

Transportation Information

Air Service

Knoxville McGhee Tyson Airport, located on Alcoa Highway (State Highway 129), is just 12 miles from downtown Knoxville on more than 2,000 acres of land. The airport has two 9,000 foot parallel runways and services nine commercial airlines. Passengers using McGheeTyson Airport are linked to 16 non-stop destinations, totaling approximately 100 flights per day. Passenger traffic totaled almost 1.8 million in 1998.

The airport recently underwent a \$48.6 million terminal expansion and renovation, and continuous efforts are underway to recruit additional carriers and promot affordable air fare.

The airport is served by eight airlines including:

- American Eagle
- Continental Express
- Delta Airlines
- Northwest Airlines
- Northwest AirlinK (Pinnacle Airlines)
- United Express
- US Airways Express

Downtown Island Home Airport is another Knoxville airport that is located less than three miles from the downtown area. It is home to more than 100 private and commercial aircrafts.

Interstates

The Knoxville Area Chamber Partnership is, and has been, advocating for the need for a regional beltway system that will help alleviate traffic, accommodate traffic growth and allow the area to grow its economy. If we don't build the beltway now, Knoxville will suffer an increase in traffic fatalities, pollution, gridlock, lost productivity and risk losing available funding for the project. Federal Highway Administration statistics indicate a completed Knoxville beltway could save as many as 300 lives over the next 10 years. Our average daily traffic count on the current 1-75/1-40 system has grown by more than 40 percent over the last decade; it will grow another 35 percent in the next decade and by another 70 percent by year 2019.

Calling it among the toughest decisions made to date, Tennessee Department of Transportation Commissioner Gerald Nicely announced the state's decision to proceed with building a modified version of the Orange Route beltway. Nicely said they are also going to look at possible modifications to the corridor known as the Orange Route. After a great deal of study they determined that a modified version of the Orange Route would provide the greatest traffic benefit. It will also offer a shorter travel route, with fewer noise impacts, all of which correlate directly with the Knoxville Long Range Plan.

TDOT Chief of Environment and Planning Ed Cole said an analysis of the route will be conducted, with updated traffic counts and considerations of final route alignment.

More than 65 percent of the people who gave TDOT feedback about the project said they were in favor.

Commissioner Nicely also announced the formation of a Context Sensitive Resource Team that will involve local leaders, impacted persons and representatives from the city, county and Knoxville Transportation Planning Organizations to guide the review process. This process will last between a year to 18 months, meaning that construction would not be underway for at least three years.

For more information on the please visit www.tennessee.gov/tdot.

I-40 Widening Project

The Tennessee Department of Transportation (TDOT) announced the detailed construction plans in early 2004 for the future-widening project of I-40 through downtown Knoxville.

The segment of I-40 that will be widened has three times as many accidents as any comparable section of interstate in Tennessee, according to TDOT Commissioner Gerald Nicely.

The project involves extending Hall of Fame Drive from Summit Hill Drive to Broadway and widening I-40 downtown. TDOT and Mayor Haslam have held numerous public meetings about the projects.

TDOT has chosen to use a fast-fix method that would begin construction in spring 2005 and then reroute a portion of I-40 to I-640 in January of 2008. This will close a small section of I-40 entirely, allowing uninterrupted, around-the-clock work to proceed for about 14 months. The goal is to shave at least two years off the project by doing this, considerably reducing the long-term impact it will have on drivers, according to Nicely.

The closure on I-40 will stretch from James White Parkway to Broadway, about a half mile in length. TDOT Chief Engineer Bill Moore said that TDOT engineers are still working out the plan for traffic moving into the downtown business district during the I-40 closure. A number of improvement projects are underway on nearby roads to prepare them for the increased levels of traffic.

Three of the nation's most heavily traveled interstates converge in Knoxville: Interstates 40, 75 and 81. Interstate 640 circles the city to the north and Interstate 140 connects the airport in Alcoa to Oak Ridge. This strategic junction allows 53 percent of the nation's marketplace to be within a 650-mile radius of Knoxville.

Federal Highways	State Highways
11W	1
11E	2
25	9
70	33
129	34
441	62
25W	71
	73
	131

Public Transportation

Serving more than 2 million passengers last year, Knoxville Area Transit (KAT) operates the public bus system in Knoxville. More than 20 fixed routes, express services, downtown and University of Tennessee trolleys, special, transportation for the disabled and a new Night Rider evening service make up just some of KAT's services. KAT also offers a variety of special programs including discounted bus passes, a Shop and Ride program and active participation in special events.