

2011 Council Sidewalk Committee Report

Council Sidewalk Committee 2011 Report

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*Note: Memoranda for meetings are **online** and available in the Council Office*

Report of the Common Council Sidewalk Committee January 19, 2011

Committee Members and Staff

The members of the 2011 Committee were appointed by the President of the Council in 2010 and included:

- Chris Sturbaum, District 1
- Mike Satterfield, District 3 (Chair)
- Dave Rollo, District 4
- Andy Ruff, At-Large

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Deputy Administrator/Researcher

Public Works

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

Planning

Scott Robinson, Long Range / Transportation Manager

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Jane Fleig, Assistant Engineer

Overview

The Committee makes recommendations to the entire Council on use of certain transportation-related monies budgeted for 2011. It met four times from November 2010 to December 2010. Those monies include \$225,000 from the Alternative Transportation Fund (ATF), which is funded primarily by surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). Due to fiscal constraints, the City of Bloomington Utilities department was not able to set aside what had been \$125,000 annually for the storm water components of these sidewalk projects. (That funding began in 2007 at \$100,000 and increased to \$125,000 in 2008.) In lieu of actual funding, CBU has offered to explore providing in-kind contributions for identified projects.

Schedule

The Committee met on:

- **November 17, 2010 at noon in the Council Chambers**
- **December 2, 2010 at noon in the McCloskey Room**
- **December 7, 2010 at 12:30 p.m. in the Council Chambers**
- **December 21, 2010 at noon in the McCloskey Room**

Summary of Deliberations

The following outline provides an overview of what the Committee did at those meetings. *Please note that the Memoranda for these meetings are online under the [Council Sidewalk Committee](#) and are also available in the Council Office.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Mike Satterfield);
- Requested that the Council Office make a record of the meetings;
- Approved the memoranda for the January 26th, July 27th, and August 6th meetings;
- Inquired into any conflicts of interest and heard from Sherman that his residence is on Nancy Street, which is on the project sheet. No one else had a conflict of interest.

Funding

The Committee reviewed money available for Council Sidewalk Projects in 2011. Here it:

- Heard a report from Mike Trexler, Controller, about centralizing money for bicycle and pedestrian projects into the Alternative Transportation Fund. The 2011 budget transferred \$765,000 of excess money in the Parking Enforcement Fund to the ATF. \$540,000 will be used for routine bicycle and pedestrian projects and \$225,000 will be used for Council sidewalk projects. Trexler said this will be more transparent because one fund will handle these projects rather than four or five. Dan Sherman also noted that this move will free-up funds to be used for other purposes.
- Agreed to reserve \$15,000 for traffic-calming projects (which should include a project on West 3rd Street in the Prospect Hill Neighborhood between Rogers and Walker);

- Heard a report from Jane Fleig about the City Utilities Department in which she:
 - confirmed that City Utilities would not be able to set aside funds for the storm water component of sidewalk projects, but would help out with in-kind contributions where it could. Their priorities, however, were in the 5-year storm and sanitary sewer plan;
 - confirmed that she would provide the costs for projects in 2010; and
 - indicated that the Jordan-Maxwell storm water improvement project would commence in 2011 at a cost of about \$20,000; and
- Confirmed that additional City funds were available for the East 3rd Street project (see below).

Status of Past and Pending Projects

The Committee heard a status report on last year's recommendations from Wykoff as well as a status report on one other past project:

- **Marilyn Drive – Nancy Street to High Street (South Side)** - This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that would connect Bryan Park with sidewalks at High and Covenant. The sidewalk includes a curb, but no tree plot.

The Committee met in July and August 2010 about this project due to higher-than-expected bids and fiscal constraints in the City Utilities Department. As a result of these meetings, the Committee agreed that Utilities would do the storm water work itself and that Engineering would rebid the project.

By mid-November, City Utilities had been working on the project for 4-6 weeks and had completed the culvert work and placed inlets on Marilyn. Once done, Utilities will need to provide the Committee with an accounting for storm water work on this project. Also by mid-November, Crider and Crider had submitted the lowest responsive and responsible bid for what will be a 60-day project. The bid was \$67,900 or approximately \$30,000 less than the estimate of \$98,373.

In response to an inquiry, Wykoff noted that the presence of multiple contractors and utilities on one project requires good coordination and monitoring, because work of one may cause more, unforeseen work for another.

- **East 3rd Street – Bryan to Hillsdale (North Side)** - Last year, the Committee recommended fully funding the construction of a sidewalk on the north side of the street from Bryan to Roosevelt and dedicating any remaining funds for the rest of the project. In deference to both the Committee and Greenways Plan, Public Works designed and bid out work for both sides of the street. The project includes bike lanes and a partial median. In order to reflect the Committee’s priority for construction of the sidewalk on the north side, Public Works broke the bidding out into five segments:

- Section #1 = Sidewalk. Bryan Avenue to Jefferson Street (North Side)
- Section #2 = Sidewalk. Jefferson Street to Roosevelt Street (North Side)
- Section #3 = Sidewalk. Roosevelt Street to Clark Street (North Side)
- Section #4 = Sidewalk. Clark Street to Hillsdale Drive (North Side)
- Section #5 = Sidepath. High Street to Woodscrest Drive (Southside)

The Board of Public Works approved and awarded the bid to Milestone Construction for sections 1-4 (Bryan Avenue to Hillsdale Drive – Sidewalk north side) at \$240,000 (which includes utility work but not the 10% contingency). Assuming acquisition of right of way proceeds smoothly, the project should begin in mid-April. Wykoff noted that the bid for the sidepath on the south side of the street might be possible if Greenways funds were re-instated in 2012.

- **Connector Path between Southdowns and Greenwood** - In response to an inquiry from Rollo, Sherman brought the Committee up to date on the litigation surrounding this connector path. The Appellate Court ruled that the City may keep the path, but must pay certain costs to Ms. Jablonski. All parties have sought transfer to the Indiana Supreme Court.
- *(Please note that the Parks and Recreation, HAND, and Planning departments provided documents describing recent sidewalk projects which were included in Appendix 6 of the Council Sidewalk Packet for this meeting. This packet is available online [Sidewalk Committee Packet](#) and is available in the Council Office.)*

Program Criteria

The Committee reviewed its criteria for funding projects with the help of Scott Robinson. The Committee uses six criteria, some of which have been filtered through some analytics developed by the Plan staff. Here are the criteria and corresponding information:

Criteria	Analytics and Information
1) Safety Considerations	Pedestrian Level of Service (PLOS) - gauges the pedestrian experience based upon traffic
2) Roadway Classification	

		volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.
3) Pedestrian Usage	Density	Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations.
4) Proximity to Destinations	Transit	
5) Linkages		Sidewalk Inventory
6) Cost and Feasibility		Estimates provided by Engineering Dept.

Robinson noted that he was comfortable with the methodology, but open to new ideas. He also suggested the Committee look at the City Utilities’ 5-year plan for matching priorities.

Review of Proposed Projects

The Committee reviewed the evaluation sheet which contained over 35 projects and discussed some new as well as previously proposed projects including:

- **Seventh Street from SR 45/46 ByPass to Hillsdale Drive** - Wykoff noted that, as part of the Bypass improvement, INDOT is installing a pedestrian underpass and will build a stairway from the underpass to Seventh if the City creates a sidewalk linkage to Hillsdale. Sturbaum inquired about the timing (2012) and suggested creating a pedestrian lane on this less traveled end of the street. Robinson agreed noting its low PLOS score.
- **Connection to Twin Lakes Recreation Center** – Sturbaum received an email from a constituent about the lack of pedestrian facilities along Bloomfield Road between the core of the City and SR 37 and wanted to know what was being planned for the area. Wykoff explained that TIF funds were being used to design a sidepath on the north side of Bloomfield Road from Walker to the Twin Lakes Sports Facility and, depending upon easements, through some woods to the Basswood/Bradford Ridge area. In addition, the City is looking at installing a light or roundabout at the intersection with Weimer Road in order to improve traffic flow and facilitate access to the newly acquired City facility.
- **Morningside Drive – Smith Road to Saratoga/Sheffield** – Satterfield explained the rationale for constructing a sidewalk on Morningside Drive. Bloomington Transit no longer stops on Morningside. Transit users – including children and adults pushing infants in strollers - now must use the stop just south of the intersection with Smith Road and walk along Morningside to their homes. A sidewalk to Saratoga or further to Sheffield would provide a safe and convenient route for residents before they reach side streets.

- **South Rogers Just South of Hillside** – Sturbaum asked about a sidewalk segment on Rogers previously proposed by Councilmember Piedmont-Smith. Robinson noted that the MPO project on Rogers approaches from the south and ends at Rockport Road. It will go out to bid in 2012. He wasn't sure whether the renovation at the new Community Kitchen would include the installation of a sidewalk.
- **Smith Road from 10th to Grandview** – Sherman asked the Committee about one new request for Smith Road north of Grandview which the evaluation sheet placed in the top 10. While there is a sidewalk on the east side of the road, Satterfield noted that pedestrians had no easy way to cross the street. Fleig noted that the project would not be easy to design because of some steep slopes. Satterfield closed the discussion by suggesting that Committee wait and see what INDOT would be doing on East 10th before investing much in this linkage.
- **18th and 20th Street west of the IU football stadium** - Sherman mentioned a high-ranking project raised by a constituent in 2010. Among other things, the constituent wanted sidewalks constructed on 18th and 20th between Miller-Showers Park and the IU stadium to accommodate students and others who walk between their residences and the transit services and games at the IU stadium. Given the higher traffic and pedestrian usage and its classification of a bike route, the Committee agreed that 19th Street would be a better location for future investments. Wykoff also noted that IU is looking at upgrading the signal at Dunn and 19th to an on-demand crosswalk.

Toward Funding Recommendations

The Committee then began the formal step of narrowing the list of projects. Here it:

- Affirmed the need to continue work on East 3rd Street and ascertained whether there were funds available for other projects – Wykoff reported that once money from this year and last year was put aside for the construction of a sidewalk on the north side of East 3rd Street from Bryan to Hillsdale and for the design of the sidewalk from Hillsdale to the Travel Lodge, there would be approximately \$80,000 for other projects. Absent storm water or right-of-way issues, that amount could buy about 200 feet of sidewalk.
- Considered the ratings made Councilmember Piedmont-Smith (as requested by the Committee last year);
- Focused upon the Southdowns, Morningside Drive and West 17th Street projects and discussed the apparent disparity between the narrowed list and the rankings. In that regard, Ruff inquired about the weighting of the “linkage” criteria. Robinson said that while the project length is included in

the evaluation sheet, connectivity is not assigned a separate score. (Note: This criteria also eliminates use of these funds for the maintenance, repair or upgrading of existing sidewalks.); and

- Eventually sought estimates and recommended funding for four projects. Those projects are set forth below along with a summary of the deliberations regarding them:

East Third Street – Bryan to the SR 45/46 Bypass (north side) – Multi-Year Project – The Committee:

- Affirmed this is the highest priority for funding (as it has been for the last few years) and that funding construction to Hillsdale and design to the Bypass moved that priority sufficiently along to use the remaining funds for other projects;
- Heard favorable comments from staff about installing the sidepath on the south side of 3rd, but acknowledgement that it would be hard to justify both without additional money. (Note: Due to fiscal constraints, the City did not budget new money for Greenways projects in 2011);
- Confirmed the bids and contingencies for construction of Sections 1- 4 at \$264,346.50 (with the design for Hillsdale to Travel Lodge being covered by previous ATF and Greenways funds);
- Confirmed additional funding of \$100,000 from Greenways and \$75,000 from HAND department;
- Agreed to dedicate \$129,811.54 for the construction of the sidewalk on the north side from Bryan to Hillsdale. (Note: The cost for the design of the sidewalk for the rest of the way to the SR 45/46 Bypass [actually 300 feet short of the intersection] has already been covered by previous ATF appropriations and Greenways).

Southdowns – Jordan to Mitchell (south side) – The Committee:

- Acknowledged the importance of finishing projects where the Committee and City had already made a significant investment. Here, the Committee recognized that this block would complete a pedestrian corridor between Bryan Park and the intersection of High and Marilyn. This corridor includes lane markings just east of the park and sidewalks further west installed in the last seven or so years;
- Confirmed that CBU would be installing an open ditch on the west side of Jordan between Southdowns and Sheridan to deal with existing storm water problems as well as carry storm water captured by the new curb and inlets on Southdowns to a ditch on Sheridan at a cost of about \$20,000;
- Learned that the total project would cost about \$53,000 (with a 10% contingency) and that approximately \$16,000 would be needed for storm water infrastructure. In response to an inquiry from Sherman, Fleig

reiterated that CBU could not commit to in-kind contributions for this project. In response to another inquiry from Sherman about formally making the request, Satterfield and Sturbaum thought that they could trust Utilities to help out as they are able.

Morningside Drive – Smith Road to Saratoga (either side) – Here, the Committee:

- Acknowledged the relatively high ranking of this project (15th) and the lack of recent funding for that neighborhood;
- Learned that the project would not involve storm water infrastructure nor acquisition of right-of-way and would cost approximately \$12,000;
- Considered funding the sidewalk to Sheffield at approximately double the current estimate, but decided to commit those funds to West 17th; and
- Left the decision regarding which side of the street the sidewalk should go to staff after they accounted for obstacles in the right-of-way and the possibility of the sidewalk extending to Sheffield.

West 17th Street – Madison to Woodburn (Southside) – Here, the Committee:

- Affirmed the evident pedestrian usage and high ranking (2nd) of the project (and also implicitly its age on the list);
- Recognized that funding this project would help spread the projects around the City;
- Acknowledged the high cost of the storm water component of the project and the inability of CBU to commit to funding the project; and
- Recommending that remaining funds go for the design of this project which should cost under \$25,000.

Concluding Actions

At the conclusion of the deliberations, the Committee:

- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meeting after giving members an opportunity to review and offer corrections
- Authorized submittal of the Committee Report to the Council; and
- Agreed to meet on January 25th at noon in the McCloskey Room for a Debriefing Meeting.

FORMAL RECOMMENDATIONS

FUNDS AVAILABLE:

Alternative Transportation Fund (ATF)

Use the \$225,000 of Alternative Transportation Funds appropriated in 2011 for sidewalks and traffic-calming projects according to the following formula:

\$225,000	Annual Appropriation
- \$15,000	Traffic Calming
\$210,000	Available for Sidewalk Projects
\$210,000	

No CBU Set Aside for Storm Water Component of Council Sidewalk Projects

Due to budgetary constraints, the CBU will not be setting aside funds for the storm water component of Council sidewalk projects in the foreseeable future. However, the department has offered to look at proposed projects and see whether it can provide some in-kind contributions.¹

2011 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS:

The Committee recommended funding projects on Third Street, Southdowns, Morningside Drive and West 17th.

	ATF	CBU	OTHER FUNDS²
THIRD STREET			
Sections 1 – 4			
Bryan to Hillsdale	\$129,811	\$	\$175,000
SOUTHDOWNS			
Jordan to Mitchell	\$50,662	\$	\$0
MORNINGSIDE	\$13,929	\$	\$0
WEST 17TH	\$15,638	\$	\$0

¹ The Council Sidewalk Report from 2010 (last year) estimated that \$274,776.24 was available in set-aside funds including \$125,000 set aside in 2009 and \$149,776.24 carried over from previous years.

² Other Funds include \$100,000 from 2010 Greenways budget and \$75,000 from neighborhood capital improvement funds in the HAND Budget.

GRAND TOTAL	\$210,000	\$ 0	\$175,000
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The details of the recommended projects are as follows:

East Third Street (north side) – Construction of Sidewalk from Bryan to Hillsdale

Fund the construction of a sidewalk on the north side from Bryan to Hillsdale.

	ATF	CBU	OTHER FUNDS	TOTAL
Sections 1 – 4				
Bryan to Hillsdale	\$129,811	\$ 0	\$175,000	\$304,811

The Committee has assigned this project the highest priority for 2010 and 2011. It is part of a major pedestrian corridor between the IU campus and the College Mall commercial area. With some exceptions, sidewalks are needed from Bryan to the intersection of SR 45/46. An additional \$100,000 is expected from 2010 Greeways funds and \$75,000 from the HAND department. The total cost for installing sidewalks from Bryan to the SR45/46 Bypass will be over \$700,000, but may be lower given improvements to be installed by INDOT and possible donations of right-of-way. Money has already been expended on design for these and the last section of sidewalks.

Southdowns (southside) – Jordan to Mitchell – Construction of a Sidewalk

Fund the construction of a sidewalk on Southdowns from Jordan to Mitchell.

ATF	CBU	TOTAL
\$50,662	*	\$50,662

With the completion of the Marilyn Drive sidewalk in 2011, this sidewalk segment would culminate a multi-year effort to create a continuous pedestrian corridor running from Bryan Park to the sidewalks at High and Covenanter. Prior to installation of the sidewalk, CBU will construct an open ditch on Jordan for about \$20,000 in order to carry existing water as well as water channeled by the new curbs on Southdowns to open ditches along Sheridan.

* Last year, CBU committed to install storm water infrastructure on Jordan between Sheridan and Southdowns as part of this project. That in-kind contribution will be worth approximately \$20,000.

Morningside Drive (either side) – Smith Road to Saratoga – Construction of a Sidewalk

Fund the construction of a sidewalk on Morningside Drive from Smith Road to Saratoga

ATF	CBU	TOTAL
\$13,929	\$0	\$13,929

This sidewalk on Morningside Drive is the first Council project for this area in many years. It will help transit riders get to and from the bus stop after it was moved from Morningside Drive to Smith Road. The Committee recommended funding the sidewalk to Saratoga and may consider continuing it to Sheffield. Staff was to consider the possibility of the extension along with other factors when choosing whether it should go on the south or north side of the street.

West 17th Street (Southside) – Madison (Kinser) to Woodburn – Design of a Sidewalk

Fund the design of a sidewalk on West 17th from Madison (Kinser) to Woodburn.

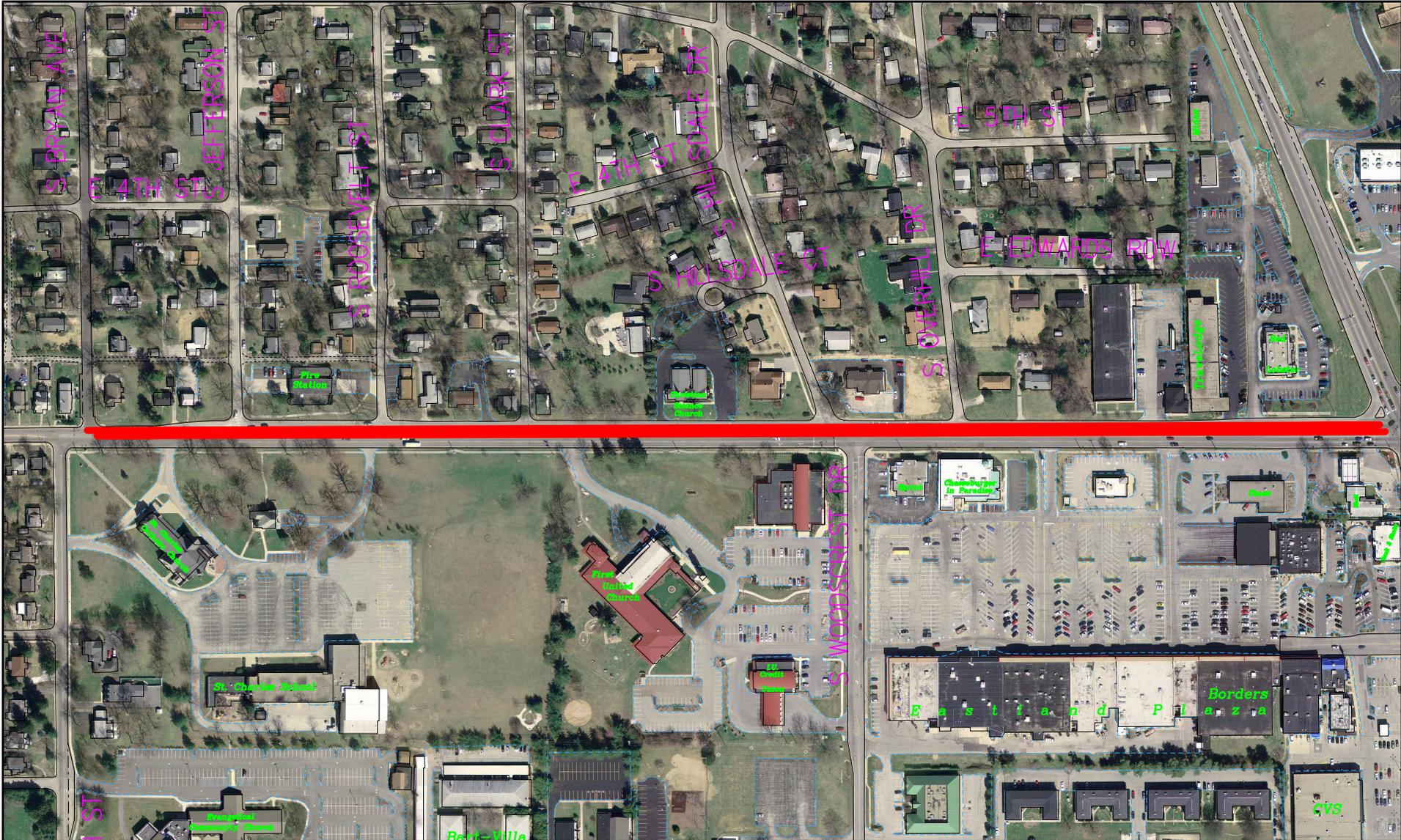
ATF	CBU	TOTAL
* \$15,638	\$0	\$15,638

This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered are dedicated to the design of the first of what will probably be a two-block project. The estimates for the project are old and are expected to drop after the design narrows the roadway to allow the sidewalk to skirt a retaining wall. The storm water component for the second block may be significant.

* Any remaining funds, which are now estimated to be about \$15,638, will be dedicated to the design work for this block. Total cost for the work is estimated at \$25,000.

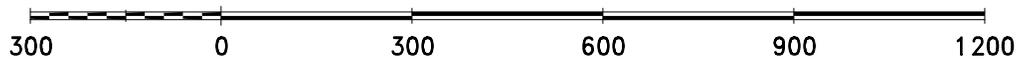
PROJECT	TOTAL ESTIMATE	DESIGN	ESTIMATE FOR R-O-W	ESTIMATE CONSTRUCTION OF SIDEWALK	ESTIMATE FOR STORMWATER COMPONENT	RECOMMENDATION		OTHER COMMITMENTS
						ATF	CBU STORMWATER	OTHER FUNDS
						\$210,000 (\$225,000 - \$15,000 for Traffic Calming)	In Kind (When Able)	\$100,000 from Greenways & \$75,000 from HAND for E. 3rd Street
2011 Projects								
3rd Street (N) Bryan to Hillsdale	\$387,831	~\$34,465	\$80,000	\$264,346.50	\$9,020	\$129,811		\$175,000
3rd Street (N) Hillsdale to Travel Lodge	\$300,893.68	\$27,250	\$91,344.33	\$188,424.4	\$21,124.85			
Southdowns (S) Jordan to Mitchell	\$53,153.10	\$2,531	0	\$32,285	* \$18,337	\$50,622		
Morningside Drive (S)	\$13,929	0	0	\$13,929	0	\$13,929		
W. 17 th Street (S)	\$282,878.50	\$25,000	\$132,000	\$98,133	\$27,745	\$15,638		
TOTALS	\$1,038,685.28	\$89,246	\$303,344.33	\$597,117.90	\$76,226.85	\$210,000		\$175,000.00
REMAINDER								\$0

* Additionally, CBU has committed to install ancillary storm water infrastructure on Jordan at a cost of about \$20,000.



2009 Council Sidewalk Committee
 Planning Department's request for sidewalks on the north side of Third (Bryan to SR 45/46)

By: fallsm
 3 Oct 08



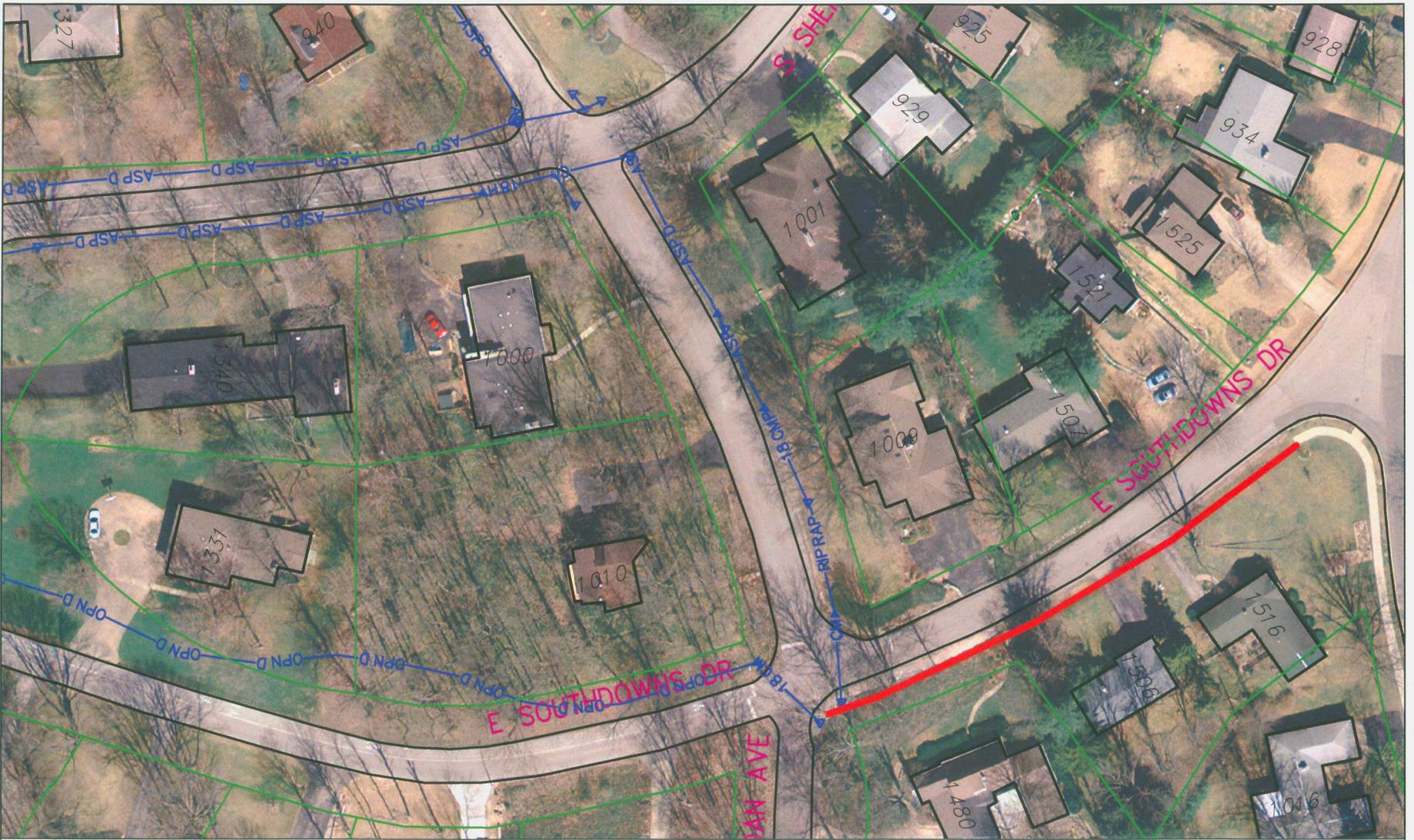
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 300'



Southdowns Drive Sidewalk

By: wykoffj
25 Nov 09



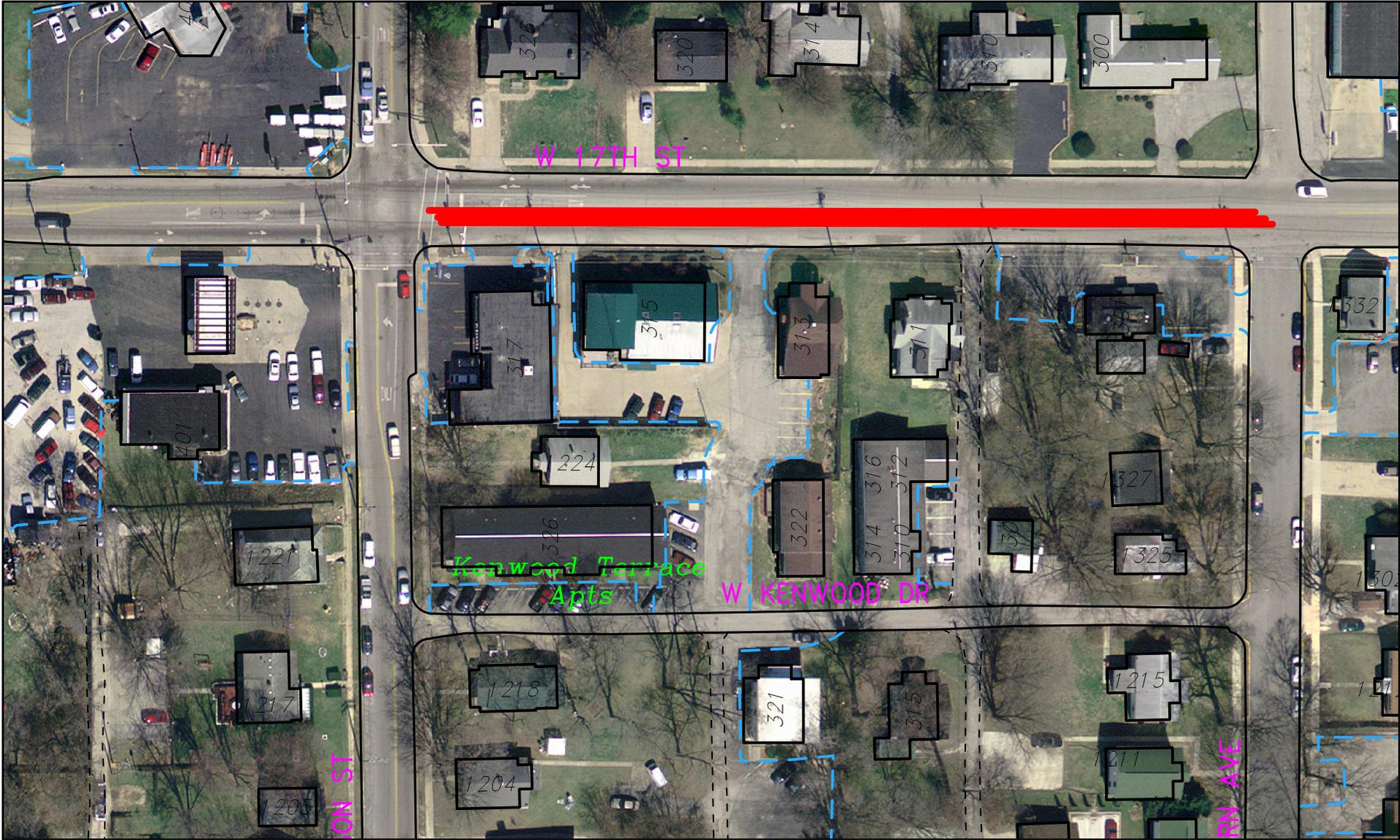
For reference only; map information NOT warranted.



City of Bloomington
Engineering

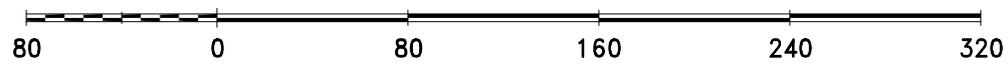


Scale: 1" = 80'



2009 Council Sidewalk Committee
 Planning Department's request for a sidewalk on the south side of W 17th (Madison to Woodburn)

By: fallsm
 6 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 80'

2011 Council Sidewalk Committee Project Prioritization

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank
Kinser Pike	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	10	247	4	1,210	4	22	1
17th St.	Madison to Woodburn	476	72	4	3.86	11	260	2	689	12	29	2
3rd St.	Bryan Ave. to TraveLodge	2,246	80	2	4.03	5	144	10	548	14	31	3
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	19	220	6	769	10	36	4
Union St.	4th St. to 7th St.	954	68	7	3.84	12	103	15	1,035	6	40	5
18th St. (new 2010)	Walnut St. to Dunn St.	710	51	13	3.48	23	178	7	1,229	2	45	6
20th St. (new 2010)	Walnut St. to Dunn St.	1,125	51	13	3.48	23	178	7	1,229	2	45	6
Moores Pike	Andrews to College Mall	1,289	51	13	3.99	7	52	28	1,453	1	49	8
Smith Rd. (new 2010)	Grandview Dr. to 10th St.(west)	1,352	42	20	3.63	18	260	3	771	9	50	9
Jefferson St.	3rd to 7th	1,375	66	8	3.66	16	97	16	393	16	56	10
S. Rogers St.	south of Hillside Dr.	480	43	19	3.97	9	90	21	825	8	57	11
17th St.	Indiana to Forrest Ave.	1,323	45	18	4.23	1	58	26	525	15	60	12
5th St.	Union to Hillsdale	1,671	66	8	3.52	22	131	11	298	19	60	12
Walnut St.	Hoosier Street to Legends	369	52	11	3.74	15	34	29	986	7	62	14
Morningside	Smith Road to Sheffield	502	51	13	3.47	27	268	1	278	21	62	14
Fariview St. (new 2010)	Wylie St. to Allen St.	1,005	52	11	3.48	23	120	12	343	17	63	16
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	34	146	9	328	18	64	17
Moores Pike	Valley Forge to High St.	1,060	34	28	4.17	2	107	14	240	22	66	18
Miller Dr.	Huntington Dr. to Olive St.	423	38	23	3.66	16	82	22	1,191	5	66	18
E 7th St. (new - 12/2/10)	Bypass to Hillsdale Dr.	830	69	6	3.30	31	240	5	202	25	67	20
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	20	3.99	7	34	30	679	13	70	21
High St.	Covenanter Dr. to 2nd St.	2,622	46	17	4.01	6	93	20	156	28	71	22
Rockport Rd. (new 2010)	Countryside Ln. to Tapp Rd.	3,198	25	33	4.07	3	61	24	716	11	71	22
Maxwell Ln.	Highland to Sheridan	842	63	10	3.19	33	93	18	186	26	87	24
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	22	4.06	4	0	32	69	33	91	25
Nancy St.	Hillside to Mark	878	31	30	3.48	23	94	17	235	23	93	26
Smith Rd. (new 2010)	Hagan St. to Brighton Ave. (west)	1,817	28	31	3.56	21	118	13	122	30	95	27
Southdowns	Jordan to Mitchell	327	38	23	3.58	19	57	27	160	27	96	28
Ruby Ln	Nancy to Covenanter	488	35	25	3.41	29	76	23	287	20	97	29
Covenanter Dr.	Ruby to High	335	35	25	3.46	28	93	19	140	29	101	30
Graham Dr. (new 2010)	Rockport Rd. to Rogers St.	1,815	35	25	3.34	30	58	25	234	24	104	31
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	29	3.83	13	7	31	74	32	105	32
Kinser Pike	north of Acuff	1,595	12	34	3.83	13	0	32	40	34	113	33
Ramble Rd.	Ramble to Dunn	875	28	31	3.26	32	0	32	86	31	126	34