

FY 2025 County Transportation Plan



Blount County

Date Approved by the Blount County Commission: August 13, 2024
Date Amended by the Blount County Commission: May 13, 2025

Estimated Amount Estimated Amount Estimated Amount Estimated Amount Federal Adatama	Date Amended by the Blount County Commission: May 13, 2025 Begin End Project Details County Behaviord Alphanes																
Image: Net of the section of the sectin of the sectin of the section of the section of the section of		Project No.						Road Improvement Project	Bridge Improvement Project	Project Length			Planned To Be Utilized Under	Planned To Be Utilized Under	Funds or Federal Aid Exchange Funds (List fund type separately for projects invovling both CRAFs	CRAF Amount	FAEF Amount
1 1					·	·					Estimated Beginning Balance					\$343,235.18	\$300,000.00
N N											Estimated Annual Revenue					\$1,125,281.53	\$400,000.00
Image: state	1	RA-BCP 05-235-24		33.9347	-86.5831	33.9352	-86.5825		х	0.10		\$700,000.00		\$700,000.00	FAEF		\$700,000.00
Image: sector interplane Image:	2		CULWELL ROAD	33.9056	-86.7313	33.9253	-86.7427	х		1.59	Resurfacing from SR-160 to	\$40,411.28	\$40,411.28		CRAF	\$40,411.28	
1 Num Num Num Num Num Num Num Opp< Num N	3		COX COVE ROAD	33.9146	-86.7229	33.9754	-86.7544	х		5.04	Strip Patching, Base Work, and Resurfacing from SR-160 to CR-9	\$128,096.12	\$128,096.12		CRAF	\$128,096.12	
1 No. Point 100 100 100 100 10000 1000 1000 <th< td=""><td>4</td><td></td><td>33.9093</td><td>-86.7515</td><td>33.9313</td><td>-86.7250</td><td>х</td><td></td><td>2.97</td><td>Resurfacing from Hayden Town Limits to Cox Cove Road</td><td>\$75,485.21</td><td>\$75,485.21</td><td></td><td>CRAF</td><td>\$75,485.21</td><td></td></th<>	4			33.9093	-86.7515	33.9313	-86.7250	х		2.97	Resurfacing from Hayden Town Limits to Cox Cove Road	\$75,485.21	\$75,485.21		CRAF	\$75,485.21	
I Note <	5		RUNWAY DRIVE	33.9310	-86.7321	33.9281	-86.7304	x		0.23	Resurfacing from Graves Gap Road to Dead End	\$5,845.66	\$5,845.66		CRAF	\$5,845.66	
I Norm Dia Dia Norm Dia Dia <thdia< th=""> Dia <thdia< th=""></thdia<></thdia<>	6			33.8747	-86.7574	33.8861	-86.7577	х		1.18	Resurfacing from Deans Ferry Road to Hayes Cemetery Road	\$29,990.76	\$29,990.76		CRAF	\$29,990.76	
Image: second	7		GUINNS COVE ROAD	33.9716	-86.7277	34.0041	-86.7067	х		3.05	Resurfacing from CR-9 to Warnick	\$77,518.48	\$77,518.48		CRAF	\$77,518.48	
Norm Norm None	8		ROAD	33.9804	-86.7233	33.9908	-86.7294	х		0.94	Resurfacing from Guinns Cover Road to Dead End	\$23,890.94	\$23,890.94		CRAF	\$23,890.94	
N Normal	9	RA-BCP 05-237-25		33.8565	-86.7658	33.8548	-86.7691	х		0.34	Resurfacing from Sagefield Road	\$8,641.40	\$8,641.40		CRAF	\$8,641.40	
Image: state in the	10			33.8603	-86.9138	33.8650	-86.9150	х		0.37	Resurfacing from Arkadelphia	\$9,403.88	\$9,403.88		CRAF	\$9,403.88	
Nome Nome Nome Nome Nome No	11			33.8639	-86.9149	33.8634	-86.9109	x		0.23	Resurfacing from Deerwood Drive	\$5,845.66	\$5,845.66		CRAF	\$5,845.66	
Normal	12		TRAIL	33.8509	-86.8221	33.8669	-86.8326	x		1.78	Resurfacing from SR-160 to White Oak Trail	\$45,240.30	\$45,240.30		CRAF	\$45,240.30	
Normal Normal<	32			33.9073	-86.7679	33.9173	-86.7535	х		1.12	Resurfacing from CR-7 to Graves	\$28,465.80	\$28,465.80		CRAF	\$28,465.80	
N No.	33		BRADFORD	33.8767	-86.8822	33.8961	-86.8808	х		1.60	Resurfacing from Lazy Y Rd to Rickwood Caverns Rd	\$40,665.43	\$40,665.43		CRAF	\$40,665.43	
1 0.00000000000000000000000000000000000	34			33.8634	-86.7645	33.8551	-86.7688	х		0.50	Resurfacing from Sagefield Lane to	\$12,707.95	\$12,707.95		CRAF	\$12,707.95	
10 1000000000000000000000000000000000000	35		SAGEFIELD LANE	33.8710	-86.7695	33.8634	-86.7644	x		0.70	Resurfacing from Skyview Lake	\$17,791.13	\$17,791.13		CRAF	\$17,791.13	
Id UARC FRACE Xi00 46.07 Xi00 46.07 Xi00 46.07 Ki00 Ki00 46.07 Ki00 Ki00 46.07 Ki00 Ki00 46.07	13	RA 80° (5238-25	TIMMERMAN CIRCLE	34.0628	-86.5108	34.0583	-86.4987	x		0.82	Resurfacing from Hamilton Mountain Road to Timmerman	\$36,312.40	\$36,312.40		CRAF	\$36,312.40	
Image: Processing and Processing an	14		LARUE CIRCLE	34.0930	-86.4737	34.1002	-86.4635	x		1.42	Resurfacing from Williams	\$62,882.45	\$62,882.45		CRAF	\$62,882.45	
Image: constraint of the second priority of the second priorethe second priority of the second priority of the sec	15		LECROY DRIVE	34.0819	-86.3873	34.0585	-86.3690	х		2.13	Resurfacing from Wynnville Road	\$94,323.67	\$94,323.67		CRAF	\$94,323.67	
17 NL-10 N	16		GIP YATES	34.1843	-86.5235	34.2031	-86.5075	x		1.86	Resurfacing from SR-67 to Dalton Walker Road	\$82,367.15	\$82,367.15		CRAF	\$82,367.15	
16 Find LANE 3.1024 43.107 45.318 X 1.38 Reducing for OR 19 bins 95.111.11 OCAF 95.111.11 19 HAME ROAD 3.009 46.507 X 2.13 Standardig for OR 19 bins 95.111.11 OCAF \$51.111.11 OCAF <td< td=""><td>17</td><td>DALTON WALKER</td><td>34.1969</td><td>-86.5305</td><td>34.2030</td><td>-86.5052</td><td>x</td><td></td><td>1.64</td><td>Resurfacing from SR-67 to Roswell Creek Road</td><td>\$72,624.80</td><td>\$72,624.80</td><td></td><td>CRAF</td><td>\$72,624.80</td><td></td></td<>	17		DALTON WALKER	34.1969	-86.5305	34.2030	-86.5052	x		1.64	Resurfacing from SR-67 to Roswell Creek Road	\$72,624.80	\$72,624.80		CRAF	\$72,624.80	
19 HAMI ROAD 34/078 46.807 34/078 46.807 X V 2.13 Beaktorg for CAP 5 same 54/23.67 GRAF 54/23.67 20 NATTYATES 34.108 45.5107 X 1078 46.507 X V17 46.517 X 0.19 Beaktorg for CAP 5 same 54/23.67 54/23.67 GRAF 54/41.85 CRAF 54/41.85 CRAF 54/41.85 CRAF 54/41.85 CRAF 54/41.85 S4/41.85 CRAF 54/41.85 S4/41.85 CRAF 54/41.85 CRAF S4/41.85 S4/41.85 S4/41.85 CRAF S4/41.85 S4/41.85 S4/41.85 CRAF S4/41.85 S4/41.85 S4/41.85 CRAF S4/41.85	18		IRVIN LANE	34.1294	-86.3712	34.1277	-86.3481	х		1.38	Resulfacing from CR-21 to Boaz Highway	\$61,111.11	\$61,111.11		CRAF	\$61,111.11	
20 WATT YATES 34 192 45 010 X 0.19 Rewinding this (b) the Rewinds ID Back from (b) the Rewinds ID Back from (b) the Rewinds (b) t	19		HAMM ROAD	34.0769	-86.6607	34.0753	-86.6317	х		2.13	Resurfacing from CR-47 to Sawmill Road	\$94,323.67	\$94,323.67		CRAF	\$94,323.67	
21 KENT ROAD 34.664 34.645 34.613 34.605 48.413 0.45 Penderbag from Human Road \$19.827.54 \$10.713.37 \$17.713.37 <th< td=""><td>20</td><td>WATT YATES</td><td>34.1942</td><td>-86.5107</td><td>34.1916</td><td>-86.5101</td><td>х</td><td></td><td>0.19</td><td>Resurfacing from Gip Yates Road</td><td>\$8,413.85</td><td>\$8,413.85</td><td></td><td>CRAF</td><td>\$8,413.85</td><td></td></th<>	20		WATT YATES	34.1942	-86.5107	34.1916	-86.5101	х		0.19	Resurfacing from Gip Yates Road	\$8,413.85	\$8,413.85		CRAF	\$8,413.85	
Image: Participant in the standing on Hamming Read S17,713.37	21		KENT ROAD	34.0545	-86.4231	34.0596	-86.4198	x		0.45	Resurfacing from Hammett Road	\$19,927.54	\$19,927.54		CRAF	\$19,927.54	
Image: state in the s	22		KORNEGAY ROAD	34.0549	-86.4264	34.0605	-86.4272	х		0.40	Resurfacing from Hammett Road to Wilson Chapel Road	\$17,713.37	\$17,713.37		CRAF	\$17,713.37	
Image: Problem in the second status St	23	RA-8CP (5-239-25	HAMMETT ROAD	34.0549	-86.4264	34.0545	-86.4231	х		0.20	Resurfacing from Kent Road to	\$4,878.96	\$4,878.96		CRAF	\$4,878.96	
25 PROMISE LARE 34.427 86.402 34.011 66.438 X 0.94 Relation for Kinegy node 522,511.3 S22,511.3 CRAF 522,511.3 26 NENT ROAD 34.009 46.402 X 1.8 Step Patcing Bate Wix, and Relation (TRAB b) 339,918.22	24		WOOD ROAD	34.0218	-86.4488	34.0275	-86.4267	х		1.87	Resurfacing from SR-75 to CR-36	\$45,618.32	\$45,618.32		CRAF	\$45,618.32	
26 KEN ROAD 34.039 86.402 34.058 46.422 X 1.62 Resulting fun CR.36 S39.519.62 S39.519.62 CRAF S39.519.62 27 PA.BCP 5230-5 KOMECAY 34.039 86.402 34.058 86.4223 X 1.81 Step Patcing Base Wox, and Resulting fun CR.36 S44.154.63 CRAF S44.154.63 28 VEDPECAY RELSOR ROAD 34.047 46.428 X 0.70 Step Patcing Base Wox, and Resulting fun CR.36 S44.154.63 CRAF S44.154.63 29 VEDPECAY RELSOR ROAD 34.047 46.428 X 0.70 Step Patcing Base Wox, and Resulting fun CR.36 S17.076.38	25		PROMISE LANE	34.0427	-86.4407	34.0311	-86.4338	х		0.94	Resurfacing from Kornegay Road to Wood Road	\$22,931.13	\$22,931.13		CRAF	\$22,931.13	
27 PA-BCP 6529-25 INCRCUT MORECUT S44.094 34.089 86.403 XX 1.81 Presubsciegtions 08-75-10 544.154.63 CRAF 544.154.63 28 No.00CUT MORECUT MORECUT S00P Pathing Base Wick and Persubsciegtions 08-75-10 544.154.63 CRAF \$41.154.63 CRAF \$17.076.38 S17.076.38 S17.076.38 CRAF \$17.076.38 S17.076.38 S17.076.38 S17.076.38 CRAF \$17.076.38 S17.076.38 S17.076.38 S17.076.38 S17.076.38 CRAF \$17.076.38 S17.076.38 S17.076.38 S17.076.38 S17.076.38 S17.076.38 S17.076.38 S1	26		KENT ROAD	34.0359	-86.4202	34.0548	-86.4232	x		1.62	Resurfacing from CR-36 to Hammett Road	\$39,519.62	\$39,519.62		CRAF	\$39,519.62	
28 KELSDE ROAD 34.078 84.676 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 34.0478 34.678 31.070 Resultating from feet fitewate CR \$17,075.38 \$17	27			34.0387	-86.4493	34.0549	-86.4263	х		1.81	Resurfacing from SR-75 to	\$44,154.63	\$44,154.63		CRAF	\$44,154.63	
29 HOLLOW RCUD 33.972 36.5296 33.901 46.5226 X 3.35 Resultancy from Doymotocal 581,722.66 CRAF \$81,722.66 30 ROGERS RCAD 33.972 46.296 33.927 46.296 X 1.90 Stip Patching Base Work and Resultancy from CA22 to CR30 \$46,396.17 \$46,396.17 CRAF \$40,933.11 31 MORTON ROAD 33.927 46.396 X 1.68 Stip Patching Base Work and Resultancy from CR22 to CR30 \$46,396.17 \$46,393.11 CRAF \$40,983.31 31 MORTON ROAD 33.927 46.6992 33.9413 46.412 X 1.68 Stip Patching Base Work and Resultancy from CR22 to CR30 \$46,393.11 CRAF \$40,983.31 36 R A-60° d52-65 VLLEY WEW 33.776 46.6907 \$40.990 X 0.44 Stip Patching Base Work and Resultance from CR22 to CR30 \$51,213.66 CRAF \$51,213.66 36 R A-60° d52-65 VLLEY WEW 33.776 46.6907 \$40.990 X 0.44 Stip Patching Base Work and Type Route Type Route Type	28		KELSOE ROAD	34.0478	-86.4216	34.0406	-86.4135	х		0.70	Resurfacing from Kent Road to CR-	\$17,076.38	\$17,076.38		CRAF	\$17,076.38	
30 MODELSTORE Social State	29			33.9072	-86.5209	33.9001	-86.5226	x		3.35	Resurfacing from Dogwood Court	\$81,722.66	\$81,722.66		CRAF	\$81,722.66	
31 Important Number 32.00 Count A 1.00 Resultanting frame(R-R3 0-16/2-32) Performance Performace Performance Perf	30		ROGERS ROAD	33.9279	-86.4284	33.9214	-86.3985	х		1.90	Strip Patching, Base Work, and Resurfacing from CR-29 to CR-20	\$46,350.17	\$46,350.17		CRAF	\$46,350.17	
36 RABOP 05:28:25 ILINE 33.776 36.602 33.7788 36.6970 X 0.44 Resultaing tom Dead End to Tyler Road 551,213.66 CRAF S51,213.66 Total Wes Addressed to CTP Total Wes Addressed to CTP Total Wes Addressed to CTP	31		MORTON ROAD	33.9215	-86.3992	33.9413	-86.4112	х		1.68	Strip Patching, Base Work, and Resurfacing from CR-20 to US-231	\$40,983.31	\$40,983.31		CRAF	\$40,983.31	
Totals/Page Totals Total Wase Addressed by CTP (Total Milespe Does Not Include Bridge Projects) 48.57 Total CTP Estimated Costs \$2,194,448,84 \$700,000.00 Total CAAFFAFE Remaining Estimated (522,592,13) \$30.00	36	RA-BCP 05-246-25	VALLEY VIEW LANE	33.7746						0.44	Resurfacing from Dead End to	\$51,213.66	\$51,213.66			\$51,213.66	
		Totals/Page To	otals	(T	Tota otal Mileage	al Miles Add e Does Not	Iressed by Include Bri	CTP dge Projec	ts)	48.57	Total CTP Estimated Costs	\$2,194,448.84	\$1,494,448.84	\$700,000.00		(\$25,932.13)	\$0.00