,400
Mobilization 5%	\$0	\$0	\$0	\$18,900
Other Items 10%	\$0	\$0	\$0	\$39,700
Const. Contingency 30%	\$0	\$0	\$0	\$131,000
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$56,700
Construction Estimate	\$0	\$0	\$0	\$624,000
Interchanges & Unique Intersections				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
Right-of-Way & Utilities				
	LOCAL	STATE	FEDERAL	TOTAL
	50%	0%	0%	
Right-of-Way	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0
Preliminary & Construction Engineering and Inspection				
Prelim. Eng. 10%	\$0	\$0	\$0	\$62,400
Total Project Cost (2020)	\$ -	\$ -	\$ -	\$ 686,000

Main Street (Central)

PAY ITEM SUMMARY

TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide		TOTAL COST
						UNIT COST	UNIT COST	
Payment Removal								
202-03.01	REMOVAL OF ASPHALT PAVEMENT	SY	436		436	\$	33.89	\$ 14,779.81
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	SY	1314	1087	2401	\$	6.35	\$ 15,258.71
						PAVEMENT REMOVAL TOTAL (ROUNDED)	\$	30,100
Asphalt Roads								
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	110		110	\$	39.91	\$ 4,371.03
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0	1	1	\$	657.80	\$ 919.75
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LS	982	982	1964	\$	3.10	\$ 3,044.20
411-01.10	ACS MIX(PG64-22) GRADING D	TON	159	159	318	\$	94.96	\$ 15,098.64
						PAVING TOTAL (ROUNDED)	\$	23,500
Concrete Roads								
						CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED)	\$	-
Drainage								
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	636		636	\$	75.01	\$ 47,684.76
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	2	2	4	\$	4,082.39	\$ 16,212.00
611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	1	3	4	\$	6,847.88	\$ 27,292.90
611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	0		0	\$	5,435.85	\$ 2,435.26
						DRAINAGE TOTAL (ROUNDED)	\$	93,700
Appurtenances								
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	SY	636	636	1272	\$	10.35	\$ 6,582.60
701-01.01	CONCRETE SIDEWALK (4')	SF	5914	954	6868	\$	7.97	\$ 54,794.77
701-02.03	CONCRETE CURB RAMP	SF	1765	1765	3530	\$	13.01	\$ 22,962.65
702-03	CONCRETE COMBINED CURB & GUTTER	CY	85		85	\$	432.38	\$ 36,722.52
						ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)	\$	123,100
Earthwork & Mineral								
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1		1	\$	13,362.42	\$ 13,362.42
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	2444		2444	\$	18.16	\$ 44,385.23
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	1630		1630	\$	15.06	\$ 24,533.91
						EARTHWORK & MINERAL TOTAL (ROUNDED)	\$	82,300
						STRUCTURES TOTAL (ROUNDED)	\$	-
						INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED)	\$	-
						LIGHTING & SIGNALIZATION TOTAL (ROUNDED)	\$	-
Guardrail								
						GUARDRAIL TOTAL (ROUNDED)	\$	-
Seeding and Sodding								
801-01	SEEDING (WITH MULCH)	UNIT	22		22	\$	27.26	\$ 604.52
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	17		17	\$	22.31	\$ 371.06
801-02	SEEDING (WITHOUT MULCH)	UNIT	17		17	\$	17.70	\$ 299.39
						SODDING TOTAL (ROUNDED)	\$	1,300
Maintenance of Traffic								
N/A	Traffic Control	LS	1		1	\$	14,492.00	\$ 14,492.00
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	30		30	\$	30.18	\$ 892.36
						MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)	\$	15,400

Main Street (Central)

PAY ITEM SUMMARY

Signs	Not Listed	Signs (Construction)	LS	1	1	\$	-	\$	400
SIGNING TOTAL (ROUNDED) \$									400
Pavement Markings									
716-02.03	Plastic Pavement Marking (Cross-Walk)	LF	852	852	9.81	\$	9.81	\$	8,358.12
716-12.02	Enhanced Flat Thermo P.M. (6")	LM	0.336	0.336	4,833.41	\$	4,833.41	\$	1,624.03
PAVEMENT MARKINGS TOTAL (ROUNDED) \$									10,000
Fencing									
FENCE TOTAL (ROUNDED) \$									-
Rip-Rap									
RIP-RAP & SLOPE PROTECTION TOTAL (ROUNDED) \$									-
Clearing and Grubbing									
CLEAR AND GRUBBING TOTAL (ROUNDED) \$									-
Railroad At-Grade Crossing									
RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED) \$									-
Utilities									
UTILITIES TOTAL (ROUNDED) \$									-
Right-of-Way									
N/A	Right-of-Way	LS	1	1	-	\$	-	\$	-
RIGHT-OF-WAY TOTAL (ROUNDED) \$									-

