

# Scan of Tennessee Freight Planning Efforts and Multistate Freight Projects

*State Freight Plan Task Order #2*

draft

report

*prepared for*

**Tennessee Department of Transportation**

*prepared by*

**Cambridge Systematics, Inc.**

---

*draft report*

# **Scan of Tennessee Freight Planning Efforts and Multistate Freight Projects**

*State Freight Plan Task Order #2*

*prepared for*

Tennessee Department of Transportation

*prepared by*

Cambridge Systematics, Inc.  
730 Peachtree Street, NE, Suite 1050  
Atlanta, GA 30308

*date*

August 2010

---

# Table of Contents

<b>1.0</b>	<b>Introduction</b> .....	<b>1-1</b>
<b>2.0</b>	<b>Methodology and Criteria</b> .....	<b>2-1</b>
<b>3.0</b>	<b>Review of Tennessee Recently Completed Projects</b> .....	<b>3-1</b>
3.1	Region 1.....	3-1
3.2	Region 2.....	3-2
3.3	Region 3.....	3-2
3.4	Region 4.....	3-4
<b>4.0</b>	<b>Review of Tennessee Projects Under Construction</b> .....	<b>4-1</b>
4.1	I-69 .....	4-1
4.2	I-269 .....	4-5
4.3	U.S. 64 - (SR 15).....	4-5
4.4	State Route 437 (Shelbyville Bypass) .....	4-5
4.5	State Route 840S.....	4-6
4.6	Other U.S. Highways .....	4-7
<b>5.0</b>	<b>Review of Tennessee Planned and Programmed Statewide Projects</b> .....	<b>5-1</b>
5.1	Tennessee STIP.....	5-1
5.2	I-40/I-81 Corridor Feasibility Study .....	5-8
5.3	I-75 Corridor Feasibility Study .....	5-13
5.4	TDOT Waterway Assessment Study .....	5-17
5.5	Tennessee Rail System Plan .....	5-21
5.6	The Crescent Corridor.....	5-25
5.7	BNSF Lamar Avenue Intermodal Facility (Memphis).....	5-26
<b>6.0</b>	<b>Review of Tennessee Planned and Programmed MPO Projects</b> .....	<b>6-1</b>
6.1	Bristol MPO .....	6-1
6.2	Chattanooga Hamilton County RPA .....	6-5
6.3	Clarksville-Montgomery County RPC .....	6-5
6.4	Cleveland Area MPO .....	6-5
6.5	Jackson Urban Area MPO.....	6-9
6.6	Johnson City MPO.....	6-13
6.7	Kingsport MPO.....	6-13

6.8	Knoxville Urban Area MPO.....	6-17
6.9	Lakeway Area MTPO.....	6-17
6.10	Memphis MPO.....	6-17
6.11	Nashville MPO.....	6-25
<b>7.0</b>	<b>Review of Multistate Freight-Related Projects .....</b>	<b>7-1</b>
7.1	Alabama.....	7-1
7.2	Arkansas.....	<b>Error! Bookmark not defined.</b>
7.3	Georgia.....	<b>Error! Bookmark not defined.</b>
7.4	Mississippi.....	7-6
7.5	Kentucky.....	<b>Error! Bookmark not defined.</b>
7.6	North Carolina.....	<b>Error! Bookmark not defined.</b>
7.7	Missouri.....	<b>Error! Bookmark not defined.</b>
7.8	Virginia.....	<b>Error! Bookmark not defined.</b>
<b>8.0</b>	<b>Recommendations and Conclusions.....</b>	<b>8-1</b>
8.1	Recommendations.....	8-1
8.2	Conclusions.....	8-2

# List of Tables

Table 4.1	Projects Under Construction .....	4-3
Table 5.1	Tennessee STIP .....	5-3
Table 5.2	Summary of Project and Phase Costs in Tennessee STIP .....	5-7
Table 5.3	I-40I-81 Corridor Feasibility Study .....	5-11
Table 5.4	I-75 Corridor Feasibility Study .....	5-15
Table 5.5	Waterway Assessment Study .....	5-19
Table 5.6	State Rail Plan .....	5-23
Table 6.1	Bristol MPO.....	6-3
Table 6.2	Chattanooga Hamilton County RPA.....	6-7
Table 6.3	Clarksville Montgomery County RPC .....	6-8
Table 6.4	Cleveland Area MPO.....	6-11
Table 6.5	Jackson Urban Area MPO.....	6-12
Table 6.6	Johnson City MPO .....	6-15
Table 6.7	Kingsport MPO .....	6-16
Table 6.8	Knoxville Urban Area MPO .....	6-19
Table 6.9	Lakeway Area MTPO .....	6-20
Table 6.10	Memphis MPO .....	6-23
Table 6.11	Nashville MPO .....	6-27
Table 7.1	Alabama.....	7-3
Table 7.2	Mississippi.....	7-7

# List of Figures

Figure 2.1	National Network for Conventional Combination Trucks .....	2-2
Figure 4.1	Interstate 69 Corridor .....	4-2
Figure 4.2	69 Segment 9 Corridor in Memphis, Tennessee .....	4-4
Figure 4.3	Shelbyville Bypass.....	4-6
Figure 4.4	State Route 840S Sections .....	4-7
Figure 5.1	I-40/I-81 Corridor Feasibility Study Recommended Projects .....	5-9
Figure 5.2	I-75 Corridor Feasibility Study Recommended Projects .....	5-14
Figure 5.3	Basic Freight Rail Connection .....	5-21
Figure 5.4	Planning Horizon Scenario .....	5-25
Figure 5.5	The Crescent Corridor .....	5-26

# 1.0 Introduction

The purpose of this report is to identify freight-related projects for the state of Tennessee. This review of freight-related projects will include: recently completed projects, projects under construction, programmed projects, and planned projects. This task also will include a review of neighboring states and MPOs to identify planned projects with a significant impact on goods movement in Tennessee. This report stems from previous research<sup>1</sup> that provided an inventory of freight planning efforts in the State of Tennessee. However, while that report provided a broad overview of freight planning efforts, this report provides more detailed project-specific information on transportation facilities that facilitate significant freight movements.

Tennessee has a complex freight transportation system. Tennessee shares borders with eight other states. The geographic characteristics of the state give it a unique network of highway, railroad, aviation, and waterway systems that interact to move goods to support local production and consumption activities. The complexity of the freight transportation system is mirrored by the complexity of documents that record freight-related transportation projects. For this report, numerous databases and planning documents that cover all modes and responsible agencies were scanned to identify relevant projects. For example, the traditional transportation planning process that generates long-range transportation plans (LRTP) and Transportation Improvement Programs (TIP) are focused on roadway projects. Therefore, specific planning documents for other modes, such as the State Rail Plan and Waterway Assessment Study had to be consulted also in order to ensure coverage for these modes. In addition, the transportation planning process for MPO areas in Tennessee is conducted separately from the statewide process. Therefore, documents from both TDOT and each of the 11 MPOs had to be consulted, along with documents from surrounding states.

The remainder of this report is organized as follows:

- **Section 2.0** provides a methodology and criteria used for selecting freight-related projects from the various databases and documents consulted.
- **Sections 3.0-7.0** review the freight-related projects. Oftentimes, the projects are grouped by route and background on the freight relevance of that route is provided before summarizing the projects on that route. References are made to line numbers in the Tables inserted for each group of projects. These

---

<sup>1</sup> Cambridge Systematics, Inc. Survey and Inventory of Freight Planning Activities in Tennessee. July 11, 2008.

tables contain detailed information, such as the length, project cost, and timing for project completion.

- **Section 8.0** provides recommendations on improvements that can be made to make a similar scan for freight-related projects easier in the future. This section also provides overall conclusions that describe patterns and gaps in the freight project list identified in this study.

## 2.0 Methodology and Criteria

To identify freight-related projects relevant to the state of Tennessee, a methodology was developed that set criteria for the selection of projects to include in the scan. The following bullets lay out this methodology, which is different for each mode.

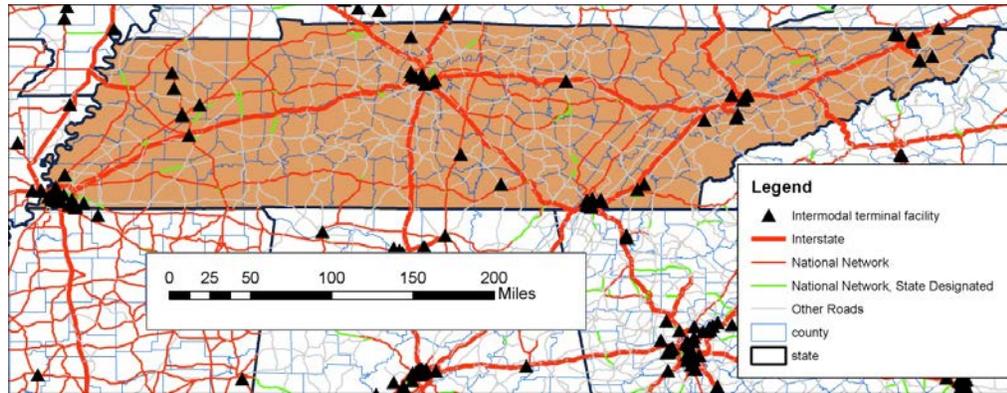
- Roadway:
  - Type of Project: New Capacity (Widening or New Roadway).
  - Cost: In general, about \$10 million or more, unless:
    - » Industrial Access Road;
    - » Railroad-related: CSX, NS, etc.; and
    - » Judged to have a major impact on freight.
  - Routes included: any of the following:
    - » Any interstate or urban other freeway or expressway.
    - » Selected U.S. Highways/State Routes on the National Network for Conventional Combination Trucks (National Network).<sup>2</sup> This network is meant to designate certain highways for use by large trucks. To be included on the network a highway must meet certain criteria, such as lane width and geometric characteristics, to ensure safe operation of trucks on these routes. Detailed GIS layers of the National Network are available from the National Transportation Atlas, which were used to create the map of these truck routes in Tennessee,<sup>3</sup> found in Figure 2.1.
    - » Other routes professionally judged to be relevant to freight, such as those close to an intermodal terminal facility, those serving as an industrial access road, or those known or expected to carry large volumes of trucks upon project completion.
- Rail: Any project on any railway that may lead to changes in railway traffic; and
- Waterway: Any project on any waterway that may lead to changes in waterway traffic.

---

<sup>2</sup> [http://ops.fhwa.dot.gov/freight/freight\\_analysis/nat\\_freight\\_stats/nnnhs.htm](http://ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/nnnhs.htm).

<sup>3</sup> [http://www.bts.gov/publications/national\\_transportation\\_atlas\\_database/](http://www.bts.gov/publications/national_transportation_atlas_database/).

Figure 2.1 National Network for Conventional Combination Trucks



## 3.0 Review of Tennessee Recently Completed Projects

A limited amount of information is available on recently completed projects due to the format of the report provided to Cambridge Systematics by TDOT. Therefore, a list of projects suspected of being capacity enhancing that are on routes that are part of the national network for combination trucks is presented here (with the exception of the SmartFix40 project, where more information was available on-line). The PIN number is included along with the termini listed in the TDOT report. These may be able to be used to look up more information in TDOT's internal databases.

### 3.1 REGION 1

#### SmartFix40 in Knoxville

The SmartFIX40 project occurred in Knoxville on I-40, from I-275 to Cherry Street and Hall of Fame Drive. The purpose of the project was to correct the roadway deficiencies and improve the flow of traffic on I-40 in this area. The project added one through lane in each direction to I-40 bringing it to a total of six lanes. Auxiliary lanes also were added between I-275 and James White Parkway and between Broadway and Cherry Street. Hall of Fame Drive was constructed as part of the project as a new four-lane city street. The project lasted from July 2005 to June 2009 and I-40 in downtown Knoxville was completely closed for 13 months at the end of that time period to allow for an accelerated project schedule. The total estimated project cost was \$190 million.

#### Other I-40

- 040886.03 from west of Winston Road to west of Wesley Road in Knoxville.
- 047944.01 from 500 feet west of Wesley Road to 1,900 feet east of Papermill Road.

#### U.S. 25E (SR 32)

- 100239.00 from south of Little Sycamore Creek to south of SR 33.

## 3.2 REGION 2

### I-75

- 041184.00 south of Standifer Gap Road to north of SR 317 (Bonny Oaks Drive, Old Lee Highway) in Chattanooga.

### U.S. 27 (SR 29)

- 041147.00 four-lane north of Dayton to Payne Lane.
- 043281.00 Payne Lane to Boofer Road.
- 041129.00 Boofer Road to south of SR 68 East.

### U.S. 64 (SR 15)

- 101433.00 from the Lincoln County Line to near Salem-Lexie Road.
- 100275.00 near Factory Branch in Belvidere to the Winchester Bypass.

### U.S. 127 (SR 8)

- 044789.00 Signal Mountain Boulevard, SR 29 (U.S. 27) to SR 27.

### U.S. 70S (SR 1)

- 101652.03 from Spring Valley Road to McMinnville.

### U.S. 70 (SR 26)

- 041390.00 Dowelltown City limits to the four-lane section west of Smithville.
- 041391.00 from west of SR 96 to Dowelltown southeast city limits.

## 3.3 REGION 3

### I-65

- 102247.00 from proposed weigh station, 0.5 mile south of SR 273 (Bryson Road) to 0.85 mile north of SR 273 (Bryson Road).

### I-24

- 101443.00 east of SR 96 to SR 10 (U.S. 231) (including proposed interchange at SR 99).

### I-40

- 100279.00 I-24 to Donelson Pike.

### **U.S. 70 (SR 1)**

- 080181.00 Waverly Bypass, east of Cooley Avenue to east of Hughey Lane.

### **U.S. 70 (SR 24)**

- 101579.00 west of SR 109 to west of Country Wood Drive in Lebanon.
- 041383.00 Country Wood Drive to SR 26 (Lebanon By-Pass, Baddour Parkway) in Lebanon.
- 101466.00 west of Babb Drive to east of Bay Court Drive in Lebanon (including intersection at Babb Drive).

### **U.S. 43 (SR 6)**

- 101122.00 North Locust Avenue, from south of Columbia Avenue to north of Fourth Street in Lawrenceburg.
- 101587.00 Alabama state line to south of Saint Joseph north city limits.
- 041139.00 St. Joseph to Busby Road in Loretto.
- 041138.00 Busby Road in Loretto to five-lane section in Leoma.

### **U.S. 64 (SR 15)**

- 100302.00 SR 10 (U.S. 231) to near Kelso-Smithland Road.
- 100300.00 west of Robertson Road to Stribling Road.
- 100355.00 west of SR 99 in Waynesboro to Old Highway 64.
- 100357.00 Murphy Hollow/Forty-Eight Creek Road to the Natchez Trac Parkway.
- 100296.00 west of West Side Road/Sandusky Road to east of Horn Hill Road.
- 100353.00 Natchez Trace Parkway to SR 240.

### **SR 155**

- 101274.00 Briley Parkway, south of Elm Hill Pike to north of SR 24 (Lebanon Road).
- 101447.00 Briley Parkway, from south of I-40 to south of Elm Hill Pike.
- 101448.00 Briley Parkway, from north of Lebanon Road to Two Rivers Parkway.
- 041126.00 west of Gallatin Road to east of I-65 interchange.

- 083172.00 Briley Parkway, from Two Rivers Parkway to north of McGavock Pike in Nashville. Length 2.1 miles (interchange).
- 040840.00 Briley Parkway, north of McGavock Pike to west of Gallatin Road in Nashville.

#### **SR 374**

- 100291.00 North Parkway, SR 12 (U.S. 41A, Ft. Campbell Boulevard) to Stokes Road east of SR 13 in Clarksville.

#### **U.S. 79 (SR 76)**

- 101270.00 Joiner Hollow Road to SR 120.
- 101445.00 west of SR 233 to proposed SR 374 (North Parkway).
- 101446.00 Stewart County Line to west of SR 233.

#### **SR 840S**

- 102496.00 from I-40 to 0.9-mile south of SR 100 in Williamson County.
- 102501.00 from south of Jefferson Pike (SR 266) to south of Stewarts Ferry Pike in Wilson County.
- 081541.00 from 0.9 mile south of Stewarts Ferry Pike to Franklin Road.

### **3.4 REGION 4**

#### **I-40**

- 103216.00 from Milepoint 87.77 to Milepoint 95.33.
- 107304.01 west of Watkins Street to near Hollywood Street.
- 083814.01 from mm 100.60 (ramp to Exit 101) to mm 108.22 (ramp east of Exit 108), lm 5.60 to lm 13.22.

#### **I-240**

- 084101.01 east of Perkins Road Exit to south of Poplar Avenue Exit.
- 041152.00 Lamar Avenue to east of Mount Moriah Road.

#### **Future I-269 (SR 385)**

- 100335.03 Paul Barrett Parkway, south of Macon Road to north of Macon Road (future I-269).

**U.S. 72(SR 57 and SR 86)**

- 101860.00 from East Parkway to Holmes Road.
- 102992.01 Mississippi State Line to south of SR 175 (Shelby Drive).
- 102992.03 from south of SR 175 (Shelby Drive) to north of SR 385.

**U.S. 51 (SR 3)**

- 110321.00 SR 210/Unionville Road to Hornbrook Street.
- 112132.00 from South Parkway to Heistan Place.
- 081313.01 south of Winn Street to North Main Street in Covington.

**U.S. 70/79 (SR 1)**

- 101889.00 (North Parkway); north 2<sup>nd</sup> Street to east of SR 4 (Danny Thomas Parkway).

**U.S. 64 (SR 15)**

- 100315.00 west of Bigbee Branch to Wayne County Line.
- 084896.01 from Alfaree Street to Bartlett Boulevard.
- 101598.02 from Rose Creek Road to SR 5 (U.S. 45) at Selmer City limits.

**U.S. 412 (SR 20)**

- 041375.00 west of Crucifer Road to SR 104 in Lexington.

**U.S. 45 (SR 5)**

- 101138.00 Highland Avenue, from McCowat Street to Westwood Avenue in Jackson.
- 101595.00 four-lane section near Old Pinson Road to SR 18 in Jackson.

**U.S. 79 (SR 76)**

- 100319.00 from south of I-40 near Sunny Hill Road to SR 1 (U.S. 70) in Brownsville.
- 100324.00 from west of Sydnor Road/Winston Road to the five-lane in Mckenzie.

## 4.0 Review of Tennessee Projects Under Construction

Information on Tennessee projects under construction was obtained from a spreadsheet version of the TDOT Legislative Status Report.<sup>4</sup> Fifteen projects were identified as freight relevant projects, which are grouped under the following routes. A background description of each route and its relevance to freight is provided, which is followed by a summary of the projects listed for that route. References are made to the line number in the inserted table where additional information on specific projects can be found.

### 4.1 I-69

I-69 currently runs from the Michigan/Canada border to Indianapolis, Indiana. It is proposed to be extended from Indianapolis, Indiana to the Texas/Mexico border in the Lower Rio Grande Valley. This corridor for I-69 has been designated by Congress as a High-Priority Corridor of National Significance due to its potential to encourage trade between the United States, Canada, and Mexico. As a new interstate corridor and international trade route it has great significance to future freight movements in Tennessee.

I-69 has been split into segments of independent utility (SIU) for study and construction. Out of the 32 segments of I-69 from Indianapolis, Indiana to the Mexican border, parts of three segments are in Tennessee. These can be seen in Figure 4.1. The following are descriptions of the three Tennessee segments.

- **Segment 7** - This segment follows U.S. 51 and upgrades it to interstate standards. It travels from Fulton, Kentucky (interchange of U.S. 51/U.S. 45E) to Dyersburg, Tennessee (interchange with I-155/U.S. 412/U.S. 51). The Final Environmental Impact Statement (FEIS) has been accepted and one section has been let to construction. Right-of-way will soon be acquired on the remaining sections.
- **Segment 8** - This segment will go to the west or the east of U.S. 51 and be built on a new location. It travels from Dyersburg, Tennessee (I-155/U.S. 412/U.S. 51 interchange in Dyer County) to Milington, Tennessee (SR 385/Proposed I-269 (Paul Barrett Parkway) in Shelby County). The FEIS has been submitted to the FHWA, but not yet approved. The final alignment has not yet been determined.

---

<sup>4</sup> Personal communication with Terry Gladden June 30, 2010.

- **Segment 9** - This segment travels from Milington, Tennessee (SR 385/Proposed I-269 (Paul Barrett Parkway) in Shelby County) to Hernando, Mississippi (I-55/MS-304 Interchange). This segment will be constructed on a new location west of U.S. 51 and north of central Memphis; however, in central Memphis, it will follow existing Interstates I-40, I-240, and I-55. This segment also contains a second alignment that will be built as I-269, which is described below. Figure 4.2 contains a map of I-69 and I-269 for Segment 9. The FEIS for this segment has been accepted.

Currently, Section 4 of Segment 7 in Obion County, Tennessee is the only part of I-69 under construction (#1 in Table 4.1). It is a 4.3-mile section that is expected to be complete in October 2012 for a cost of \$29.99 million.

Figure 4.1 Interstate 69 Corridor

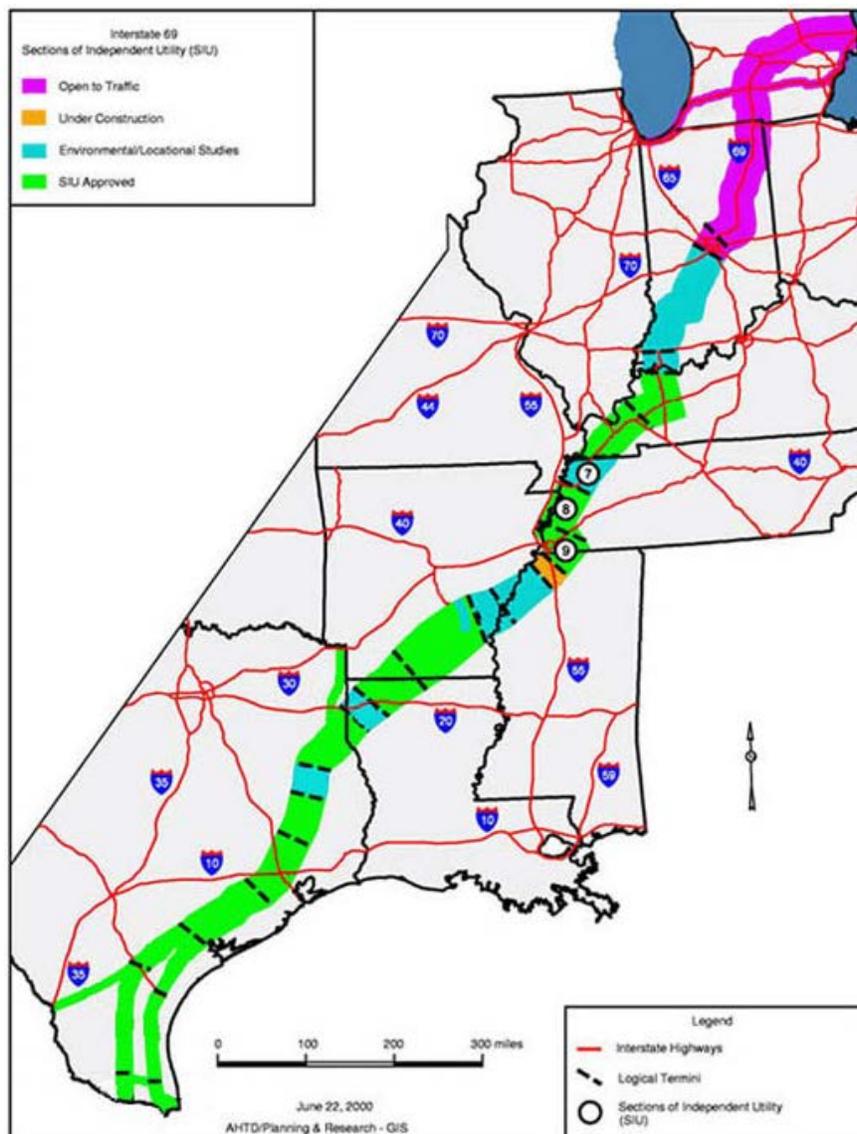
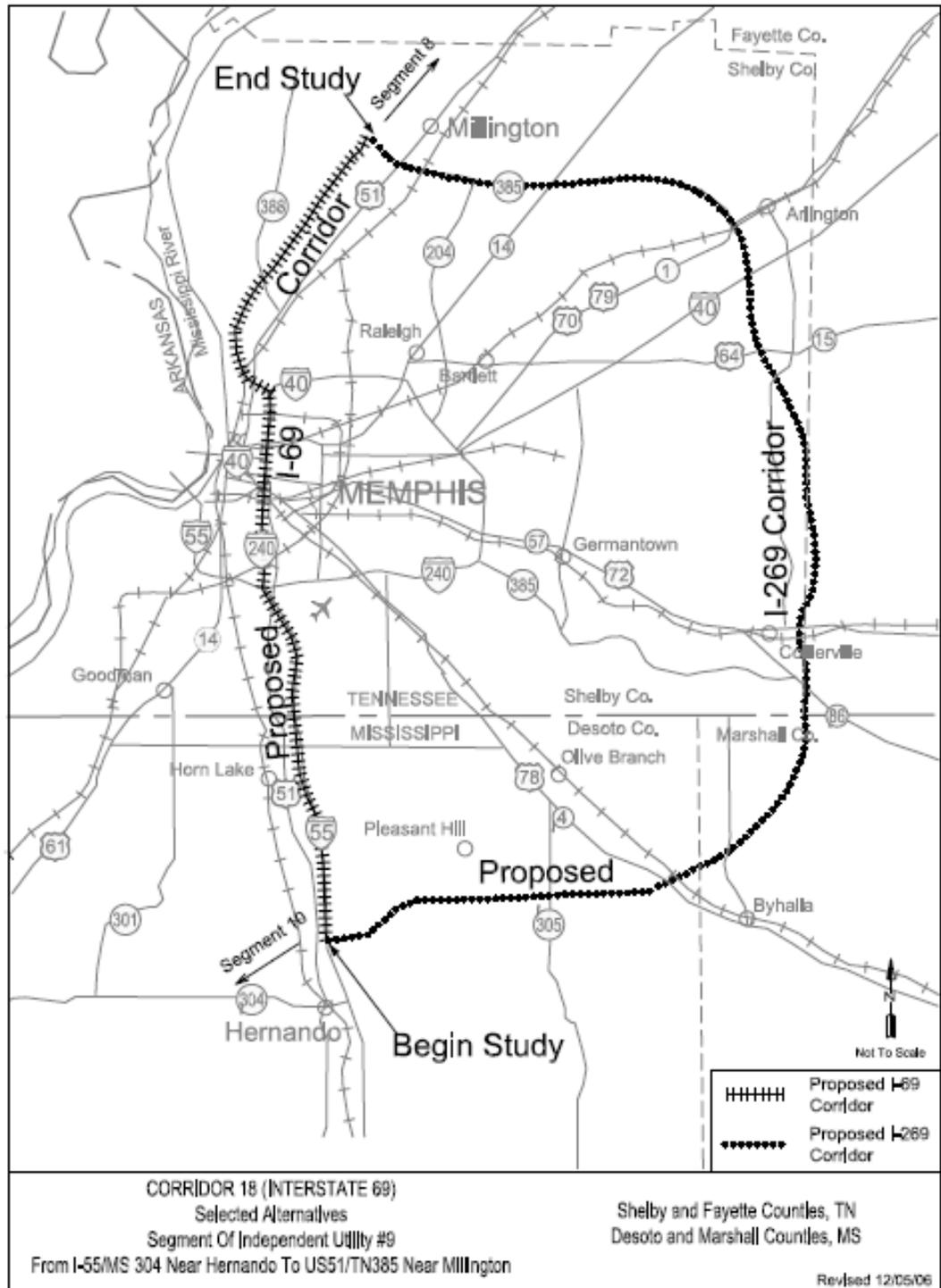


Table 4.1 Projects Under Construction

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost	Source ID
1	TDOT Legislative Status Report (Excel)	I-69 PROP in Obion County	Stage Construction - New	Under Construction	South of SR 5/22	West of SR 21	4.308			South of SR 5/22 to West of SR 21 (Stage Construction - New)	10/31/2012	\$29,988,201.07	101344.00
2	TDOT Legislative Status Report (Excel)	I-269 PROP in Shelby-Fayette Counties	Stage Construction - New	Under Construction	South of Raleigh-LaGrange Road	South of Macon Road	4.147			Paul Barret Parkway, from South of Raleigh-LaGrange Road to South of Macon Road (Stage Construction - New)	9/30/2012	\$18,212,000.20	100335.02
3	TDOT Legislative Status Report (Excel)	I-269 PROP in Shelby-Fayette Counties	Stage Construction - New	Under Construction	North of SR 57	South of Raleigh-LaGrange Road	3.337			(Paul Barret Parkway), from North of SR 57 in Fayette County to South of Raleigh LaGrange Road (Stage Construction - New)	9/30/2012	\$35,261,492.55	100335.01
4	TDOT Legislative Status Report (Excel)	U.S. 64 (SR 15) in Hardeman-McNairy Counties	Widen	Under Construction	McClintock Road	SR 225	5.9			From McClintock Road to SR 225 (Widen)	9/30/2010	\$26,547,131.83	101596.00
5	TDOT Legislative Status Report (Excel)	U.S. 64 (SR 15) in McNairy County	Widen	Under Construction	Near SR 225	Sandy Flat Road	3.378			From Near SR 225 to Sandy Flat Road (Widen)	11/30/2011	\$21,320,245.35	101598.01
6	TDOT Legislative Status Report (Excel)	U.S. 64 (SR 15) in Hardin County	Widening	Under Construction	East End Drive, Savannah, Tennessee	Firetower Road	6.036		4	Widen from two to four lanes U.S. 64 (SR 15) from the end of the five-lane section in Savannah to Firetower Road. Includes the construction of five bridges.	6/30/2011	\$45,752,533.31	100313.00
7	TDOT Legislative Status Report (Excel)	U.S. 64 (SR 15) in Lawrence County	Stage Construction - New	Under Construction	East of SR 6 (U.S. 43)	Sandusky/Westside Road	6.531			East of SR 6 (U.S. 43) to Sandusky/Westside Road (Stage Construction - New)	7/31/2010	\$11,073,128.84	100309.00
8	TDOT Legislative Status Report (Excel)	U.S. 64 (SR 15) in Lincoln County	Widen	Under Construction	Kelso-Smithland Road	Near SR 275	4.1			Kelso-Smithland Road to Near SR 275 (Widen)	6/31/10	\$33,735,910.17	101588.00
9	TDOT Legislative Status Report (Excel)	U.S. 64 (SR 15) in Lincoln-Franklin Counties	Widen	Under Construction	Near SR 275 (Flintville Road)	East of Franklin County Line	6			Near SR 275 (Flintville Road) to East of Franklin County Line (Widen)	1/31/2011	\$27,206,528.30	101124.00
10	TDOT Legislative Status Report (Excel)	U.S. 70S (SR 1) in Warren County	Stage Construction - New	Under Construction	Centertown	Spring Valley Road	5.785			Centertown to Spring Valley Road (Stage Construction - New)	8/31/2011	\$14,909,467.79	101652.04
11	TDOT Legislative Status Report (Excel)	U.S. 79 (SR 76) in Stewart County	Widen	Under Construction	Five-Lane Section at Dover	Joiner Hollow Road	4.451			Five-Lane Section at Dover to Joiner Hollow Road (Widen)	6/30/2010	\$20,999,632.35	101269.00
12	TDOT Legislative Status Report (Excel)	SR 437PROP in Bedford County	Construction - New	Under Construction	Shelbyville Bypass, SR 10 (U.S. 231), North of Shelbyville	SR 16 (U.S. 41A), East of Shelbyville	6.266			Shelbyville Bypass, SR 10 (U.S. 231), North of Shelbyville to SR 16 (U.S. 41A), East of Shelbyville (Construction - New)	7/31/2011	\$14,283,873.36	100347.00
13	TDOT Legislative Status Report (Excel)	SR 840S in Williamson County	Stage Construction - New	Under Construction	West of Leipers Creek Road	West of SR 6 (Columbia Pike)	7.953			West of Leipers Creek Road to West of SR 6 (Columbia Pike) (Stage Construction - New)	3/31/2011	\$87,360,841.47	101435.01
14	TDOT Legislative Status Report (Excel)	SR 840S in Williamson County	Stage Construction - New	Under Construction	Southeast of SR 100	West of Bending Chestnut Road	6.059			Southeast of SR 100 to West of Bending Chestnut Road (Stage Construction - New)	12/31/2010	\$43,215,291.68	101254.00
15	TDOT Legislative Status Report (Excel)	SR 840S in Williamson County	Construction - New	Under Construction	West of Bending Chestnut Road	West of Leipers Creek Road	3.481			West of Bending Chestnut Road to West of Leipers Creek Road (Construction - New)	10/31/2012	\$42,450,669.54	101435.05

Figure 4.2 69 Segment 9 Corridor in Memphis, Tennessee



## 4.2 I-269

The alternative alignment chosen for Segment 9 of I-69 also includes an outer loop, proposed to be designated as I-269. It also begins at the I-55/MS-304 Interchange in Hernando, Mississippi, extends east approximately 28.6 miles on new location, and connects with SR 385 south of Collierville. It will then follow the approved route for SR 385 (currently in the development and construction phases) from Collierville to I-40 at Arlington, and will then follow existing SR 385 into Millington. It will interchange with I-69 at the existing U.S. 51/SR 385 Interchange.

Currently, there are two projects (#2-3 in Table 4.1) under construction between Collierville and Arlington to build I-269 on a new alignment east of Memphis. The two projects total more than seven miles in length, cost more than \$53 million and are scheduled to be complete in October 2012.

## 4.3 U.S. 64 – (SR 15)

U.S. 64 (SR 15) in southern Tennessee travels the entire length of the state from the Arkansas border at Memphis in the west to the North Carolina border at Ducktown in the east. This provides an east-west route that is an alternative to I-40 further north and to I-20 further south in Mississippi, Alabama, and Georgia. It connects intermodal facilities in Memphis, Winchester, Chattanooga, and Cleveland and connects to I-40, I-65, I-24, and I-75. In addition, the entire length of U.S. 64 in Tennessee is on the National Network for Conventional Combination Trucks.

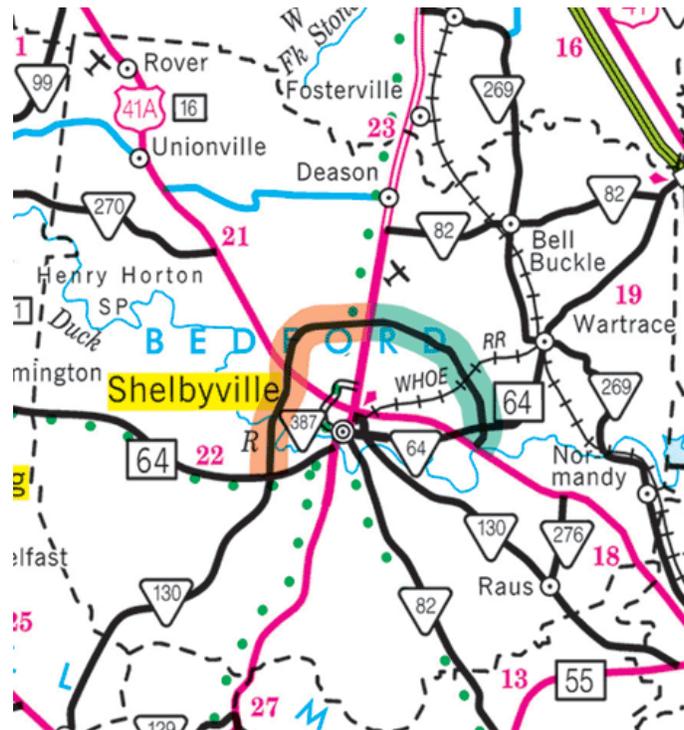
There are six projects (Table 4.1 #4-9) currently under construction to add capacity to U.S. 64 (five through widening and one by new construction). These are part of a series of 57 projects to widen U.S. 64 to four lanes in 10 counties in southern Tennessee that began in 1986. The six projects currently under construction are located on various portions of the route between Memphis and Chattanooga and only some of them have adjoining termini. They sum to almost 32 miles in total length and \$165.6 million in project costs. Their expected completion times range from June 2010 to November 2011.

## 4.4 STATE ROUTE 437 (SHELBYVILLE BYPASS)

A bypass is planned for Shelbyville, Tennessee on the north side of town as shown in Figure 4.3. This intersects U.S. 231 north of Shelbyville, but does not provide access to U.S. 231 south of Shelbyville. U.S. 231 is on the national network for conventional combination trucks and there is an intermodal facility in Shelbyville. The portion currently under construction is shown in green in Figure 4.3 and goes from U.S. 231 (SR 10), north of Shelbyville, to U.S. 41A (SR 16) east of Shelbyville. The other portion shown in orange in Figure 4.3 is planned, but funding has not been identified. This portion would go from

U.S. 231(SR 10) north of Shelbyville to SR 64, west of Shelbyville. The portion under construction (#12 in Table 4.1) is 6.3 miles long, has a cost of \$14 million and is schedule to be complete by July 2011.

Figure 4.3 Shelbyville Bypass



## 4.5 STATE ROUTE 840S

State Route 840 was initiated in 1986 as part of the state's Better Roads Program to provide economic growth by improving access to communities in Middle Tennessee. On the 78-mile route that travels south of Nashville from I-40 on the east side of town to I-40 on the west side of town, 60 miles are open to traffic, with approximately 18 miles remaining in some phase of construction in Williamson County. The entire route is scheduled to be open to traffic by December 2012. The route is highly relevant to freight mobility since it will provide a bypass for I-40 around Nashville when complete. The route already connects I-40 east of Nashville with I-24 southeast of Nashville and I-65 south of Nashville.

There are three projects currently under construction to complete SR 840S. These are shown in red, blue, and orange in Figure 4.4, while the completed sections are shown in purple. Each of these is being completed by letting two different contracts, one for grading, drainage, and construction of bridges and retaining walls, and one for the paving of the roadway. The section from SR 100 to

Bending Chestnut Road (#14 in Table 4.1, shown in red in Figure 4.4) currently is being paved and could be open to traffic by the end of 2010. The section from Bending Chestnut Road to Leipers Creek Road (#15 in Table 4.1, shown in blue in Figure 1) is currently in the initial construction phase, but the entire section including paving is expected to be complete by October 2012. The section from Leipers Creek Road to SR 6 (Columbia Pike) (# 13 in Table 4.1, shown in orange in Figure 4.4) is currently in the initial construction phase, but the entire section including paving is expected to be complete in 2012. The paving phases of these last two sections are found in the STIP for 2012.

Figure 4.4 State Route 840S Sections



## 4.6 OTHER U.S. HIGHWAYS

U.S. 70S and U.S. 79 are on the National Network for Conventional Combination Trucks. U.S. 70S provides a route traveling east of Nashville until it rejoins U.S. 70 in Sparta. The route could provide an alternate for either I-24 or I-40, as it parallels both at different points. There is one 5.8-mile project (#10 in Table 4.1) on U.S. 70S under construction near Centertown, Tennessee, which is scheduled to be complete by August 2011 for a cost of \$14.9 million.

U.S. 79 travels from Clarksville to Memphis, providing a route that is somewhat parallel to I-40. There are several intermodal facilities along the route. There is one 4.5-mile project (#11 in Table 4.1) on U.S. 79 under construction near Dover, Tennessee, which is schedule to be complete by June 2010 for a cost of about \$21 million.

## 5.0 Review of Tennessee Planned and Programmed Statewide Projects

### 5.1 TENNESSEE STIP

An electronic version of the Draft 2011-2014 Tennessee Statewide Transportation Improvement Program (STIP) was obtained from TDOT to review programmed transportation projects. A total of 50 projects (77 line items that may involve different phases of the same project) on 18 different routes were identified as freight-relevant projects from the STIP. These are shown in Table 5.1. Due to the format of the STIP containing different lines for different phases of the same project, one column was added to this table to identify the phase of the project and another column was added to show the cost of just that phase of the project. Because of this difference between the total project and the phases of the project, the total cost of the project may extend past the 2014 end year of the STIP, but the costs of phases should occur between 2011-2014. These different costs are summarized by several categories of projects in Table 5.2 below.

Table 5.1 Tennessee STIP

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Line Item	Project Cost	Source ID	Phase	Phase Cost	County	Category
1	TN Draft STIP 2011-2014	I-240	Widening	Programmed	Poplar Avenue (SR 57)	Walnut Grove Road (SR 23)	2.2	Interstate	8	Widen 6-In to 8-In hpp ID # 2456 Poplar Avenue (SR 57) to Walnut Grove Road (SR 23)	2011.00	\$44,369,701.00	100331.00	CONST	899,901	Shelby	Urban Interstate
2	TN Draft STIP 2011-2014	I-240	Widening	Programmed	Poplar Avenue (SR 57)	Walnut Grove Road (SR 23)	2.2	Interstate	8	Widen 6-In to 8-In hpp ID # 2456 Poplar Avenue (SR 57) to Walnut Grove Road (SR 23)	2011.00	\$44,369,701.00	100331.00	CONST	39,700,000	Shelby	Urban Interstate
3	TN Draft STIP 2011-2014	I-240	Widening	Programmed	I-40	I-55	6.0	Interstate	8	Widen 6 In to 8 In hpp ID# 230 - I-40 to I-55	2011.00	\$38,500,000.00	100330.00	ROW	899,901	Shelby	Urban Interstate
4	TN Draft STIP 2011-2014	I-269	New Construction	Programmed	North OF SR 57	South of Raleigh-Lagrange Road		Interstate	4	Construct new 4-In north of SR 57 to south of Raleigh-Lagrange Road	2011.00	\$55,438,000.00	100335.01	STG CONST (ADD)	4,000,565	Shelby - Fayette	Urban Interstate
5	TN Draft STIP 2011-2014	I-269 (PROP)	New Construction	Programmed	Mississippi State Line	SR 385, South of Collierville	2.3	Interstate	4	Construct new 4-In hpp id # 31 & 1 Mississippi State Line to SR 385, south of Collierville	2011.00	\$52,206,363.00	100328.04	UTILITIES	13,512,000	Shelby - Fayette	Urban Interstate
6	TN Draft STIP 2011-2014	I-40	Widening	Programmed	SR 177(Germantown Road)	East of Canada Road	4.5	Interstate	8	Widen 4-In to 8-In from SR 177(Germantown Road) to east of Canada Road	2011.00	\$50,700,000.00	107532.00	PE-D	1,825,000	Shelby	Urban Interstate
7	TN Draft STIP 2011-2014	I-40	Widening	Programmed	East of Canada Road	SR 205 (Collierville-Arlington Road)	4.0	Interstate	8	widen 4-In to 8-In from 1.0 mile east of Canada Road to SR 205 (Collierville-Arlington Road)	2011.00	\$36,950,000.00	110578.00	PE-D	1,000,000	Shelby	Urban Interstate
8	TN Draft STIP 2011-2014	I-40	Widening	Programmed	SR 171	SR 109	4.7	Interstate	8	Widen 4-In to 8-In with HOV In SR 171 to SR 109	2011.00	\$48,416,000.00	114169.00	PE-D	2,000,000	Wilson	Urban Interstate
9	TN Draft STIP 2011-2014	I-40	Widening	Programmed	SR 171	SR 109	4.7	Interstate	8	Widen 4-In to 8-In with HOV In SR 171 to SR 109	2011.00	\$48,416,000.00	114169.00	PE-N	1,000,000	Wilson	Urban Interstate
10	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 133		1.1	Interstate		Construct truck climbing lane westbound truck climbing lane @ mile marker 133	2011.00	\$31,000,000.00	114152.00	PE-N	125,000	Benton	Truck Climbing Lane
11	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 133		1.1	Interstate		Construct truck climbing lane westbound truck climbing lane @ mile marker 133	2011.00	\$31,000,000.00	114152.00	PE-D	375,000	Benton	Truck Climbing Lane
12	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 180		1.3	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 180	2011.00	\$28,745,000.00	114166.00	PE-N	175,000	Dickson	Truck Climbing Lane
13	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 180		1.3	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 180	2011.00	\$28,745,000.00	114166.00	PE-D	325,000	Dickson	Truck Climbing Lane
14	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 339		1.3	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 339	2011.00	\$27,000,000.00	114172.00	PE-N	175,000	Cumberland	Truck Climbing Lane
15	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 339		1.3	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 339	2011.00	\$27,000,000.00	114172.00	PE-D	325,000	Cumberland	Truck Climbing Lane
16	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 149		1.1	Interstate		Construct truck climbing lane westbound truck climbing lane @ mile marker 149	2011.00	\$20,263,000.00	114156.00	PE-D	325,000	Hickman	Truck Climbing Lane
17	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 149		1.1	Interstate		Construct truck climbing lane westbound truck climbing lane @ mile marker 149	2011.00	\$20,263,000.00	114156.00	PE-N	175,000	Hickman	Truck Climbing Lane
18	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 326		1.0	Interstate		Construct truck climbing lane westbound truck climbing lane @ mile marker 326	2011.00	\$17,000,000.00	114171.00	PE-N	140,000	Cumberland	Truck Climbing Lane
19	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 326		1.0	Interstate		Construct truck climbing lane westbound truck climbing lane @ mile marker 326	2011.00	\$17,000,000.00	114171.00	PE-D	260,000	Cumberland	Truck Climbing Lane
20	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 250		0.6	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 250	2011.00	\$15,740,000.00	114170.00	PE-D	150,000	Smith	Truck Climbing Lane
21	TN Draft STIP 2011-2014	I-40	Widening	Programmed	Mile Marker 250		0.6	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 250	2011.00	\$15,740,000.00	114170.00	PE-N	50,000	Smith	Truck Climbing Lane
22	TN Draft STIP 2011-2014	I-440	Widening	Programmed	East of I-65	West of I-24	1.2	Interstate	5	Widen eastbound 2 In to 3 In east of I-65 to west of I-24 (eastbound only)	2011.00	\$10,800,000.00	113898.01	UTILITIES	100,000	Davidson	Urban Interstate

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Line Item	Project Cost	Source ID	Phase	Phase Cost	County	Category
23	TN Draft STIP 2011-2014	I-440	Widening	Programmed	East of I-65	West of I-24	1.2	Interstate	5	Widen eastbound 2 In to 3 In east of I-65 to west of I-24 (eastbound only)	2011.00	\$10,800,000.00	113898.01	CONST	9,300,000	Davidson	Urban Interstate
24	TN Draft STIP 2011-2014	I-65	Widening	Programmed	SR 248	SR 96	3.6	Interstate	8	Widen 4-In to 8-In with HOV In from SR 248 to near SR 96	2011.00	\$53,932,250.00	106269.03	CONST	53,150,000	Williamson	Urban Interstate
25	TN Draft STIP 2011-2014	I-65	Widening	Programmed	Near SR 840	SR 248	2.7	Interstate	8	Widen 4-In to 8-In with HOV In from near SR 840 to SR 248	2013.00	\$20,671,500.00	106269.01	CONST	19,775,000	Williamson	Urban Interstate
26	TN Draft STIP 2011-2014	I-65/I-24	Widening	Programmed	Trinity Lane	Dickerson Road	1.5	Interstate	8/10	Rehabilitate concrete slabs and widen 6/8-In to 8/10-In Trinity Lane to Dickerson Road	2012.00	\$40,000,000.00	1	CONST	33,000,000	Davidson	Urban Interstate
27	TN Draft STIP 2011-2014	I-65/SR 109 PROP/SR 41	Widening	Programmed	New Interchange with SR 109	Kentucky State Line	0.7	Interstate		SR 109 relocation from Vaughn Road w. of I-65 to existing SR 109 east of I-65, new interchange at I-65 and relocated SR 109/Vaughn Road, and I-65 widening from south of the new interchange to near the Kentucky State Line, SR 41 - south of prop 109 to near SR 259 proposed SR 109 relocation and new interchange at I-65 and the proposed relocated SR 109 hpp ln103 #395	2011.00	\$28,500,000.00	107338.00	PE-N	135,000	Robertson- Sumner	Rural Interstate
28	TN Draft STIP 2011-2014	I-65/SR 109 PROP/SR 41	Widening	Programmed	New Interchange with SR 109	Kentucky State Line	0.7	Interstate		SR 109 relocation from Vaughn Road west of I-65 to existing SR 109 east of I-65, new interchange at I-65 and relocated SR 109/Vaughn Road, and I-65 widening from south of the new interchange to near the Kentucky State Line, SR 41 - south of prop 109 to near SR 259 proposed SR 109 relocation and new interchange at I-65 and the proposed relocated SR 109 hpp ln103 #395	2011.00	\$28,500,000.00	107338.00	PE-D	119,000	Robertson- Sumner	Rural Interstate
29	TN Draft STIP 2011-2014	I-65/SR 109 PROP/SR 41	Widening	Programmed	New Interchange with SR 109	Kentucky State Line	0.7	Interstate		SR 109 relocation from Vaughn Road west of I-65 to existing SR 109 east of I-65, new interchange at I-65 and relocated SR 109/Vaughn Road, and I-65 widening from south of the new interchange to near the Kentucky State Line, SR 41 - south of prop 109 to near SR 259 proposed SR 109 relocation and new interchange at I-65 and the proposed relocated SR 109 hpp ln103 #395	2011.00	\$28,500,000.00	107338.00	PE-D	170,000	Robertson- Sumner	Rural Interstate
30	TN Draft STIP 2011-2014	I-65/SR 109 PROP/SR 41	Widening	Programmed	New Interchange with SR 109	Kentucky State Line	0.6	Interstate		SR 109 relocation from Vaughn Road west of I-65 to existing SR 109 east of I-65, new interchange at I-65 and relocated SR 109/Vaughn Road, and I-65 widening from south of the new interchange to near the Kentucky State Line, SR 41 - south of prop. 109 to near SR 259 proposed SR 109 relocation and new interchange at I-65 and the proposed relocated SR 109	2011.00	\$28,500,000.00	107338.00	PE-D	21,000	Robertson- Sumner	Rural Interstate
31	TN Draft STIP 2011-2014	I-65/SR 109 PROP/SR 41	Widening	Programmed	New Interchange with SR 109	Kentucky State Line	0.6	Interstate		SR 109 relocation from Vaughn Road west of I-65 to existing SR 109 east of I-65, new interchange at I-65 and relocated SR 109/Vaughn Road, and I-65 widening from south of the new interchange to near the Kentucky State Line, SR 41 - south of prop. 109 to near SR 259 proposed SR 109 relocation and new interchange at I-65 and the proposed relocated SR 109	2011.00	\$28,500,000.00	107338.00	PE-N	25,000	Robertson- Sumner	Rural Interstate
32	TN Draft STIP 2011-2014	I-65/SR 109 PROP/SR 41	Widening	Programmed	New Interchange with SR 109	Kentucky State Line	0.6	Interstate		SR 109 relocation from Vaughn Road west of I-65 to existing SR 109 east of I-65, new interchange at I-65 and relocated SR 109/Vaughn Road, and I-65 widening from south of the new interchange to near the Kentucky State Line, SR 41 - south of prop. 109 to near SR 259 proposed SR 109 relocation and new interchange at I-65 and the proposed relocated SR 109	2011.00	\$28,500,000.00	107338.00	PE-D	30,000	Robertson- Sumner	Rural Interstate
33	TN Draft STIP 2011-2014	I-69 (PROP)	New Construction	Programmed	Shelby County Line	Dyersburg	---	Interstate	4	Construct new 4-In TN 055 (section 378-of FY 01 appropriations act) - Shelby County Line to Dyersburg	2011.00	\$65,000,000.00	2	PE (ADD)	1,476,099	Tipton- Lauderdale- Dyer	Rural Interstate
34	TN Draft STIP 2011-2014	I-69 (PROP)	New Construction	Programmed	East of U.S. 51 Near Millington	Tipton	4.8	Interstate	4	Construct new 4-In TN055 (section 378-of FY 01 appropriations act) east of U.S. 51 near Millington to Tipton County Line	2011.00	\$25,000,000.00	3	PE (ADD)	1,000,000	Shelby	Urban Interstate
35	TN Draft STIP 2011-2014	I-81	Widening	Programmed	Mile Marker 60		1.2	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 60	2011.00	\$29,357,000.00	114173.00	PE-D	253,000	Sullivan	Truck Climbing Lane
36	TN Draft STIP 2011-2014	I-81	Widening	Programmed	Mile Marker 60		1.2	Interstate		Construct truck climbing lane eastbound truck climbing lane @ mile marker 60	2011.00	\$29,357,000.00	114173.00	PE-N	157,000	Sullivan	Truck Climbing Lane
37	TN Draft STIP 2011-2014	SR 1, (U.S. 11W)	Widening	Programmed	Rutledge	West of Helton Road	5.6	U.S. Highway	4	Widen 2In to 4In hpp ID# 4939 -Rutledge to west of Helton Road	2011.00	\$45,400,000.00	101410.02	ROW	2,275,625	Grainger	Rural Other

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Line Item	Project Cost	Source ID	Phase	Phase Cost	County	Category
38	TN Draft STIP 2011-2014	SR 1, (U.S. 11W)	Widening	Programmed	Rutledge	West of Helton Road	5.6	U.S. Highway	4	Widen 2In to 4In hpp ID# 4939 -Rutledge to west of Helton Road	2011.00	\$45,400,000.00	101410.02	ROW	3,924,375	Grainger	Rural Other
39	TN Draft STIP 2011-2014	SR 1/ U.S. 11W	Widening	Programmed	West of Helton Road	Bean Station	4.9	U.S. Highway	4	Widen 2-In to 4-In west of Helton Road to Bean Station	2012.00	\$35,400,000.00	101410.01	ROW	2,000,000	Grainger	Rural Other
40	TN Draft STIP 2011-2014	SR 1	Widening	Programmed	Camden Bypass	Tennessee River	4.1	State Route	4/5	Widen 2 In to 4/5 In Camden Bypass to Tennessee River	2011.00	\$26,300,000.00	105768.00	ROW	3,200,000	Benton	Rural Other
41	TN Draft STIP 2011-2014	SR 1/U.S. 70	Widening	Programmed	Four lane section of U.S. 27 in Rockwood	Kingston Avenue	1.0	U.S. Highway	5	Widen 2-In to 5-In four lane section of U.S. 27 (SR 61) in Rockwood to Kingston Avenue	2011.00	\$12,717,100.00	101244.01	CONST	7,000,000	Roane	Rural Other
42	TN Draft STIP 2011-2014	SR 1/ U.S. 70S	New Construction	Programmed	Near SR 281	Centertown	6.9	U.S. Highway	4/5	Construct new 4/5-In near SR 281 to Centertown	2011.00	\$35,325,000.00	101652.01	STG CONST	14,000,000	Cannon- Warren	Rural Other
43	TN Draft STIP 2011-2014	SR 107	New Construction	Programmed	Main St. (SR 107)	Industrial Drive in Erwin	0.3	State Route	3	Construct new 3 In Main Street (SR 107) to Industrial Drive in Erwin (includes railroad relocation)	2012.00	\$11,200,000.00	101890.00	CONST	5,000,000	Unicoi	Railroad
44	TN Draft STIP 2011-2014	SR 107	New Construction	Programmed	Main St. (SR 107)	Industrial Drive in Erwin	0.3	State Route	3	Construct new 3 In Main Street (SR 107) to Industrial Drive in Erwin (includes railroad relocation)	2011.00	\$11,200,000.00	101890.00	ROW	5,800,000	Unicoi	Railroad
45	TN Draft STIP 2011-2014	SR 15	Widening	Programmed	Firetower Road	West of Bigbee Branch	5.9	U.S. Highway	4/5	Widen 2-In to 4/5-In Firetower Road to west of Bigbee Branch	2012.00	\$51,100,000.00	100314.00	CONST	34,200,000	Hardin	Rural Other
46	TN Draft STIP 2011-2014	SR 15 (U.S. 64)	New Construction	Programmed	SR 15 West of Lawrenceburg	SR 6 (U.S. 43)	5.3	U.S. Highway	4	Construct new 4 In Lawrenceburg Bypass, SR 15 west of Lawrenceburg to SR 6 (U.S. 43)	2012.00	\$54,749,200.00	100308.00	STG CONST	49,200,000	Lawrence	Rural Other
47	TN Draft STIP 2011-2014	SR 15(U.S. 64 )	Widening	Programmed	Mill Springs Branch	Waynesboro Bypass	5.9	U.S. Highway	4	Widen 2 In to 4 In Mill Springs Branch to the Waynesboro Bypass	2011.00	\$33,242,500.00	100304.00	CONST	22,500,000	Wayne	Rural Other
48	TN Draft STIP 2011-2014	SR 15/U.S. 64	Widening	Programmed	East of Margin St. in Bolivar	Near Hornsby Loop Road	3.6	U.S. Highway	5	Widen to 5 In east of Margin Street in Bolivar to near Hornsby Loop Road	2011.00	\$58,102,471.00	100317.00	CONST	52,500,000	Hardeman	Rural Other
49	TN Draft STIP 2011-2014	SR 15/U.S. 64	Widening	Programmed	SR 240	West of Robertson Road	5.6	U.S. Highway	4	Widen 2-In to 4-In SR 240 to west of Robertson Road	2011.00	\$28,946,000.00	100354.00	CONST	25,000,000	Lawrence	Rural Other
50	TN Draft STIP 2011-2014	SR 458/U.S. 64	New Construction	Programmed	BOLIVAR BYPASS: SR 18	SR 15 (U.S. 64) East of Bolivar	3.1	U.S. Highway	4	Construct 4-In on new location Bolivar Bypass: SR 18 to SR 15 (U.S. 64) east of Bolivar	2011.00	\$29,007,000.00	101593.02	ROW	3,800,000	Hardeman	Rural Other
51	TN Draft STIP 2011-2014	SR 28 (U.S. 127)	Widening	Programmed	NEAR LOWE ROAD IN CUMBERLAND COUNTY	SR 62 at Clarkrange in Fentress County	2.6	U.S. Highway	4	Widen 2-In to 4-In hpp ID # 4947 near Lowe Road in Cumberland County to SR 62 at Clarkrange in Fentress County	2012.00	\$48,850,000.00	100260.05	ROW/UTILITIES	470,000	Fentress, Cumberland	Rural Other
52	TN Draft STIP 2011-2014	SR 28 (U.S. 127)	Widening	Programmed	NEAR LOWE ROAD IN CUMBERLAND COUNTY	SR 62 at Clarkrange in Fentress County	2.6	U.S. Highway	4	Widen 2-In to 4-In hpp ID # 4947 near Lowe Road in Cumberland County to SR 62 at Clarkrange in Fentress County	2012.00	\$48,850,000.00	100260.05	ROW/UTILITIES	4,530,000	Fentress, Cumberland	Rural Other
53	TN Draft STIP 2011-2014	SR 28/U.S. 127	Widening	Programmed	North of I-40	Lickfork Creek	7.6	U.S. Highway	4	Widen 2-In to 4-In north of I-40 to Lickfork Creek	2013.00	\$53,967,000.00	100260.01	ROW/UTILITIES	13,500,000	Cumberland	Rural Other
54	TN Draft STIP 2011-2014	SR 28/U.S. 127	Widening	Programmed	South of SR 68	Cleveland Street in Crossville	4.6	U.S. Highway	5	Widen 2-In to 5-In south of SR 68 to Cleveland Street in Crossville	2011.00	\$28,500,000.00	101044.00	CONST	24,000,000	Cumberland	Rural Other
55	TN Draft STIP 2011-2014	I-124/U.S. 27	Widening	Programmed	North of I-24	South of Tennessee River Bridge	1.5	Interstate	6	Widen 4-In to 6-In north of I-24 to south of Tennessee River Bridge	2011.00	\$60,108,000.00	103917.00	ROW	11,600,000	Hamilton	Urban Interstate
56	TN Draft STIP 2011-2014	SR 29 (U.S. 27)	Widening	Programmed	North of TN River Bridge	U.S. 127 (SR 8)	1.6	U.S. Highway	6	Widen 4-In to 6-In north of Tennessee River Bridge to SR 8 (U.S. 127) (additional lanes)	2011.00	\$68,825,000.00	100251.00	CONST	33,300,000	Hamilton	Urban Other
57	TN Draft STIP 2011-2014	SR 29 (U.S. 27)	Widening	Programmed	North of TN River Bridge	U.S. 127 (SR 8)	1.6	U.S. Highway	6	Widen 4-In to 6-In north of Tennessee River Bridge to SR 8 (U.S. 127) (additional lanes)	2012.00	\$68,825,000.00	100251.00	CONST	33,300,000	Hamilton	Urban Other
58	TN Draft STIP 2011-2014	SR 29 (U.S. 27)	Widening	Programmed	Bridge over TN River			U.S. Highway	6	Widen 4-In to 6-In with auxiliary lanes Olgiate Bridge over Tennessee River (widening)	2013.00	\$15,000,000.00	112584.00	CONST	8,500,000	Hamilton	Urban Other
59	TN Draft STIP 2011-2014	SR 29/U.S. 27	Widening	Programmed	SR 61	North of SR 328	5.1	U.S. Highway	4	Widen 2-In to 4-In hpp ID# tn032,(section 1602-tea21) - SR 61 to north of SR 328	2011.00	\$54,725,000.00	101411.01	ROW(ADD)	724,190	Roane- Morgan	Rural Other
60	TN Draft STIP 2011-2014	SR 29/U.S. 27	New Construction	Programmed	North of Wolf Creek Road	Old U.S. 27 at Robbins	3.7	U.S. Highway	2	Construct new and reconstruct 2-In on 4-In row hpp ID # 11 - north of Wolf Creek Road to old U.S. 27 at Robbins	2013.00	\$34,150,000.00	101414.00	CONST	24,000,000	Scott	Rural Other
61	TN Draft STIP 2011-2014	SR 29/ U.S. 27	New Construction	Programmed	North of Wolf Creek Road	Old U.S. 27 at Robbins	3.7	U.S. Highway	2	Construct new and reconstruct 2-In on 4-In row hpp ID # 11 - north of Wolf Creek Road to old U.S. 27 at Robbins	2013.00	\$34,150,000.00	101414.00	ROW	4,000,600	Scott	Rural Other

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Line Item	Project Cost	Source ID	Phase	Phase Cost	County	Category
62	TN Draft STIP 2011-2014	SR 29/U.S. 27	New Construction	Programmed	North of Wolf Creek Road	Old U.S. 27 at Robbins	3.7	U.S. Highway	2	Construct new and reconstruct 2-In on 4-In row hpp ID # 11 - north of Wolf Creek Road to old U.S. 27 at Robbins	2013.00	\$34,150,000.00	101414.00	ROW	5,399,400	Scott	Rural Other
63	TN Draft STIP 2011-2014	SR 29/U.S. 27	Widening	Programmed	North of Westminster Road (Ray Cross Road)	SR 62 in Wartburg	4.9	U.S. Highway	4	Widen 2 In to 4 In hpp ID# tn040, section 1602-TEA21 north of Westminster Road (Ray Cross Road) to SR 62 in Wartburg	2012.00	\$47,766,000.00	101411.03	ROW	16,800,000	Morgan	Rural Other
64	TN Draft STIP 2011-2014	SR 29/U.S. 27	Widening	Programmed	North of Westminster Road (Ray Cross Road)	SR 62 in Wartburg	4.9	U.S. Highway	4	Widen 2 In to 4 In hpp ID# TN040, Section 1602-TEA21 north of Westminster Road (Ray Cross Road) to SR 62 in Wartburg	2012.00	\$47,766,000.00	101411.03	ROW	1,083,093	Morgan	Rural Other
65	TN Draft STIP 2011-2014	SR 40/U.S. 64	New Construction	Programmed	West of Ocoee River	SR 68 in Ducktown	23.3	U.S. Highway		Construct new roadway west of Ocoee River to SR 68 in Ducktown	2011.00	\$1,000,000,000.00	102420.08	PE-N (ADD)	10,000,000	Polk	Rural Other
66	TN Draft STIP 2011-2014	SR 40/ U.S. 64	New Construction	Programmed	West of Ocoee River	SR 68 in Ducktown	23.3	U.S. Highway		Construct new roadway west of Ocoee River to SR 68 in Ducktown	2011.00	\$1,000,000,000.00	102420.08	PE-D	16,000,000	Polk	Rural Other
67	TN Draft STIP 2011-2014	SR 5/U.S. 45 W	Widening	Programmed	Campbell Road	U.S. 51 (SR 3) in Union City	2.7	U.S. Highway	4	Widen 2-In to 4-In and 4-In on new location Allie Campbell Road to SR 3 (U.S. 51) in Union City	2011.00	\$17,449,480.00	101888.00	ROW	2,550,000	Obion	Rural Other
68	TN Draft STIP 2011-2014	SR 54/U.S. 64 1	Widening	Programmed	Rison Street	Near Smith Road	2.5	U.S. Highway	5	Widen 2 In to 5 In near Rison Street to near Smith Road	2011.00	\$23,073,680.00	101886.01	ROW	7,500,000	Henry	Rural Other
69	TN Draft STIP 2011-2014	SR 54/U.S. 64 1	Widening	Programmed	Rison Street	Near Smith Road	2.5	U.S. Highway	5	Widen 2 In to 5 In near Rison Street to near Smith Road	2012.00	\$23,073,680.00	101886.01	CONST	14,773,680	Henry	Rural Other
70	TN Draft STIP 2011-2014	SR 66 REL	New Construction	Programmed	SR 160 in Morristown	I-81 @SR 341	5.0	State Route	4/5	Construct new 5/4 In hpp ID # 2708 SR 160 in Morristown to I-81 @ SR 341	2011.00	\$66,755,000.00	100248.00	ROW	1,799,799	Hamblen, Jefferson	Rural Other
71	TN Draft STIP 2011-2014	SR 66 REL	New Construction	Programmed	SR 160 in Morristown	I-81 @SR 341	5.0	State Route	4/5	Construct new 5/4 In hpp ID # 2708 SR 160 in Morristown to I-81 @ SR 341	2011.00	\$66,755,000.00	100248.00	ROW	9,700,000	Hamblen, Jefferson	Rural Other
72	TN Draft STIP 2011-2014	SR 76	New Construction	Programmed	Gibson County Line	Snyder/Winston Road	12.5	State Route	4	Construct new 4 In Gibson County Line to Snyder/Winston Road	2011.00	\$120,000,000.00	100326.01	PE-N	1,350,000	Carroll	Rural Other
73	TN Draft STIP 2011-2014	SR 76	New Construction	Programmed	Gibson County Line	Snyder/Winston Road	12.5	State Route	4	Construct new 4 In Gibson County Line to Snyder/Winston Road	2011.00	\$120,000,000.00	100326.01	PE-D	2,450,000	Carroll	Rural Other
74	TN Draft STIP 2011-2014	SR 76/U.S. 79	Widening	Programmed	Five-Lane Section at Dover	Joiner Hollow Road	4.5	U.S. Highway	4/5	Widen 2 In to 4 In 5-lane section @ Dover to Joiner Hollow Road	2011.00	\$28,300,000.00	101269.00	CONST (ADD)	4,500,000	Stewart	Rural Other
75	TN Draft STIP 2011-2014	SR 76/U.S. 79	Widening	Programmed	5 Lane Section at Dover	Joiner Hollow Road	4.5	U.S. Highway	4/5	Widen 2 In to 4 In 5-lane section @ Dover to Joiner Hollow Road	2011.00	\$28,300,000.00	101269.00	ROW(ADD)	1,250,000	Stewart	Rural Other
76	TN Draft STIP 2011-2014	SR 840 South	New Construction	Programmed	West of Leipers Creek Road (SR 46)	West of Carter's Creek Pike (SR 246)	3.2	Urban Limited Access	4	Construct new 4-In west of Leipers Creek Road (SR 46) to west of Carter's Creek Pike (SR 246)	2012.00	\$83,440,000.00	101435.04	PAVE	10,800,000	Williamson	Urban Other
77	TN Draft STIP 2011-2014	SR 840 South	New Construction	Programmed	West of Carter's Creek Pike (SR 246)	West of Columbia Pike (SR 6)	3.1	Urban Limited Access	4	Construct new 4-In west of Carter's Creek Pike (SR 246) to west of Columbia Pike (SR 6)	2012.00	\$82,660,000.00	101435.02	PAVE	10,400,000	Williamson	Urban Other

Table 5.2 Summary of Project and Phase Costs in Tennessee STIP

Category	Project Total			Phases of Projects		
	Number	Cost	Percent Total Cost	Number	Cost	Percent Total Cost
Railroad	1	\$11,200,000	0.37%	2	\$10,800,000	1.56%
Rural Interstate	2	\$93,500,000	3.12%	7	\$1,976,099	0.29%
Rural Other	23	\$1,933,825,431	64.58%	33	\$385,980,762	55.87%
Truck Climbing Lane	7	\$169,105,000	5.65%	14	\$3,010,000	0.44%
Urban Interstate	13	\$537,091,814	17.94%	16	\$192,762,367	27.90%
Urban Other	4	\$249,925,000	8.35%	5	\$96,300,000	13.94%
<b>Total</b>	<b>50</b>	<b>\$2,994,647,245</b>	<b>100.00%</b>	<b>77</b>	<b>\$690,829,228</b>	<b>100.00%</b>

While all of the details for these projects can be found in Table 5.1, several important projects are called out here. First, there are a number of major projects to widen interstates in urban areas (within an MPO boundary). These include:

- **Memphis:** I-40 (#6-7 in Table 5.1) and I-240 (#1-3 in Table 5.1);
- **Nashville:** I-40 (#8-9 in Table 5.1), I-440 (#22-23 in Table 5.1), and I-65 (#24-26 in Table 5.1); and
- **Chattanooga:** I-124/U.S. 27 (#55 in Table 5.1).

Also, the Memphis area contains projects for constructing new portions of I-69 (#34 in Table 5.1) and I-269 (#4-5 in Table 5.1). More background on these new interstates is provided in Section 4.0. Taken together, widening and new construction of interstates in urban areas for these 13 projects sum to a total project cost of \$537 million, representing about 18 percent of the freight relevant projects pulled from the STIP.

There are a few projects in urban areas for non-interstate routes. There are two projects (#76-77 in Table 5.1) listed as part of the construction of SR 840 South, which would construct a new four-lane limited access roadway south of Nashville. More background information on this can be found in Section 4.0. There are three projects (#56-58 in Table 5.1) in Chattanooga to widen U.S. 27 from four to six lanes from I-24 to U.S. 127 (when including the I-124/U.S. 27 project listed above).

The only rural interstate projects included that are not building truck climbing lanes are on I-65 near the Kentucky state line. As part of this project to relocate SR 109 and build a new interchange with I-65, I-65 is being widened a short distance from the new interchange to the Kentucky state line (#27-32 in Table 5.1).

There are a number of truck climbing lane projects included from I-40 (#10-21 in Table 5.1) and I-81 (#35-36 in Table 5.1). These projects typically add a lane in

only one direction (going uphill) for about a mile in length. The seven truck climbing lane projects included sum to about \$169 million in total project cost, representing about six percent of the total costs of selected freight relevant projects from the STIP.

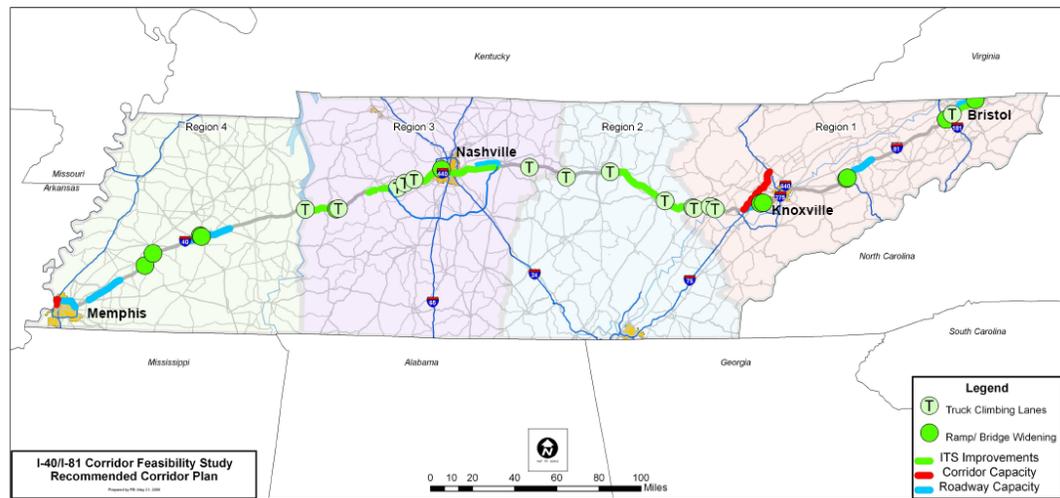
Projects on non-interstates in rural areas represent the largest group in terms of number of projects (23/50) and total project cost (65 percent). These are mainly widening projects with a few new construction projects on U.S. highway that fall on the National Network for Conventional Combination trucks. There are several projects (#45-50 in Table 5.1) on U.S. 64 between Memphis and Chattanooga that continue the goal of improving that entire route as described in Section 4.0. There is one project on U.S. 64 east of Chattanooga where construction of 23 miles of new roadway is planned to provide major improvements for this section of U.S. 64. The total project cost listed for this project is \$1 billion, but this is likely an unrefined number since an environmental impact statement (EIS) is still being conducted for the project and an alternative has not yet been selected. Other U.S. Highway included are U.S. 11W (#37-39 in Table 5.1), U.S. 70 (#41), U.S. 70S (#42), U.S. 127 (#51-54), U.S. 27 (#59-64), U.S. 45W (#67), U.S. 641 (#68-69), and U.S. 79 (#72-75). One project to build SR 66 on a new location near Morristown also is included due to its connections to freight routes on U.S. 25E and I-81 (#70-71 in Table 5.1).

One project that involves railroad relocation is included. This is the new construction of SR 107 in Erwin for 0.3 miles to Industrial Access Drive (#43-44 in Table 5.1). The project description simply notes that railroad relocation is included, but provides no further details. Erwin is located along I-26 and it has a railway that travels into North Carolina.

## **5.2 I-40/I-81 CORRIDOR FEASIBILITY STUDY**

This study was conducted to identify deficiencies and multimodal solutions to address these deficiencies in the I-40/I-81 corridor, which is designated as a strategic statewide corridor. Figure 5.1 shows the locations of the recommended projects from this study. Out of the 43 recommended projects from this study, 25 of them were selected as being relevant to freight. These include projects in the truck climbing lane, roadway capacity, and corridor capacity categories. Projects in the ramp/interchange and ITS categories were not included because they are not considered as projects that add new capacity as defined in Section 2.0. It should be noted that all of these projects are simply recommendations for TDOT to consider, and they are not officially planned or programmed. Since they are only recommendations there is no timing for project completion.

Figure 5.1 I-40/I-81 Corridor Feasibility Study Recommended Projects



There are 15 projects (#1-15 in Table 5.3) to add truck climbing lanes to various portions of I-40 and I-81. These locations are designated by a “T” in Figure 5.1. These projects add an extra lane in one direction (going uphill) and are typically about one mile in length. The estimated cost for all 15 truck climbing lane projects is \$480.2 million.

There are seven projects (#16-18 and 20-23 in Table 5.3) to widen I-40 in various locations. These locations are shown in blue on the map in Figure 5.1. All of these would result in six total lanes, except for one project in Memphis, which would result in eight total lanes. They vary in length from 6 to 19 miles and they sum to a total cost of \$1,475.4 million.

There are three projects to build new roadways to improve capacity in the corridor. These are shown in red in the map in Figure 5.1. The project to build the Knoxville Parkway (SR 475) (#19 in Table 5.3) was included in this study as a recommended project, but TDOT has recently selected the no-build option for this corridor.<sup>5</sup> The estimated cost of \$828.8 million is one of the reasons given for selecting the no-build option. There is a project included to build a connector roadway from downtown Memphis along North 2<sup>nd</sup>/3<sup>rd</sup> Street to the I-40/SR 300 interchange at Exit 3 (#24 in Table 5.3). The estimated cost for the project is \$80.6 million. The final new roadway project included is for a new Mississippi River crossing north of I-40 (#25 in Table 5.3). This construction of a new bridge is estimated to cost \$1,188.5 million.

<sup>5</sup> <http://news.tennesseeanytime.org/node/5462>.

Table 5.3 I-40/I-81 Corridor Feasibility Study

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost	Source ID
1	I-40/I-81 Corridor Feasibility Study	I-81	Widening - Climbing Lane	Recommended	MP 60		1.2	Interstate		I-81 near MP 60/Add EB truck climbing lane (Sullivan County)		\$29,357,000.00	3
2	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 341		1.15	Interstate		I-40 near MP 341/Add WB truck climbing lane (Roane County)		\$35,054,000.00	13
3	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 342		1.11	Interstate		I-40 near MP 342/Add WB truck climbing lane (Roane County)		\$32,660,000.00	14
4	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 350		1.04	Interstate		I-40 near MP 350/Add WB truck climbing lane (Roane County)		\$33,444,000.00	15
5	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 353		0.76	Interstate		I-40 near MP 353/Add EB truck climbing lane (Roane County)		\$15,784,000.00	16
6	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 270		1.71	Interstate		I-40 near MP 270/Add EB truck climbing lane (Putnam County)		\$37,837,000.00	18
7	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 293	MP 297	4	Interstate		I-40 between MP 293-MP 297/Add EB truck climbing lane (Putnam County)		\$104,683,000.00	19
8	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 326		1.02	Interstate		I-40 near MP 326/Add WB truck climbing lane (Cumberland County)		\$16,797,000.00	20
9	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 339		1.3	Interstate		I-40 near MP 339/Add EB truck climbing lane (Cumberland County)		\$27,095,000.00	21
10	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 250		0.56	Interstate		I-40 near MP 250/Add EB truck climbing lane (Smith County)		\$15,739,000.00	29
11	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 189		0.55	Interstate		I-40 near MP 189/Add WB truck climbing lane (Cheatham County)		\$21,576,000.00	30
12	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 186		1.28	Interstate		I-40 near MP 186/Add WB truck climbing lane (Cheatham County)		\$30,106,000.00	31
13	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 180		1.33	Interstate		I-40 near MP 180/Add EB truck climbing lane (Dickson County)		\$28,744,000.00	32
14	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 149		1.1	Interstate		I-40 near MP 149/Add WB truck climbing lane (Hickman County)		\$20,263,000.00	33
15	I-40/I-81 Corridor Feasibility Study	I-40	Widening - Climbing Lane	Recommended	MP 133		1.13	Interstate		I-40 near MP 133/Add WB truck climbing lane (Benton County)		\$31,096,000.00	34
16	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	I-26 (Exit 57)	SR 357 (Exit 63)	6	Interstate	6	I-81 from I-26 (Exit 57) to SR 357 (Exit 63)/Widen to six lanes		\$211,223,000.00	9
17	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	I-40 (Exit 1)	SR 340 (Exit 15)	15	Interstate	6	I-81 from I-40 (Exit 1) to SR 340 (Exit 15)/ Widen to six lanes		\$304,942,000.00	10
18	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	I-75 (Exit 369)	I-140 (Exit 376)	7.6	Interstate	8	I-40 from I-75 (Exit 369) to I-140 (Exit 376)/ Widen to eight lanes		\$183,460,000.00	11
19	I-40/I-81 Corridor Feasibility Study	SR 475 (Knoxville Parkway)	New Construction	Recommended	I-75/I-40	I-75 north of Knoxville				SR 475 (Knoxville Parkway)/Construct new roadway. (Note: TDOT selected the no build option for this project after the source study was completed.)		\$828,821,000.00	12
20	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	Mt. Juliet Road(Exit 226)	SR 840 (Exit 235)	7.8	Interstate	6	I-40 from Mt. Juliet Road(Exit 226) to SR 840 (Exit 235)/ Widen to six lanes		\$66,217,000.00	28
21	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	Lower Brownsville Road(Exit 74)	SR 152 (Exit 93)	19	Interstate	6	I-40 from Lower Brownsville Road(Exit 74) to SR 152 (Exit 93)/ Widen to six lanes		\$345,431,000.00	39
22	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	Germantown (Exit 18)	SR 59 (Exit 35)	17.4	Interstate	6	I-40 from Germantown (Exit 18) to SR 59 (Exit 35)/ Widen to six lanes		\$196,643,000.00	40
23	I-40/I-81 Corridor Feasibility Study	I-40	Widening	Recommended	SR 300 (Exit 3)	Sycamore View Road(Exit 12)	8.5	Interstate	8	I-40 from SR 300 (Exit 3) to Sycamore View Road(Exit 12)/ Widen to eight lanes		\$167,502,000	41
24	I-40/I-81 Corridor Feasibility Study	2nd/3rd St.	New Construction	Recommended	Downtown Memphis	I-40/SR 300 (Exit 3)				North 2 <sup>nd</sup> /3 <sup>rd</sup> St Connector from Downtown Memphis to I-40/SR 300 (Exit 3)/ Construct new roadway		\$80,605,000	42
25	I-40/I-81 Corridor Feasibility Study	New Bridge across Mississippi River	New Construction	Recommended	North of Existing I-40					New Mississippi River Crossing north of existing I-40/ Construct new bridge		\$1,188,471,000	43

### **5.3 I-75 CORRIDOR FEASIBILITY STUDY**

Similar to the I-40/I-81 Corridor Feasibility Study, this study was conducted to identify deficiencies and multimodal solutions to address these deficiencies in the I-75 corridor. Figure 5.2 shows the locations of the recommended projects from this study. Out of the 38 recommended projects from this study, 19 of them were selected as being relevant to freight. These include projects in the truck climbing lane, roadway capacity, and parallel route improvements categories. Projects in the geometric improvements and ITS categories were not included because they are not considered as projects that add new capacity as defined in Section 2.0. It should be noted that all of these projects are simply recommendations for TDOT to consider, and they are not officially planned or programmed. Since they are only recommendations the only timing provided is three broad categories: by 2015, by 2020, and by 2030.



Table 5.4 I-75 Corridor Feasibility Study

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost	Source ID
1	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening-Climbing Lane	Planned	Mile Post 412.7	mile post 143.8	1.1			Construct a Truck Climbing Lane from mile post 142.7 to mile post 143.8	by 2015	\$4,605,000.00	34
2	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening-Climbing Lane	Recommended	Mile Post 129.0	mile post 130.1	1.1	Interstate		Construct a Truck Climbing Lane from mile post 129.0 to 130.1	by 2020	\$14,115,000.00	31
3	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening-Climbing Lane	Recommended	Mile Post 155.0	mile post 157.5	2.5	Interstate		Construct at Truck Climbing Lane from mile post 155.0 to mile post 157.5	by 2020	\$12,400,000.00	36
4	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening-Climbing Lane	Recommended	Mile Post 131.3	milepost 132.3	1	Interstate		Construct a Truck Climbing Lane from mile post 131.3 to mile post 132.3	by 2030	\$4,110,000.00	32
5	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening-Climbing Lane	Recommended	Mile Post 16.7	milepost 17.7	1	Interstate		Construct a Truck Climbing Lane from mile post 16.7 to mile post 17.7	by 2030	\$13,715,000.00	7
6	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Pond Creek Road (SR 323)	I-40/I-75 Junction	15.3	Interstate	6	Widen I-75 from four to six lanes from Pond Creek Road (SR 323) to the I-40/I-75 Junction	by 2020	\$176,775,000.00	11
7	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	SR 68	Oakland Road (SR 322)	1.6	Interstate	6	Widen I-75 from 4 lanes to six lanes from SR 68 to Oakland Road (SR 322)	by 2020	\$5,985,000.00	10
8	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	North of U.S. 64	U.S. 74	8.6	Interstate	6	Widen I-75 from 4 lanes to six lanes from north of U.S. 64 to U.S. 74	by 2020	\$82,525,000.00	5
9	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	I-40/I-75 East	Pellissippi Pkwy (SR 162)	9.2	Interstate	8	Widen I-75 from six to eight lanes plus 2 auxiliary lanes from the I-40/I-75 east to Pellissippi Pkwy (SR 162)	by 2020	\$241,580,000.00	13
10	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Emory Road (SR 131)	Raccoon Valley Road (SR 170)	4.7	Interstate	6	Widen I-75 from four to six lanes from Emory Road (SR 131) to Raccoon Valley Road (SR 170)	by 2020	\$82,885,000.00	22
11	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Raccoon Valley Road(SR 170)	Andersonville Hwy (SR 61)	5.6	Interstate	6	Widen I-75 from four to six lanes from Raccoon Valley Road (SR 170) to Andersonville Hwy (SR 61)	by 2020	\$68,160,000.00	25
12	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Andersonville Hwy	Cherry Bottom Road (SR 116)	6.5	Interstate		Widen I-75 from Andersonville Highway to Cherry Bottom Road (SR 116)	by 2020	\$111,900,000.00	27
13	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Georgia State Line	Riggold Road	0.6	Interstate	8	Widen I-75 from six to eight lanes from the Georgia State Line to Ringgold Road	by 2030	\$13,400,000.00	1
14	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Cherry Bottom Road (SR 116)	Campbell County	0.6	Interstate	6	Widen I-75 from four to six lanes from Cherry Bottom Road (SR 116) to Campbell County	by 2030	\$11,115,000.00	28
15	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	I-75	Widening	Recommended	Anderson County	SR 63 (U.S. 25W)	4.6	Interstate	6	Widen I-75 from four to six lanes from Anderson County to SR 63 (U.S. 25W)	by 2030	\$74,300,000.00	30
16	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	Chattanooga Parkway	New Construction	Recommended	I-75 in Georgia	I-75 at the Hamilton/Bradley County Line		Interstate		Construct a new 4 lane fully access-controlled facility from I-75 in Georgia to I-75 at the Hamilton/Bradley County Line	by 2030	\$413,205,000.00	4
17	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	SR 162 and SR 62	Widening Parallel Routes	Recommended	Dutchtown Road	Edgemoor Road (SR 170)	6	Interstate		Add auxiliary lanes between interchanges and access control as necessary from Dutchtown Road to Edgemoor Road (SR 170)	by 2030	\$39,132,000	17
18	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	SR 131, Ball Camp Pk, Schaad Road, Callahan Drive	Widening Parallel Routes	Recommended	Various	Various		Interstate		Widen SR 131 from SR 162 to Middlebrook Pike and construct a new 800 foot connector route to Ball Camp Pike. Widen Ball Camp Pike from 2 to 4 lanes from Middlebrook Pike to Ball Road. Widen Ball Road from Ball Camp Pike to SR 62. Widen SR 62 from Ball Road to Schaad Road. Widen Schaad Road from SR 62 to Pleasant Ridge Road. Widen existing Callahan Drive from 4 lane divided/5 lanes to six lanes and 7 lanes from Pleasant Ridge Road to I-75.	by 2030	\$87,550,000	18
19	TDOT I-75 Corridor Feasibility Study Project Priorities-A Corridor Plan	SR 170	Widening Parallel Routes	Recommended	SR 62	I-75		Interstate		Widen SR 170 from two to four lanes from SR 62 to I-75.	by 2030	\$117,325,000.00	24

There are 10 projects (#6-15 in Table 5.4) to widen I-75 in various locations. These locations are shown in blue on the map in Figure 5.2. These projects vary in length from 0.6 to 15.3 miles and they sum to a total cost of \$868.6 million.

There are is one project to build a new roadways to improve capacity in the corridor. It is shown as a dotted red line in Figure 5.2. This project is to construct a new four-lane fully access controlled facility from I-75 in Georgia to I-75 at the Hamilton/Bradley County line in Tennessee (#16 in Table 5.4). This is estimated to cost \$413 million.

There are three projects to improve parallel route capacity through widening (#17-19 in Table 5.4). These all occur in the Knoxville area and are shown in red in the map in Figure 5.2. These sum to a total cost of \$244 million.

## 5.4 TDOT WATERWAY ASSESSMENT STUDY

There are no formally planned or programmed projects for waterways in Tennessee; however, Phase II of the Waterway Assessment Study identified capital needs of Tennessee's four public waterway ports. Two of the ports are located on the Mississippi River and two are on the Tennessee River. The four public ports have various capital needs, such as roadways, railroads, dock facilities, dredging, crane replacement, and warehouse/storage facilities. The four public ports are:

- **Port of Cates Landing, Dyersburg, Tennessee** - Located on the Mississippi River in Northwest Tennessee, this is a port still under development. There are seven categories of capital needs listed as #1-7 in Table 5.5 that total to \$49.4 million.
- **Port of Memphis** - Located on the Mississippi River in southwest Tennessee, this is the fourth largest inland port in the United States. This port has five categories of capital needs (#8-12 in Table 5.5) that total to \$31 million.
- **Port of Nickajack, South Pittsburg, Tennessee** - This port is located on the Tennessee River in southeast Tennessee. There are seven categories of capital needs (#13-19 in Table 5.5) that total to \$3.0 million.
- **Centre South Riverport, Chattanooga, Tennessee** - This port is located on the Tennessee River in southeast Tennessee. There are eight categories of capital needs (#20-27 in Table 5.5) that total to \$13 million.

Table 5.5 Waterway Assessment Study

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - Land Acquisition	0-5 Years	\$1,500,000.00
2	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - Port Facility Roads	0-5 Years	\$912,000.00
3	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - Port/Dock Facilities	0-5 Years	\$12,500,000.00
4	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - Port Railroad	0-5 Years	\$3,500,000.00
5	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - TennKenn Railroad Improvements	0-5 Years	\$4,500,000.00
6	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - Gas Line Extension	0-5 Years	\$26,000,000.00
7	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Cates Landing, Dyersburg, Tennessee			Waterway		Port of Cates Landing, Dyersburg, Tennessee - Design, Geotech, Construction Mgmt., Legal	0-5 Years	\$500,000.00
8	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Memphis, Memphis, Tennessee			Waterway		Port of Memphis, Memphis, Tennessee - Expansion of Paul R. Lowry Road in Pidgeon Industrial Park	0-5 Years	\$3,000,000.00
9	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Memphis, Memphis, Tennessee			Waterway		Port of Memphis, Memphis, Tennessee - Extension of Paul R. Lowry Road in Pidgeon Industrial Park	0-5 Years	\$8,000,000.00
10	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Memphis, Memphis, Tennessee			Waterway		Port of Memphis, Memphis, Tennessee - Annual Dredging Funds for Pidgeon Harbor	0-5 Years	\$1,000,000.00
11	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Memphis, Memphis, Tennessee			Waterway		Port of Memphis, Memphis, Tennessee - Expansion of Shelby Drive from Weaver into Pigeon Park	0-5 Years	\$15,000,000.00
12	Tennessee Waterways Assessment Study - Phase II	Mississippi River	Riverport Improvements	Capital Needs	Port of Memphis, Memphis, Tennessee			Waterway		Port of Memphis, Memphis, Tennessee - Pidgeon Harbor Access Road with Utilities	0-5 Years	\$4,000,000.00
13	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Dredging	0-5 Years	\$350,000.00
14	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Crane Replacement	6-10 Years	\$750,000.00
15	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Improvements to existing access road	0-5 Years	\$1,000,000.00
16	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Improve storage areas	6-10 Years	\$250,000.00
17	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Study of widening and straightening State Rte. 156	0-5 Years	\$200,000.00
18	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Preliminary engineering studies	0-5 Years	\$250,000.00
19	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Port of Nickajack, South Pittsburg, Tennessee			Waterway		Port of Nickajack, South Pittsburg, Tennessee - Master planning	0-5 Years	\$175,000.00
20	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Construction of 2nd dock	6-10 Years	\$35,000,000.00
21	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Construction of storage area for 2nd dock	6-10 Years	\$600,000.00
22	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Construction of access road for 2nd dock and storage area	6-10 Years	\$1,100,000.00
23	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Extension of railroad siding to serve 2nd dock and storage area	6-10 Years	\$300,000.00
24	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Construction of Warehouse for storage of weather sensitive cargo	6-10 Years	\$4,750,000.00
25	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Mobile operating equipment for 2nd dock	6-10 Years	\$1,000,000.00
26	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Market assessment and master planning	0-5 Years	\$275,000.00
27	Tennessee Waterways Assessment Study - Phase II	Tennessee River	Riverport Improvements	Capital Needs	Centre South Riverport, Chattanooga, Tennessee			Waterway		Centre South Riverport, Chattanooga, Tennessee - Engineered compact fill for ground buildup	0-5 Years	\$1,500,000.00

## 5.5 TENNESSEE RAIL SYSTEM PLAN

Much of the Tennessee Rail System Plan is focused on studying two alternatives for providing a connection to complete the east-west rail network in Tennessee. There is currently a break in the network between Algood and Oliver Springs. The Basic Freight Rail Connection (#1 in Table 5.6, Figure 5.3 below) completes this link by following a southern route near I-40 and utilizing some existing track. The Planning Horizon Scenario (#2 in Table 5.6, Figure 5.4 below) completes this link by following a northern route largely on new locations, across the Cumberland Plateau, which provides a more direct rail connection between Algood and Oliver Springs. This route appears to be more expensive than the Basic Freight Rail Connection, but it cannot be determined exactly how much more expensive because it includes different termini and improvements for passenger rail service.

Figure 5.3 Basic Freight Rail Connection



Table 5.6 State Rail Plan

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	TN State Rail Plan -Task 11 Recommendations	TN East West Rail Connection - Basic Freight Rail Connection	New Construction/ Track Improvements	Studied	Algood, Tennessee	Oliver Springs, Tennessee	84	Railroad		Primarily follows I-40 on a southern alignment. Follows sections of an existing abandoned rail line, a nonoperational rail line, and existing operational short line track. Requires 46 miles of new construction, 15 miles of track improvement, and 23 miles of existing NS mainline.		\$118,041,839.00
2	TN State Rail Plan -Task 11 Recommendations	TN East West Rail Connection - Planning Horizon Scenario	New Construction/ Track Improvements	Studied	Bristol, Tennessee	Memphis, Tennessee		Railroad		Track and signal improvements for both freight and passenger rail service. For east-west rail connection from Algood to Oliver Springs follows a northern alignment, largely on new locations, across the Cumberland Plateau which provides a more direct rail connection between Algood and Oliver Springs.		\$1,240,989,167.00

Figure 5.4 Planning Horizon Scenario



Other projects were recommended by the Rail System Plan, but detailed information for these are much more limited. Therefore, they are simply listed here and not included in Table 5.6.

- Urban Rail Congestion Relief Projects:
  - Memphis Rail Bypass;
  - Nashville Rail Bypass; and
  - Highway/Rail Mississippi River Bridge (Memphis).
- Intermodal Facilities:
  - Memphis Superterminal;
  - East Tennessee Intermodal Facility; and
  - Nashville Competitive Access Intermodal Facility.
- Bristol to Chattanooga Rail Corridor Improvements for Interstate Freight Diversion (Same as Tennessee East-West Rail Connection between Bristol and Knoxville).
- Industrial Access Rail Spur Development Program.

## 5.6 THE CRESCENT CORRIDOR

The Crescent Corridor is an initiative by Norfolk Southern (NS) to make improvements on a 2,500-mile rail network supporting the supply chain from Memphis and New Orleans to New Jersey. NS is making improvements that will enable it to handle more rail freight traffic. These include straightening curves; adding signals, building passing lanes and double tracks; constructing and expanding terminals; and running more efficient trains. The map in

Figure 5.5 shows that portions of the corridor go through eastern Tennessee including Knoxville and Chattanooga and that another portion of it ends in Memphis, but the connection is made through northern Alabama and Mississippi.

The Crescent Corridor won a TIGER grant from the U.S. DOT for the new Memphis and Birmingham regional intermodal facilities. It won the biggest TIGER grant award at \$105 million, which will be evenly split between the two intermodal facilities.

Figure 5.5 The Crescent Corridor



## 5.7 BNSF LAMAR AVENUE INTERMODAL FACILITY (MEMPHIS)

BNSF recently completed a new intermodal facility in Memphis on Lamar Avenue (U.S. 78) where freight can be transferred between rail and trucks. The 185-acre facility was completed at the end of 2009 for a cost of approximately \$200 million. The facility nearly doubles BNSF's intermodal capacity in Memphis. Since BNSF operates primarily in the western U.S., Memphis is on the eastern edge of its operating area and serves as a point where freight is transferred to other transportation providers.

## 6.0 Review of Tennessee Planned and Programmed MPO Projects

The freight-related projects for each MPOs are consolidated from the MPOs Long-Range Transportation Plans (LRTP), usually of a 30-year horizon, and the short-term Transportation Improvement Programs (TIP), which are usually for a 4-year period. Freight plans also are reviewed for the MPOs where they are available.

### 6.1 BRISTOL MPO

The Bristol regional study area contains areas in both Tennessee and Virginia. It contains a major Federal truck route, Interstate 81, along with state truck routes U.S. 11 and U.S. 421. All of the Federal routes and state routes are available to both cars and trucks, except for the portion of U.S. 11/19 route in Bristol, Virginia. As an objective in the 2030 Long-Range Transportation Plan (LRTP), economic development for the Bristol area is highly freight focused, aiming to improve access to industrial areas and increase accessibility for freight.

Several planned and programmed projects for the MPO reflect such an objective, with a total projected cost of \$121,562,580 over the LRTP horizon. A major truck widening effort along Lee Highway (U.S. 11/19) will occur in two phases, with Phase 1 planned for the 2006-2015 horizon (\$23,666,238), and Phase 2 planned for the 2016-2030 horizon (\$35,167,388). Phase 1 of the project already have moved forward with a programmed widening effort to occur in 2010 at a project cost of \$10,432,063 included in the 2008-2011 Draft TIP. Records 3 to 5 in Table 6.1 shows the Lee Highway widening projects.

Another important project to note is the Anderson Street project (Record 1 in Table 6.1), where a new four-lane bridge is to be constructed over Norfolk Southern Railway in order to reduce vehicle delays induced by trains around Bristol Yard. This project is planned for the years 2006-2015 with a cost of \$6,600,000. A project to construct a four-lane facility with bridge over railroad will connect to the Tri-City Airport is scheduled for the same time period (Record 2 in Table 6.1). This \$17 million project is likely to improve airport accessibility by freight. Additionally, widening efforts along U.S. 421 has been planned for the 2016-2030 time period, to allow for better mobility along truck corridors (Records 6 to 8 in Table 6.1).

Table 6.1 Bristol MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Bristol 2030 LRTP	Anderson Street (U.S. 421 SR 34)	New Construction	Planned	Martin Luther King Jr. Boulevard	Pennsylvania Avenue		U.S. Route	4	Construct new four-lane facility with bridge over railroad mainline and signalization changes	2006-2015	\$6,600,000.00
2	Bristol 2030 LRTP	Hwy 357 (SR 357)	Extension	Planned	Hwy 357 at Tri-Cities Airport	Hwy 11E		State Route	4	Construct new four-lane facility with bridge over railroad mainline and signalization changes	2006-2015	\$17,547,878.00
3	Bristol 2030 LRTP	Lee Hwy (U.S.11/19)	Widening	Planned	Clear Creek Road/Old Airport Road	Majestic Drive (Exit 10 of I-81)		U.S. Route	5	Widen to five lane facility with additional turn lanes at selected locations (Phase 1)	2006-2015	\$23,666,238.00
4	Bristol TIP 2008-2011	Lee Hwy (U.S.11/19)	Widening	Programmed	North Corporate Limits	Majestic Drive (Exit 10 of I-81)	2	U.S. Route	5	Widening to five lanes	2010	\$10,432,063.00
5	Bristol 2030 LRTP	Lee Hwy (U.S.11/19)	Widening	Planned	Majestic Drive (Exit 10 of I-81)	Providence Road/Spring Creek Road (Exit 13 of I 81)		U.S. Route	5	Widen to five-lane facility (Phase 2)	2016-2030	\$35,167,388.00
6	Bristol 2030 LRTP	Pennsylvania Avenue (U.S. 421, SR 34)	Widening, modify traffic facilities	Planned	Anderson Street	Lakeview Street		State Route		Widen Pennsylvania Avenue from Anderson Street to E Cedar Street, construct new facility from E Cedar Street to Lakeview Street to replace Maple Street road shift, modify E Cedar Street Railroad crossing signals to operate with new traffic facilities	2016-2030	\$10,013,800.00
7	Bristol 2030 LRTP	Virginia Avenue/Hwy 421 (U.S. 421, SR 34)	Widening	Planned	Lakeview Street	Hwy 421		State Route	3	Widen to three-lane roadway	2016-2030	\$11,954,375.00
8	Bristol 2030 LRTP	Weaver Pike (SR 358)	Access Improvement/ Realignment	Planned	Edgemont Avenue	Hwy 394		State Route		Install turn lanes and guardrail at selected locations, realign Vance Tank Road to intersection Weaver Pike away from railroad overpass	2016-2030	\$6,180,838.00

## **6.2 CHATTANOOGA HAMILTON COUNTY RPA**

The Chattanooga-Hamilton County RPA sits on the border of Tennessee and Georgia in southeast Tennessee where I-75 and I-24 intersect. While the majority of the RPA is in Tennessee, there also is a section in north Georgia. Routes on the national network for trucks that lie within the RPA include I-75, I-24, I-59, I-124, SR 153, U.S. 27, and U.S. 127. Also, the Tennessee River and several rail lines serve the area.

The current construction of the Volkswagen auto assembly plant and the associated transportation facilities to serve it are among the most important current freight issues in the Chattanooga area. Four projects are planned to serve the new plant, two new roadway projects (#1-2 in Table 6.2) and two widening projects of existing roadways (#3-4 in Table 6.2). These four projects sum to a total cost of about \$48 million.

Other freight-related projects in the region include widening on U.S. 27/I-124 (#5-7 in Table 6.2) and on SR 153 (#10-11 in Table 6.2).

## **6.3 CLARKSVILLE-MONTGOMERY COUNTY RPC**

The Clarksville Urban Area MPO sits on the borders of Tennessee and Kentucky and has experienced tremendously growth recently. Federal truck corridors including I-24, portions of U.S. 41A, portions of U.S. 79, SR 374 and state truck corridors including portions of U.S. 41A, SR 13 and portions of U.S. 79 are located within the MPO boundary. The MPO's long-range plan, the Metropolitan Transportation Plan (MTP) 2035 identifies many freight-related projects that are intended to ensure adequate capacity and connectivity for transporting goods.

All of the planned and programmed projects in the MPO are roadway widening and new roadway construction projects, totaling \$373,123,778. The I-24 widening project costing will over \$148 million is planned to widen 16 miles of the interstate from four to six lanes (Record 10 of Table 6.3). The SR 374 widening project in the MTP are programmed in the 2011-2014 Draft TIP will widen 7.2 miles of SR 374.

## **6.4 CLEVELAND AREA MPO**

The Cleveland Area MPO includes the City of Cleveland and Bradley County, and sits to the east of Chattanooga. Important Federal truck corridors in the area include I-75, U.S. 11, U.S. 64, and SR 311. State truck corridors include U.S. 64P and SR 60. In the 2030 LRTP, several key freight-related projects have been noted for the next 25 years.

Table 6.2 Chattanooga Hamilton County RPA

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost	Source ID
1	Chattanooga 2035 LRTP	SIA Road for VW (Industrial Access Road) in Chattanooga (Hamilton County)	New Roadway	Planned	Enterprise Boulevard/Discovery Drive	SR 58	2.3			Industrial access road for Volkswagen. Note: Utilizing State Industrial Access (SIA) Funds	1/1/2015	\$12,526,658.34	170
2	Chattanooga 2035 LRTP	Enterprise Parkway in Chattanooga (Hamilton County)	New Alignment	Planned	Hickory Valley Road	One mile south of Highway 58	0.6				1/1/2015	\$6,656,867.00	21e
3	Chattanooga 2035 LRTP	Hickory Valley Road in Chattanooga (Hamilton County)	Widening	Planned	Enterprise Parkway Extension	Highway 58	1.1			Widen from 2 to 4 lanes	1/1/2015	\$10,303,595.00	126
4	Chattanooga 2035 LRTP	Hickory Valley Road in Chattanooga (Hamilton County)	Widening	Planned	Standifer Gap Road	Enterprise Parkway	1.4		4	Widen from 2 to 4 lanes	1/1/2025	\$18,452,504.28	116
5	Chattanooga 2035 LRTP	U.S. 27 in Chattanooga (Hamilton County)	Widening	Planned	Manufacturers Road (Olgiate Bridge)	SR 8/U.S. 127/Signal Mountain Boulevard	2.7		8	Widen from four to eight lanes	1/1/2015	\$107,552.12	3
6	Chattanooga 2035 LRTP	U.S. 27/I-124 in Chattanooga (Hamilton County)	Widening	Programmed	I-24	South of Tennessee River	1.5		8	Widen from four to eight lanes	1/1/2015	\$56,795,957.00	88
7	Chattanooga 2035 LRTP	U.S. 27/Olgiate Bridge in Chattanooga (Hamilton County)	Widening	Programmed	Riverfront Parkway	Manufacturer's Road			6	Widen from four to six lanes	1/1/2015	\$8,300,000.00	178
8	Chattanooga 2035 LRTP	I-75 northbound to I-24 westbound lane extension in Chattanooga (Hamilton County)	Interchange Reconstruction	Planned	Beyond Belvoir Road Overpass		2.0		2	From one to two lanes	1/1/2025	\$21,635,250.73	104
9	Chattanooga 2035 LRTP	SR 2/Battlefield Pkwy. in Fort Oglethorpe, Georgia	Widening	Planned	South Cedar Lane	I-75	5.0		6	Widen from four to six lanes	1/1/2035	\$62,973,575.46	35
10	Chattanooga 2035 LRTP	SR 153 in Chattanooga (Hamilton County)	Widening	Planned	Gothard Road	Dayton Boulevard	1.5		6	Widen from four to six lanes	1/1/2035	\$20,226,713.14	55
11	Chattanooga 2035 LRTP	SR 153 in Chattanooga (Hamilton County)	Widening	Planned	SR 319/Hixson Pike	SR 17/SR 58	5.9		6	Widen from four to six lanes	1/1/2035	\$153,542,267.00	67

Table 6.3 Clarksville Montgomery County RPC

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Clarksville Area MPO 2035 Plan	U.S. 41A/SR12 (Ft. Campbell Boulevard)	Widening	Under Development	I-24	CR-1453/Elmo Road	7.7	U.S. Route	4	Modernize-add shoulder, turn lanes, drainage improvements; subset of project U.S. 41A from I-24 to Lovers Lane (begin MP 4.427-ending MP 12.157)		
2	Clarksville MPO TIP 2011-2014	U.S. 41A/SR12 (Ft. Campbell Boulevard)	Widening	Programmed	I-24	CR-1453/Elmo Road	7.7	U.S. Route	4	Modernize-add shoulder, turn lanes, drainage improvements; subset of project U.S. 41A from I-24 to Lovers Lane (begin MP 4.427-ending MP 12.157)	2011-2012	\$25,630,000.00
3	Clarksville Area MPO 2035 Plan	SR 374	New Road	Under Development	SR 149	Dotsonville Road	4.3	State Route	2	Construct new two-lane roadway HPP ID# TN046 (TEA21) SR 149 to Dotsonville Road		
4	Clarksville MPO TIP 2011-2014	SR 374	New Road	Programmed	SR 149	Dotsonville Road	4.3	State Route	2	Construct new two-lane roadway HPP ID# TN046 (TEA21) SR 149 to Dotsonville Road	2011	\$49,875,000.00
5	Clarksville Area MPO 2035 Plan	SR 374	New Road	Under Development	Dotsonville Road	U.S. 79/SR 76 (Dover Road)	2.9	State Route	2	Construct new two-lane HPP ID #TN046 (TEA21) Dotsonville Road to SR 76 (U.S. 79)		
6	Clarksville MPO TIP 2011-2014	SR 374	New Road	Programmed	Dotsonville Road	U.S. 79/SR 76 (Dover Road)	2.9	State Route	2	Construct new two-lane HPP ID #TN046 (TEA21) Dotsonville Road to SR 76 (U.S. 79)	2011-2012	\$14,200,000.00
7	Clarksville Area MPO 2035 Plan	SR 149/13/374	Widening	Under Development	River Road	Zinc Plant Road	3.8	State Route	5	Widen two- to five-lane SR 149/13 River Road to Zinc Plant Road		
8	Clarksville MPO TIP 2011-2014	SR 149/13/374	Widening	Programmed	River Road	Zinc Plant Road	3.8	State Route	5	Widen two- to five-lane SR 149/13 River Road to Zinc Plant Road	2011	\$52,258,000.00
9	Clarksville Area MPO 2035 Plan	SR 13 (Kraft Street)	Widening - PED	Planned	U.S. 41A (Riverside Drive)	U.S. 79 (Wilma Rudolph Boulevard)	1.7	State Route	5	Widen two- to five-lane PED U.S. 41A (Riverside Dr) to U.S. 79 (Wilma Rudolph Boulevard)	2016	\$12,213,529.00
10	Clarksville Area MPO 2035 Plan	I-24	Widening	Planned	KY/TN State Line	SR 374 Extension	16	Interstate	6	Widen four- to six-lane KY/TN State Line to SR 374 Extension	2035	\$148,972,389.00
11	Clarksville Area MPO 2035 Plan	U.S. 79 (Wilma Rudolph Boulevard)	Widening - PED	Planned	SR 13 (Kraft Street)	Dunbar Cave Road	1.6	U.S. Route	7	Widening - PED SR 13 (Kraft Street) to Dunbar Cave Road	2016	\$12,219,679.00
12	Clarksville Area MPO 2035 Plan	U.S. 79 (Wilma Rudolph Boulevard)	Widening - PED	Planned	Dunbar Cave Road	SR 48 (Trenton Road)	1	U.S. Route	7	Widening - PED Dunbar Cave Road to SR 48 (Trenton Road)	2025	\$8,328,722.00
13	Clarksville Area MPO 2035 Plan	U.S. 79 (Wilma Rudolph Boulevard)	Widening - PED	Planned	SR 48 (Trenton Road)	SR 374 (101 <sup>st</sup> Air. Div. Pkwy)	0.8	U.S. Route	7	Widening - PED SR 48 (Trenton Road) to SR 374 (101 <sup>st</sup> Air. Div. Pkwy)	2025	\$6,662,978.00
14	Clarksville Area MPO 2035 Plan	U.S. 41A bypass (Ashland City Road)	Widening - PED	Planned	U.S. 41A/SR 112	SR 13	5.5	U.S. Route	5	Widening - PED U.S. 41A/SR 112 to SR 13	2025	\$42,763,481.00

The I-75 Exit 20 bridge widening and improvement project planned for the 2006-2015 will cost about \$3 million and is specifically planned to accommodate turning tractor trailer traffic (Record 1 in Table 6.4). In addition, a bypass will be constructed that will serve as an alternative truck route into an industrial area and improve conditions on SR 60 and SR 74 (Record 2 in Table 6.4). This project is projected for the 2006-2016 horizon and will cost over \$21 million.

Two groups of widening projects are planned to occur as well. The first is the widening effort of U.S. 11 to a five-lane road that will cost \$20,185,031.93 and is planned for the 2017-2030 time period (Records 3 to 4 in Table 6.4). The other is the widening effort of portions of SR 60 projected for \$90,109,352.81 (Records 5 to 7 in Table 6.4). Over \$42 million dollars is programmed to widen a 2.7-mile section of SR 60 in the 2008-2011 TIP (Record 7 in Table 6.4). These freight-related projects in total will cost \$135,049,264.68.

## **6.5 JACKSON URBAN AREA MPO**

The Jackson/Madison County MPO is situated along I-40 between Memphis and Nashville. Its major truck corridors include I-40, U.S. 45, U.S. 79, U.S. 412, and U.S. 70. In its 2035 LRTP, it stated two goals for improving freight and goods movement, which translates to providing alternative truck routes and consider larger vehicle needs in the design of new roadways.

As such, its list of projects from its LRTP reflects such an objective, as over \$ 60 million of its total projected cost of \$319,321,539.00 will be used to construct the U.S. 45 bypass in the LRTP plan horizon (Record 7-8 in Table 6.5), and over \$125 million will be used to widen U.S. 45. In the 2008-2011 TIP, \$6 million already has been allocated to relocated six lanes of the U.S. 45 bypass route. Another new roadway project will extend from U.S. 45 for 1.3 miles and can act as a potential new truck route (Record 9 in Table 6.5). In addition, a major widening effort for I-40 is scheduled for \$54 million, and a part of that effort already has been programmed for the 2016-2020 project horizon (Records 2 and 3 in Table 6.5, respectively).

Table 6.4 Cleveland Area MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Cleveland 2030 MPO LRTP Projects	I-75 Exit 20 Interchange Bridge and Interchange Improvement	Widening	Planned	Interchange Exit 20	N/A		Interstate		Widen bridge and improve interchange to standard lane widths to accommodate turning tractor trailer traffic	2006-2016	\$3,276,075.00
2	Cleveland 2030 MPO LRTP Projects	Bypass	New Construction	Planned	Old Powerline Road	20 <sup>th</sup> Street		State Route		Create an alternative truck route into an industrial area and improve condition on SR 60 & SR 74	2006-2016	\$21,478,804.94
3	Cleveland 2030 MPO LRTP Projects	U.S. 11/Lee Highway	Widening	Planned	North of Stuart	SR 308		U.S. Route	5	Widen from two lanes with shoulders to five-lane section with shoulders	2017-2030	\$15,464,338.98
4	Cleveland 2030 MPO LRTP Projects	U.S. 11	Widening	Planned	APD 40	Black Fox Road		U.S. Route	5	Widen from two to five lanes with shoulders	2017-2030	\$4,720,692.95
5	Cleveland 2030 MPO LRTP Projects	Georgetown Road (SR 60)	Widening	Planned	Eureka Road	Rabbit Valley Road		State Route	5	Widen from two to five lanes with shoulders	2017-2030	\$10,489,705.31
6	Cleveland 2030 MPO LRTP Projects	Dalton Pike (SR 60)	Widening	Planned	McGrady Drive	Golf Drive		State Route	5	Widen from two to five lanes with curb, gutter, and sidewalk	2006-2011	\$37,019,647.50
7	Cleveland TN MPO TIP Projects	Dalton Pike (SR 60)	Widening	Programmed	Golf Drive	SR 311 (U.S. 64)	2.7	State Route	5	Gof Drive to SR 311 (U.S. 64) (widen 2-lane to 5-lane)	2008	\$42,600,000.00

Table 6.5 Jackson Urban Area MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Jackson TIP 2008-2011	Hollywood Drive (SR 20/U.S. 412)	Widening	Programmed	I-40	Near Miller Avenue	1.4		5	Widen two-lane section to five lanes, add sidewalk and bike lanes to both sides	2009	\$13,500,000.00
2	Jackson TN LRTP 2035	I-40	Widening	Planned	West of Providence Road Interchange	East of Law Road Interchange	25	Interstate	6	Added Travel Lanes - widening to six lanes (within existing ROW)	2035	\$54,000,000.00
3	Jackson TN LRTP 2035	I-40	Widening	Programmed	East of SR 223 I-change	West of U.S. 45 I-change		Interstate			2016-2020	\$12,888,289.00
4	Jackson TN LRTP 2035	U.S. 45 (Highland Avenue)	Widening	Planned	Vann Drive	Wiley Parker Road	0.5	U.S. Route		Replace existing I-40 cloverleaf interchange with single-point urban diamond interchange and widen Highland Avenue to six lanes (limited additional ROW needed)	2010-2015	\$21,312,597.00
5	Jackson TN LRTP 2035	U.S. 45 (Highland Avenue)	Widening	Planned	Martin Luther King Jr Drive	Bolivar Road (SR 18)	3.7	U.S. Route	6	Added Travel Lanes - widening to six lanes	2021-2035	\$107,727,954.00
6	Jackson TN LRTP 2035	U.S. 45 Bypass	Widening	Planned	Old Hickory Blvd	Hollywood Drive	1.1	U.S. Route	6	Widening to six lanes (within existing ROW)	2016-2020	\$19,200,431.00
7	Jackson TN LRTP 2035	U.S. 45 Bypass	New Construction	Planned	West of State Street	Highland Avenue (U.S. 45) at Martin Luther King Drive	1.3	U.S. Route		New Roadway - six-lane divided facility with partial access control	2021-2035	\$60,618,624.00
8	Jackson TIP 2008-2011	U.S. Highway 45 Bypass	New Construction	Programmed	Airways Boulevard	South Highland Avenue (U.S. 45/SR 5)	0.48			Relocate six-lane bypass route	2008	\$5,000,000.00
9	Jackson TN LRTP 2035	Vann Drive Extension	New Roadway	Planned	Highland Avenue (U.S. 45)	Campbell Street	1.3			New roadway - five-lane roadway	2010-2015	\$25,073,644.00

## 6.6 JOHNSON CITY MPO

The Johnson City MPO is one of the tri-city MPOs situated in Northeastern Tennessee. It harbors the Tri-City Regional Airport, and contains I-26 as the main truck corridor. Its 2030 LRTP identifies promoting enhancing the flow of raw materials as a strategy to promote economic growth. While the LRTP lists a list of projects that are important for freight, Table 6.6 lists some of those most significant projects. The most important group of projects is the improvements along I-26, which includes widening, reconstruction, and interchange improvements (Records 1 to 7 in Table 6.6). An interchange modification along I-26 also is scheduled in the draft 2011-1014 TIP (Records 6 in Table 6.6). Additionally, Kingsport Highway (SR 36) is scheduled to have major widening and is scheduled in the TIP at \$26,100,000 for 4.1 miles of widening (Records 8 and 9 in Table 6.6). In total, the important freight-related projects will cost \$150,402,450.

## 6.7 KINGSPORT MPO

The Kingsport MPO area is comprised of several cities and counties in Tennessee and Virginia. While freight movement in Kingsport is intermodal, truck is the primary mode of most freight movements in Tennessee, especially after the closure of the intermodal station in 2007. Major truck corridors include I-26, I-81, I-181, U.S. 23, and U.S. 11W.

The Kingsport 2030 LRTP and 2011-2014 Draft TIP identifies several projects that can impact freight, totaling \$183,412,638.00. The widening of I-26 and I-81 are major projects planned for the near future. Specifically, the widening of I-26 to six lanes includes a southbound truck lane (Record 3 in Table 6.7), and a portion of I-81 is to be reconstruction to include truck lane to accommodate high volumes of truck traffic (Record 4 in Table 6.7). Additionally, over \$11 million is included in the TIP for rail.

Table 6.6 Johnson City MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Johnson City 2030 LRTP	I-26	Widening	Planned	University Parkway	Sullivan County Line	15.3	Interstate	6	Widen from four to six lanes	2026-2030	\$45,500,000.00
2	Johnson City 2030 LRTP	I-26 & SR 354/Boones Creek Road Interchange	Reconstruct	Planned	I-26 & SR 354/Boones Creek Road Interchange			Interstate		Reconstruct interchange-Top Priority	2007-2015	\$9,320,800.00
3	Johnson City 2030 LRTP	I-26 & SR 67	Reconstruct	Planned	I-26 interchange improvements			Interstate		Reconstruct interchange	2007-2015	\$15,000,000.00
4	Johnson City 2030 LRTP	I-26 & SR 75/Suncrest Road/Bobby Hick Hwy Interchange	Reconstruct	Planned	I-26 & SR 75/Suncrest Road/Bobby Hick Hwy Interchange			Interstate		Reconstruct interchange	2007-2015	\$9,709,000.00
5	Johnson City 2030 LRTP	I-26 & SR 91/Main Street/Market Street interchanges	Interchange Improvement	Planned	I-26 interchange improvements			Interstate		TDOT has developed, and is reviewing, alternative design concepts to improve traffic flow at this intersection	2016-2026	\$9,000,000.00
6	Johnson City TIP	I-26 Exit 13	Interchange Modification	Programmed	SR 75 at I-26 (Exit 13)		0.4	Interstate		Interchange modification, SR 75 at I-26 (Exit 13)	2011	\$10,000,000.00
7	Johnson City 2030 LRTP	ITS Project for I-26	ITS Project	Planned	I-26 and Select State Routes in Johnson City		15	Interstate		Install ITS equipment (permanent message signs, cameras, and communications, etc) for traffic management	2007-2015	\$4,800,000.00
8	Johnson City 2030 LRTP	Kingsport Highway (SR 36)	Widening	Planned	Boones Creek Road (SR 354)	Airport Road (SR 75)		State Route	5	Widen from two to five lanes	2030	\$20,000,000.00
9	Johnson City TIP	Kingsport Highway (SR 36)	Widening	Programmed	Boones Creek Road (SR 354)	Airport Road (SR 75)	4.1	State Route	5	Widen from two to five lanes	2011	\$26,100,000.00
10	Johnson City 2030 LRTP	SR 34/Bristol Hwy at Carroll Creek Road	Signalize Intersection	Planned	SR 34/Bristol Hwy at Carroll Creek Road			State Route		Signalize intersection	2007-2015	\$200,000
11	Johnson City 2030 LRTP	SR 34/Market Street	Signalize Intersection	Planned	Hillcrest Drive	Jonesborough city limits		State Route		Signalization and fiber optics upgrades	2007-2015	\$772,650.00

Table 6.7 Kingsport MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Kingsport LRTP	Airport Parkway/State Route 357, South	New Corridor	Planned	Existing SR 357 (Tri-City Airport)	U.S. 19 (Bluff City)		State Route		Construct new four lane with raised median, three lanes near lake. Provides new access to Tri-Cities Airport and I-81	2030	\$114,338,998.00
2	Kingsport LRTP	Interstate 26	New Corridor	Planned	Exit 4	Exit 6		Interstate		Construct New Interchange Near Rock Springs Road and New TN Welcome Center	2030	\$22,867,800.00
3	Kingsport LRTP	Interstate 26	Widening	Planned	Exit 6	Mile Marker 2		Interstate	6	Widening to six lanes. Includes proposed Southbound truck lane	2030	\$11,433,900.00
4	Kingsport LRTP	Interstate 81	Reconstruction	Planned	Mile Marker 60	Exit 63		Interstate		Construct a Truck Lane to Accommodate High Volume of Truck Traffic	2030	\$5,716,950.00
5	Kingsport LRTP	Interstate 81	Widening	Planned	SR36 (Fort Henry Dr)	Tri-Cities Crossing/Exit 56		Interstate	6	Reconstruct to six lanes to accommodate increasing traffic volume	2030	\$17,150,850
6	Kingsport MPO TIP	Rail		Programmed	Kingsport MPO-Rail					Kingsport MPO - Rail	FY 2011-2012	\$11,904,140.00

## **6.8 KNOXVILLE URBAN AREA MPO**

The Knoxville Urban Area MPO sits at the intersection of I-75, I-40, and I-640. Because of its strategic location, trucking plays a primary role in the movement of goods throughout the region. The Knoxville Regional Freight Movement Plan is currently under development.

The lists of projects identified in the LRTP 2034 and 2008-2011 TIP indicates a significant roadway expansion effort along I-40, I-75, I-140 (Pellissippi Parkway) and Alcoa Highway (U.S. 129), totaling \$1,412,896,634. Most notably, the Alcoa Highway new construction and widening consists of a large group of projects totaling \$135,523,396.00 for the year 2011 alone (Records 2 to 5 in Table 6.8). The Alcoa Highway is an important corridor because it effectively connects I-40 with I-140 and therefore can act as an important truck bypass route. A project to construct a new airport access route also will improve accessibility to the airport cargo area (Record 1 in Table 6.8). Perhaps the most expensive project is the programmed I-40, I-275 connector project that will cost \$239 million in 2011 (Record 14 in Table 6.8). For a list of other widening and construction efforts, please refer to Table 6.8.

## **6.9 LAKEWAY AREA MTPO**

The Lakeway Area MTPO is a relatively new MPO in Tennessee, and it states improving multimodal transportation as a goal for its 2034 Draft LRTP. The important truck corridors in Lakeway include I-40, I-81, and U.S. 25E. While the LRTP does not identify too many freight-related projects, the SR 66 project (Record 1 in Table 6.9) is a significant projects that plans to create a new four-lane divided road and relocate part of the existing roadway, costing \$55 million. In addition, the 2008-2011 TIP includes an interchange reconfiguration and widening project that is projected to cost nearly \$30 million between 2008 and 2010.

## **6.10 MEMPHIS MPO**

The Memphis MPO, situated in the southwestern corner of Tennessee and including part of Mississippi, is home to one of the Nation's most important freight hubs. According to the region's 2030 LRTP completed in 2008, Memphis contains 13 intermodal facilities, five Class I railroads, five public port terminals, seven airports and dozens of Federal and State truck routes. Some of the key truck routes in Memphis include I-40, I-240, I-55, U.S. 79, U.S. 51, U.S. 61, U.S. 64, U.S. 78 (Lamar Avenue), and U.S. 72 (Poplar Avenue).

Table 6.8 Knoxville Urban Area MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Knoxville LRTP	Airport Access Road to I-140	New Construction	Planned	Airport Terminus	Pellissippi Pkwy (I-140) (SR 162)				Add new interchange ramps to service airport cargo area	2015-2024	\$20,295,767.00
2	Knoxville 2008-2011 TIP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Programmed	Woodson Drive	North Cherokee Trail	1.6	U.S. Route	6	Widen four- to six-lane	2011	\$30,312,000.00
3	Knoxville 2008-2011 TIP	Alcoa Highway (SR 115) (U.S. 129)	Reconstruct	Programmed	Pellissippi Parkway	South of Little River	3.2	U.S. Route	6	Reconstruction from four to six lanes	2011	\$60,361,520.00
4	Knoxville 2008-2011 TIP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Programmed	Knox/Bount County Line	Maloney Road	2.2	U.S. Route	6	Widen from four to six lanes including pedestrian and bicycle facilities.	2011	\$34,541,480.00
5	Knoxville 2008-2011 TIP	Alcoa Highway (SR 115) (U.S. 129)	New Construction	Programmed	Hall Road south of airport	Proposed interchange serving McGhee Tyson Airport	1.3	U.S. Route	8	Construct new eight lanes	2011	\$10,308,396.00
6	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Planned	Singleton Station Road	Topside Road	1.5	U.S. Route	6	Widen four- to six-lane plus 2 auxiliary lanes	2015-2024	\$44,650,687.00
7	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Planned	Pellissippi Parkway	Singleton Station Road	0.8	U.S. Route	6	Widen four- to six-lane	2015-2024	\$44,650,687.00
8	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Planned	Topside Road	Knox County Line	0.5	U.S. Route	6	Widen four- to six-lane	2015-2024	\$16,526,553.00
9	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	New Construction	Planned	Hall Road	Proposed interchange serving McGhee Tyson Airport	1.3	U.S. Route	8	Construct eight-lane freeway on existing and new alignment	2015-2024	\$25,079,769.00
10	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	New Construction	Planned	Proposed Interchange serving McGhee Tyson Airport	Pellissippi Pkwy	2.4	U.S. Route	8	Construct new eight-lane freeway	2015-2024	\$46,390,324.00
11	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	New Construction	Planned	Pellissippi Parkway	Singleton Station Road	1.4	U.S. Route	8	Construct new eight-lane freeway	2015-2024	\$27,109,346.00
12	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Planned	Maloney Road	Woodson Drive	1.4	U.S. Route	6	Widen four- to six-lane	2009-2014	\$31,648,118.00
13	Knoxville LRTP	Alcoa Highway (SR 115) (U.S. 129)	Widening	Planned	Maloney Road	Blount/Knox County Line	3	U.S. Route	6	Widen four- to six-lane	2009-2014	\$42,605,336.00
14	Knoxville 2008-2011 TIP	I-40, I-275 to Broadway Connector	Widening	Programmed	Broadway Connector at Chery Street	N/A	1.2	Interstate	8	Fifth Avenue/Hall Of Fame Connector, widen four- to eight-lane	2008-2011	\$239,000,000.00
15	Knoxville LRTP	I-40/75	Widening	Planned	I-40/I-75 Interchange	Lovell Road(SR 131) Interchange	6.7		8	Widen six- to eight-lane	2025-2034	\$185,830,714.00
16	Knoxville LRTP	I-40/75/Campbell Station Road Interchange	Reconfigure	Planned	Interchange w/ Campbell Station Road					Reconfigure existing interchange to improve safety and operations	2015-2024	\$50,739,417.00
17	Knoxville LRTP	I-40/75/Watt Road Interchange	Reconfigure	Planned	Watt Road Interchange at I-40/75					Reconfigure existing interchange to improve safety and operations	2015-2024	\$28,993,953.00
18	Knoxville LRTP	I-40/Gov John Sevier Hwy (SR 168)	New Construction	Planned	Gov John Sevier Hwy (SR 168)/ Hammer Road/Oglesby Road area		106			New Interchange	2025-2034	\$51,619,643.00
19	Knoxville LRTP	I-40/I-81 Interchange	New Construction	Planned	I-40/I-81 Interchange					Bridge Replacement I-40/I-81 interchange	2015-2024	\$11,742,551.00
20	Knoxville LRTP	I-40/SR 66 Interchange	New Construction	Planned	I-40/SR 66 Interchange		1.5			Modify interchange to improve capacity including addition of new interstate access ramps	2015-2024	\$28,993,953.00
21	Knoxville LRTP	I-640/I-275/I-75 Interchange	Improvements	Planned	Interchange at I-640 & I-75/I-275		1.4			Interchange improvements to include additional through lanes and I-75 north and southbound ramps	2015-2024	\$36,242,441.00
22	Knoxville LRTP	I-75	Widening	Planned	Emory Road (SR 131)	Raccoon Valley Road (SR 170) Interchange	4.8		6	Widen four- to six-lane	2025-2034	\$158,988,500.00
23	Knoxville LRTP	I-75/Callahan Road Interchange	Reconfigure	Planned	Callahan Road Interchange					Reconfigure existing interchange to improve safety and operations	2015-2024	\$28,993,953.00
24	Knoxville LRTP	I-75/Emory Road (SR 131) Interchange	Reconfigure	Planned	Emory Road (SR 131) Interchange at I-75					Reconfigure existing interchange to improve safety and operations	2015-2024	\$28,993,953.00
25	Knoxville LRTP	I-75/Merchant Dr Interchange	Reconfigure	Planned	Merchant Drive Interchange					Reconfigure existing interchange to improve safety and operations	2015-2024	\$28,993,953.00
26	Knoxville LRTP	I-75/Raccoon Valley Road Interchange	Reconfigure	Planned	Raccoon Valley Road Interchange at I-75					Reconfigure existing interchange to improve safety and operations	2025-2034	\$41,295,714.00
27	Knoxville LRTP	Pellissippi Parkway (SR 162) (I-140)	New Construction	Planned	Old Knoxville Hwy (SR 33)	Lamar Alexander Pkwy (SR 73) (U.S. 321)	8.9	Interstate		Construct new four-lane freeway	2015-2024	\$57,987,906.00

**Table 6.9 Lakeway Area MTPO**

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	LAMTPO 2034 LRTP	SR 66	New Construction	Planned				State Road	4	Relocation of roadway from I-81 at SR 34 to SR 160 in Morristown, New four divided road	2024-	\$55,000,000.00
2	LAMTPO 2008-2011 TIP	I-81	Reconfigure	Programmed	Interchange at SR 32(U.S. 25E)		0.3	Interstate		Modify interchange by adding new S/B on ramp, additional lane on SR 32 NB, redesign of ramp intersections and signalization	2008-2010	\$29,702,960.00

A recently published Memphis Regional Freight Infrastructure Plan (MRFIP) also was reviewed to identify key projects. Because it is a more recent plan than the LRTP, some of its list of recommended projects are likely to supersede the projects in the LRTP. The list of projects recommended serves freight needs in the region through highway, air, rail and water modes.

The most important key recommendation identified in the MRFIP is the improvements along Lamar Corridor (U.S. 78), which is a major freight bottleneck corridor in Memphis. While specific projects has yet to be recommended, Cambridge Systematics is currently studying different options to alleviate congestion on the corridor, including the use of ITS technologies.

The Construction/Completion of I-69/I-269 in Memphis is part of the “NAFTA Superhighway” project to create a direct corridor (I-69) linking Canada and Mexico. The four-lane I-269 will be part of the I-69 system acting as a bypass interstate that drives traffic around the city. Another project involves interchange reconfigurations around the I-40, I-55 junction area, which experiences tremendous freight traffic congestions and contains series of unsafe conditions. Reconfiguring the junction areas is still under study to come up with the best solution to allow for better flow.

The 2008-2011 TIP lists 20 projects, some of which are in the MRFIP with a total cost of \$1,296,079,463. The I-240 widening project recommended in the MRFIP is scheduled in the TIP at a cost of \$38,500,000. The most expensive group of projects is the construction of the new four-lane I-269 mentioned above in Mississippi that costs over \$788 million (Records 13-16 in Table 6.10) and in Tennessee that costs about \$96 million (Records 2 to 3 in Table 6.10). Additionally, construction and modification of I-40 and I-55 over the TIP horizon has a total cost of over \$300 million (Records 4 to 10 in Table 6.10). Widening of U.S. 72 (Poplar Avenue) corresponds with the MRFIP and is projected to cost \$26 million in the TIP timeframe. What is interesting to note is that, the TIP has included \$6,250,000 towards intermodal freight research. Such an allocation of funding indicates the proactive attitude of Memphis MPO to better its freight network, given its importance.

Table 6.10 Memphis MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Memphis MPO - TIP	I-240	Widening	Programmed	I-55	I-40	6	Interstate	8	Widen from six to eight lanes	2008-2009	\$38,500,000.00
2	Memphis MPO - TIP	I-269	New Construction	Programmed	MS State Line	SR 385		Interstate		Construct new four-lane interstate	2009	\$41,058,000.00
3	Memphis MPO - TIP	I-269 (prop)	New Construction	Programmed	North of SR 57	South of Raleigh-Lagrange Road		Interstate		Construct new four lane	2009-2010	\$55,438,000.00
4	Memphis MPO - TIP	I-40	Widening	Programmed	SR 177 (Germantown Road)	SR 205 (Colliersville-Arlington Road)	8	Interstate	6	Widen four lane to six lane	2008	\$76,500,000.00
5	Memphis MPO - TIP	I-40	New Construction	Programmed	Interchange @ I-240 east of Memphis Phase II			Interstate		Construct I-40 flyover ramp	2010	\$31,000,000.00
6	Memphis MPO - TIP	I-40	New Construction	Programmed	Interchange @ SR 196 (Hickory Withe Road)			Interstate		Construct new interchange	2008	\$23,000,000.00
7	Memphis MPO - TIP	I-55	Modification	Programmed	Interchange @ Mallory			Interstate		Modification to include removal of two-loop ramps, replacement of two bridges, widening of one bridge and signalization	2008-2009	\$50,400,000.00
8	Memphis MPO - TIP	I-55		Programmed	relocated SR 304 to Church Road			Interstate		Relocated SR 304 to Church Road GR DR four Lane	2009	\$45,000,000.00
9	Memphis MPO - TIP	I-55		Programmed	Church Road	SR 302		Interstate		Add two lanes Church Road to SR 302	2009	\$35,900,000.00
10	Memphis MPO - TIP	I-55		Programmed	SR 302	Tennessee State Line		Interstate		Add two lanes SR 302 to Tennessee State Line	2008	\$44,962,417.00
11	Memphis MPO - TIP	I-69 (Prop)	New Construction	Programmed	West of U.S. 51	Tipton County Line		Interstate		Construct new four-lane	2008	\$25,000,000.00
12	Memphis MPO - TIP	Milton Wilson Road (North)	New Construction	Planned	CSX Railroad	U.S. Highway 70		U.S. Route		Construct a new five-lane urban section with signalized crossing over CSX Railroad and signalized intersection at U.S. 70	2009	\$1,300,000.00
13	Memphis MPO - TIP	MS-304 (I269)	Pave	Planned	U.S. 61	I-55		Interstate		Pave (This project details the repayment of debt service on \$45,000,000 HELP bond issue for the paving of MS 304/I-69 in MS. The funds listed are derived from a pro-rata share of the total yearly dept service based on mileage in DeSoto County.)	2008-2011	\$73,999,046.00
14	Memphis MPO - TIP	MS-304 (I-269)		Planned	I-55	SR 305		Interstate		GR DR BR Pave four Lane	2009	\$153,000,000.00
15	Memphis MPO - TIP	MS-304 (I-269)		Planned	SR 305	Marshall County Line		Interstate		GR DR BR Pave four Lane	2009	\$121,600,000.00
16	Memphis MPO - TIP	MS-304 (I-269)		Planned	I-55	TN state line in Marshall County		Interstate		GR DR BR Pave four Lane	2008-2011	\$440,000,000.00
17	Memphis MPO - TIP	SR 57/U.S. 72	Widening	Programmed	Miller Farms Road	Dogwood Road in Germantown		U.S. Route	7	Widen five to seven lanes	2009	\$10,000,000.00
18	Memphis MPO - TIP	SR 86/U.S. 72	Widening	Programmed	Quinn Road	SR 67 in Colliersville		U.S. Route	5	Widen two to five lanes	2009	\$20,612,000.00
19	Memphis MPO - TIP	University of Memphis	Freight Research	Planned	University of Memphis					Project will address critical issues affecting the planning, design, and operation of the nation's intermodal freight transportation system with an emphasis on the water, rail, air, and highway freight network of the State of Tennessee and the lower Mississippi River delta region	2008-2009	\$6,250,000.00
20	Memphis MPO - TIP	U.S. 70/SR 205 (Airline Road)	Widening and Improvement	Planned	U.S. 70/SR 205 (Airline Road)			U.S. Route		Widen and improve U.S. 70 for turn lanes and install traffic control signals	2008-2009	\$2,560,000.00

## 6.11 NASHVILLE MPO

The Nashville Area MPO has more than 1.5 million people throughout Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties, and it sits at the intersection of I-40, I-65, and I-24. It is served by many different railroads and intermodal facilities and therefore acts as a major transportation hub in Tennessee. Since 87 percent of commodities going through Nashville is transported on trucks, highways are very important for freight transportation. Other major truck routes include I-440, U.S. 31, U.S. 231, U.S. 41, U.S. 70S, SR 155, and SR 96.

As part of its 2005 LRTP extending to 2030, an important goal is to increase regional mobility through multimodal system to better the movement of people and goods. Because of the importance of the movement of goods, in 2003, Phase I of the Nashville Freight Study was completed that built a foundation to formally integrate freight into the overall MPO planning process. The Study identified many freight projects that should be done by the MPO, and in the LRTP, several projects were included from the Freight Plan that were scheduled to be completed between 2016 and 2025. Phase 2 of the Freight Study will further the efforts of Phase I and help identify long-range freight projects and funding sources. It currently is being completed.

Significant projects that will impact freight are listed in Table 6.11, and includes planned and programmed projects from the LRTP and the 2008-2011 TIP. At a total of \$656,116,152, the most significant group of projects is perhaps the construction of the new four-lane SR 840 that will act as a bypass corridor and connect I-40 and I-65 in Southwestern Nashville. Four portions of the new roadway is scheduled in the TIP with a total cost of 149,945,000 (Records 20-23 in Table 6.11).

Widening of I-24, I-40 and I-65 is planned in the LRTP for the near term. Specifically, a section of I-65 is programmed to be widened in 2008-2011 at a cost of \$84,549,392.00 (Record 7 in Table 6.11) and a portion of I-65/I-24 is scheduled to be widened in the same period at a cost of \$15,918,120. These projects, along with new projects to be identified in Phase 2 of the Freight Study will significantly impact freight movement in Nashville in the near future.

Table 6.11 Nashville MPO

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost
1	Nashville Area LRTP	I-24 W	Widening	Planned	I-65	Old Hickory Boulevard	4	Interstate	6	Widen from four to six lanes I-24 W I-65 to Old Hickory Boulevard	2025	25,000,000.00
2	Nashville Area LRTP	I-24/I-40	Widening	Planned	East and West of Fesslers Lane (I-65 to I-24/I-40 Junction)		2.2	Interstate	12	Widen from 6 to 12 lanes; dual-dual roadway concept; upgrade to full interchange with Fesslers	2016	50,000,000.00
3	Nashville Area LRTP	I-40 E	Widening	Planned	Donelson	Old Hickory	4.3	Interstate	8	Widen from six to eight lanes I-40 E Donelson to Old Hickory	2016	13,500,000.00
4	Nashville Area LRTP	I-40 East	Roadway	Planned	I-24	Donelson Pk	3.2	Interstate	8	Widen I-40 East from six to eight lanes to provide 2 HOV lanes	2016	
5	Nashville Area LRTP	I-40 W	HOV	Planned	U.S. 70S	I-440	7.6	Interstate	8	Widen to eight lanes, two being HOV lanes U.S. 70S to I-440	2016	\$24,900,000.00
6	Nashville Area LRTP	I-40 W	HOV	Planned	I-440	I-65	1.8	Interstate	10	Widen from 6 to 10 lanes, 2 being HOV lanes I-440 to I-65	2025	\$13,700,000.00
7	Nashville Area MPO 2008-2011 TIP	I-65	Road Widening	Programmed	South of SR 840	SR 96 including interchange at SR 248 (Peytonville Road)		Interstate		Road widening South of SR 840 to SR 96 including interchange at SR 248 (Peytonville Road)	2008-2011	\$84,549,392.00
8	Nashville Area LRTP	I-65	Intersection	Planned	McEwen Drive			Interstate		Construct new interchange on I-65 at McEwen Drive	2016	
9	Nashville Area LRTP	I-65	Widening	Planned	SR 840	SR 96	6	Interstate	8	Widen from four to eight lanes SR 840 to SR 96	2016	\$27,230,000.00
10	Nashville Area LRTP	I-65 (Add Bridges)	HOV	Planned	I-40	I-65	2.5	Interstate	8	Widen to eight lanes, 2twobeing HOV lanes	2016	18,000,000.00
11	Nashville Area LRTP	I-65 S	HOV	Planned	I-40	I-440	6.5	Interstate	8	Widen to eight lanes, two being HOV lanes I-40 to I-440	2016	\$17,500,000.00
12	Nashville Area MPO 2008-2011 TIP	I-65/I-24	Widening	Programmed	Trinity Lane	Dickerson Road		Interstate		I-65/I-24 Road widening Trinity Lane to Dickerson Road	2008-2011	\$15,918,120.00
13	Nashville Area LRTP	SR 96	Widening	Planned	SR 252 Wilson Pk	SR 840	6	State Route	4	Widen existing two-lane roadway to 4 lanes SR 252 Wilson Pk to SR840	2016	\$13,000,000.00
14	Nashville Area LRTP	SR 96	Widening	Planned	East of Arno Road	Wilson Pike	6	State Route	4	Widen from two lane to four lane with curb and gutter East of Arno Road to Wilson Pike	2016	\$20,800,000.00
15	Nashville Area LRTP	SR 840	New Roadway	Planned	Bending Chestnut	E of Thompson Station		State Route	4	Construct new four-lane roadway SR 840 Bending Chestnut to E of Thompson Station	2016	
16	Nashville Area LRTP	SR 840	New Roadway	Planned	E of Thompson Sta Road	SR 6		State Route	4	Construct new four-lane roadway SR 840 E of Thompson Sta Road to SR 6	2016	
17	Nashville Area LRTP	SR 840	New Roadway	Planned	SR 100	Bending Chestnut Road	6.5	State Route	4	Construct new four-lane roadway SR 840 SR 100 to Bending Chestnut Road	2016	
18	Nashville Area LRTP	SR 840	New Roadway	Planned	I-40	SR 10/U.S. 231	5.5	State Route	4	Construct new four-lane freeway I-40 to SR 10/U.S. 231	2030	\$140,000,000.00
19	Nashville Area LRTP	SR 840	Intersection	Planned	Beasley Road Ext.			State Route		Construct new interchange on SR 840 at Beasley Road	2016	
20	Nashville Area MPO 2008-2011 TIP	SR 840 South	New Roadway	Programmed	West of Bending Chestnut Road	East of Thompson Station Road		State Route		New roadway SR 840 South West of Bending Chestnut Road to East of Thompson Station Road	2008-2011	\$10,000,000.00
21	Nashville Area MPO 2008-2011 TIP	SR 840 South	New Roadway	Programmed	Southeast of SR 100	West of Bending Chestnut Road		State Route		New roadway SR 840 South Southeast of SR 100 to west of Bending Chestnut Road	2008-2011	\$35,445,000.00
22	Nashville Area MPO 2008-2011 TIP	SR 840 South	New Roadway	Programmed	West Leipers Creek Road (SR 46)	West of Carters Creek Pike (SR 246)		State Route		New roadway SR 840 South - West Leipers Creek Road (SR 46) to west of Carters Creek Pike (SR 246)	2008-2011	\$38,500,000.00
23	Nashville Area MPO 2008-2011 TIP	SR 840 South	New Roadway	Programmed	West of Bending Chestnut Road	West of Leipers Creek Road (SR 46)		State Route		New roadway SR 840 South - West of Bending Chestnut Road to west of Leipers Creek Road (SR 46)	2008-2011	\$66,000,000.00

## 7.0 Review of Multistate Freight-Related Projects

Eight states border Tennessee and share freight-related transportation facilities with it. When considering the future of freight in Tennessee it is important to consider projects programmed and planned in these surrounding states. The Statewide Transportation Improvement Programs (STIP) or similar documents for these state were consulted to find the freight-related projects. In general, only projects that fall within a 25-mile boundary of the Tennessee state line were considered for inclusion in this scan. Planning documents from MPOs that fall within this buffer area also were consulted, and projects from these that do not duplicate those found in the STIPs also are included under the appropriate state.

Two of the states surrounding Tennessee were scanned. Additional states will be scanned before the final report at the direction of TDOT if the format and level of detail presented here is acceptable.

### 7.1 ALABAMA

A number of capacity improvements are programmed for freight routes in northern Alabama near Tennessee. The Five-Year Plan, which covers projects programmed for October 1, 2009 through September 30, 2014, was reviewed to identify relevant projects from the four counties bordering Tennessee (Lauderdale, Limestone, Madison, and Jackson counties). A number of capacity improvement projects on U.S. 43, U.S. 72, U.S. 231, and U.S. 431 were found during the review and are described below.

#### U.S. 43

U.S. 43 connects the Muscle Shoals-Florence, Alabama urban area in northern Alabama to Lawrenceburg, Tennessee where it meets U.S. 64. It then proceeds north to Columbia, Tennessee. The portion of U.S. 43 between Muscle Shoals-Florence, Alabama and Lawrenceburg, Tennessee is on the national network for combination trucks. It also provides an important north-south freight connection between the U.S. 72 (east-west) corridor in northern Alabama and U.S. 64 (east-west) corridor in southern Tennessee. Additionally, it provides a connection to the Florence-Lauderdale County Port on the Tennessee River in northern Alabama.

Five projects (#1-5 in Table 7.1) are listed in the Five-Year Plan that widen U.S. 43 over a 12-mile stretch from U.S. 72 in Killen, Alabama to the Alabama/Tennessee state line. These projects are estimated to cost between \$24.7-\$36.0 million when summed together. They have target start dates between FY 2010 and FY 2014, with the northern sections going up to the Tennessee border occurring in

FY 2014. It also should be noted that a 1.5-mile stretch of U.S. 43/U.S. 72 southwest of Killen, Alabama is planned to be widened from four to six lanes, according to the Shoals Area 2035 LRTP (#6-7 in Table 7.1).

Table 7.1 Alabama

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Timing for Project Completion	Project Cost	Source ID
1	AL Five-Year Plan	U.S. 43 in Lauderdale County	Widening	Programmed	U.S. 43 at Killen	SR 64	5.01			U.S. 43 FR 4 LN @ Killen to SR 64 (Additional Lanes) Base & Pave	FY 2010	\$404,000.00- \$606,000.00	100004266
2	AL Five-Year Plan	U.S. 43 in Lauderdale County	Widening	Programmed	U.S. 43 at Killen	SR 64	5.01			U.S. 43 FR 4 LN @ Killen to SR 64 (Additional Lanes) Base & Pave	FY 2012	\$22,881,000.00- \$34,321,000.00	100004261
3	AL Five-Year Plan	U.S. 43 in Lauderdale County	Widening	Programmed	CR-140	Tennessee State Line	2.34			U.S. 43 Added Lanes FR CR-140 to Tennessee State Line	FY 2014	\$632,000.00- \$948,000.00	1000047450
4	AL Five-Year Plan	U.S. 43 in Lauderdale County	Widening	Programmed	SR 64	CR-140	2.96			U.S. 43 FR SR 64 to CR-140 (Added Lanes) SR 64 to CR-47 Four-Lane Divided CR-47 to CR-140 Five-Lane Section	FY 2014	\$421,000.00- \$631,000.00	100048218
5	AL Five-Year Plan	U.S. 43 in Lauderdale County	Widening	Programmed	CR-140	Tennessee State Line	2.34			U.S. 43 Added Lanes FR CR-140 to Tennessee State Line	FY 2014	\$316,000.00- \$474,000.00	100048219
6	Shoals Area 2035 LRTP	Florence Boulevard (SR 2/U.S. 72/U.S. 43)	Widening	Planned	Indian Springs	East of Harris Road	1.5	Rural Principal Arterial	6	Widen Florence Boulevard (SR 2) from Indian Springs to East of Harris Road	Unknown	\$8,468,312	3
7	AL Five-Year Plan	SR 2 (U.S. 72, Florence Boulevard) in Lauderdale County	Widening	Programmed	CR-30 (Indian Springs Drive)	Shoal Creek Bridge	2.21			SR 2 (U.S. 72, Florence Boulevard) Add Lanes from CR-30 (Indian Springs Drive) to Shoal Creek Bridge	FY 2014	\$2,912,000.00- \$4,368,000.00	100053764
8	AL Five-Year Plan	SR 2 (U.S. 72) in Limestone County	Widening	Programmed	Elk River	1.06 Miles East of CR-47	12.469			Widening SR 2 (U.S. 72) from the Elk River to 1.06 Miles East of CR-47 Near Athens	FY 2014	\$13,896,000.00- \$20,844,000.00	100042484
9	AL Five-Year Plan	SR 2 (U.S. 72) in Limestone County	Widening	Programmed	East of Intersection of CR-528 (Jefferson St)	Beneath CSX Railroad in Athens	0.059			Widening SR 2 (U.S. 72) East of the Intersection of CR-528 (Jefferson Street) to Beneath CSX Railroad in Athens	FY 2010	\$96,000.00- \$144,000.00	100053877
10	AL Five-Year Plan	SR 2 (U.S. 72) in Limestone County	Widening	Programmed	East of CR-528 (Jefferson Street)	Beneath CSX RR Overpass in Athens	0.059			Construct Additional Lanes on SR 2 (U.S. 72) East of CR-528 (Jefferson Street) to Beneath CSX RR Overpass in Athens	FY 2012	\$998,000.00- \$1,498,000.00	100053878
11	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Widening	Programmed	Maysville Road	Shield's Road	1.2			SR 2 (U.S. 72, Corridor V), from Maysville Road to Shield's Road, included split interchange at Morre's Mill and Shield's Road	FY 2010	\$12,114,000.00- \$18,170,000.00	100039055
12	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Widening	Programmed	Maysville Road	Shield's Road	1.2			SR 2 (U.S. 72, Corridor V), from Maysville Road to Shield's Road, included split interchange at Morre's Mill and Shield's Road	FY 2011	\$468,000.00- \$702,000.00	100039056
13	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Widening	Programmed	Maysville Road	Shield's Road	1.2			SR 2 (U.S. 72, Corridor V), from Maysville Road to Shield's Road, included split interchange at Morre's Mill and Shield's Road	FY 2011	\$16,902,000.00- \$25,354,000.00	100039057
14	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Partial Widening	Programmed	East of Mooresmill Road	West of Brock Road	6.58			Resurface and Partial Widening SR 2 (U.S. 72) West from just East of Mooresmill Road (MP102.3) to just West of Brock Road (MP108.61) Bridge Exceptions MP 108.88 to MP 107.95, MP 108.00 to MP 108.07, MP 108.16 to MP 108.33	FY 2010	\$175,000.00- \$263,000.00	100053221
15	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Upgrade Lanes	Programmed	Shield's Road	CR-321 (Doug Hill Road)	3.33			Upgrade Lanes on SR 2 (U.S. 72, Corridor V) from Shield's Road to CR-321 (Doug Hill Road)	FY 2011	\$1,394,000.00- \$2,092,000.00	100009792
16	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Upgrade Lanes	Programmed	Shield's Road	CR-321 (Doug Hill Road)	3.33			Upgrade Lanes on SR 2 (U.S. 72, Corridor V) from Shield's Road to CR-321 (Doug Hill Road)	FY 2011	\$273,000.00- \$409,000.00	100041395
17	AL Five-Year Plan	SR 2 (U.S. 72) in Madison County	Upgrade Lanes	Programmed	Shield's Road	CR-321 (Doug Hill Road)	3.33			Upgrade Lanes on SR 2 (U.S. 72, Corridor V) from Shield's Road to CR-321 (Doug Hill Road)	FY 2012	\$6,473,000.00- \$9,709,000.00	100009788
18	AL Five-Year Plan	SR 1 (U.S. 431) in Madison County	Widening	Programmed	CR-75 (Mastin Lake Road)	North CR-92 (Bob Wade Lane)	4.4			Two-Foot Pavement Widening and Resurfacing SR 1 (U.S. 431) from CR-75 (Mastin Lake Road) (MP 337.49) to North CR-92 (Bob Wade Lane) (MP 341.19), FY 2010 Phase 1	FY 2011	\$1,676,000.00- \$2,514,000.00	100053224
19	AL Five-Year Plan	SR 1 (U.S. 431) in Madison County	Widening	Programmed	CR-75 (Mastin Lake Road)	North CR-92 (Bob Wade Lane)	4.4			Two-Foot Pavement Widening and Resurfacing SR 1 (U.S. 431) from CR-75 (Mastin Lake Road) (MP 337.49) to North CR-92 (Bob Wade Lane) (MP 341.19), FY 2010 Phase 1	FY 2011	\$186,000.00- \$278,000.00	100053224
20	AL Five-Year Plan	SR 53 (U.S. 231) in Madison County	Widening	Programmed	North end of Tenn. River Bridge	CR-225 (Hobbs Island Road)	0.5			Add Lanes on SR 53 (U.S. 231) from North End of Tenn. River Bridge to CR-225 (Hobbs Island Road)	FY 2014	\$105,000.00- \$157,000.00	100039008

## **U.S. 72**

U.S. 72 is an east-west major highway in northern Alabama that parallels U.S. 64 in southern Tennessee and is generally located along the Tennessee River within 10-25 miles of the Tennessee border. From east to west it connects Muscle Shoals-Florence, Athens, Huntsville, Alabama and then heads northeast to cross into Tennessee where it connects to I-24 in Kimball, Tennessee west of Chattanooga. U.S. 72 is on the national network for combination trucks and connects a number of intermodal facilities in the cities mentioned above, which are often ports on the Tennessee River. The connection to I-24 in Tennessee provides access to Chattanooga and all other parts of Tennessee via the Interstate system.

There are several areas on U.S. 72 in northern Alabama where widening projects are programmed. The first (#8 in Table 7.1) is a 12.5-mile stretch between Florence and Athens starting at the Elk River and heading east, but stopping outside of Athens. In Athens, there is a short segment of U.S. 72 beneath the CSX railroad overpass that narrows from five down to four lanes. There is a project (#9-10 in Table 7.1) programmed to widen this. The other main area is east of Huntsville, Alabama where U.S. 72 meets I-565. Seven projects (#11-17 in Table 7.1) are listed along an 8-mile stretch in this area, which are upgrading and widening U.S. 72 and installing interchanges to apparently extend the I-565 limited access corridor.

## **U.S. 231/U.S. 431**

U.S. 231/U.S. 431 connects the Huntsville in northern Alabama to Fayetteville in southern Tennessee where it meets U.S. 64. U.S. 231 then proceeds north through Tennessee to Shelbyville, I-24, Murfreesboro, Lebanon, and all the way to the Kentucky border. South of Huntsville, Alabama the two highways split with U.S. 431 going to the southeast and U.S. 231 going directly south. All of U.S. 231 in Tennessee is on the national network for combination trucks and both U.S. 231 and U.S. 431 are on the network in northern Alabama until a significant distance south of Huntsville. U.S. 231/U.S. 431 provides an important north-south freight connection between the U.S. 72 (east-west) corridor in northern Alabama and U.S. 64 (east-west) corridor in southern Tennessee. Additionally, since this route parallels I-65 to the east it provides an alternative freight route. Finally, it also provides connections to several intermodal facilities in the Huntsville area and in southern Tennessee.

Two areas of this corridor in northern Alabama have projects programmed. One will provide two-foot pavement widening and resurfacing on a 4.4-mile stretch in the Huntsville area (#18-19 in Table 7.1). Another will add lanes on a half-mile stretch of U.S. 231 south of Huntsville after it has split from U.S. 431 (#20 in Table 7.1).

## 7.2 MISSISSIPPI

A number of capacity improvements are programmed for freight routes in northern Mississippi near Tennessee. Freight-related projects for Mississippi were pulled from the 2010-2013 Mississippi Statewide Transportation Improvement program for the Northern Commission District. A number of capacity improvement projects on I-69, I-269, U.S. 72, and Mississippi SR 15 were found during the review and are described below.

### I-69

I-69 is a new interstate that is planned to travel through Tennessee, Mississippi, Arkansas, Kentucky, and other states. Further background information can be found in Section 4.0.

Three projects to work on I-69 were identified (#1-3 in Table 7.2). These all involve work on SIU 11, which goes from the proposed Mississippi River bridge crossing at Eutah Landing to Robinsonville, Mississippi. This approximately 100 segment is estimated to cost about \$1,851 million.

### I-269

I-269 is part of the I-69 corridor that provides a bypass around Memphis, Tennessee in SIU 9. The southern portion of the planned I-269 is in Mississippi. More information can be found in Section 4.0.

Three projects to work on I-269 in Mississippi were identified (#4-6 in Table 7.2). These cover an area from U.S. 78 to the Tennessee state lane and together are estimated to cost \$170 million.

Table 7.2 Mississippi

Record	Source	Route	Type	Status	Start Point	End Point	Length (Miles)	Facility Type	Total Number of Lanes (after Completion)	General Description	Fiscal Year	Project Cost	Source ID
1	MS Statewide 2010-2013 TIP	I-69 SIU 11 in Coahoma County	Grade Bridge Pave	Programmed	MS River Bridge Crossing at Benoit	MS 713 near Robinsville	100		4	I-69 SIU 11 Grade Bridge Pave four lanes from MS River Bridge Crossing at Benoit to MS 713 near Robinsville	2010	\$1,851,300,000.00	14200
2	MS Statewide 2010-2013 TIP	I-69 in Tunica County	Grade Bridge Pave 4 Lanes	Programmed	MS River Bridge Crossing at Benoit	MS 713 near Robinsville	30			Grade Bridge Pave four lanes from MS River Bridge Crossing at Benoit to MS 713 near Robinsville	2010	\$1,851,300,000.00	72200
3	MS Statewide 010-2013 TIP	I-69 in Tunica County	Grade Bridge Pave 4 Lanes	Programmed	SR 304	Tunica	14			Grade Bridge Pave four lanes SIU 11 from SR 304 to Tunica	2011-2012	\$1,851,300,000.00	72210
4	MS Statewide 2010-2013 TIP	I-269/MS 304 in Marshall County	Gr Dr Pave	Programmed	SR 302	TN State Line	0.45			Gr Dr Br Pave four lane SR 304/I-269 from SR 302 to Tennessee State Line (including interchange)	2010-2011	\$67,500,000.00	4795
5	MS Statewide 2010-2013 TIP	I-269/MS 304 in Marshall County	Gr Dr Br Pave 4 Lane	Programmed	U.S. 78	SR 302	7.95			Gr Dr Br Pave four lane SR 304/I-269 from U.S. 78 to SR 302	2010-2012	\$61,000,000.00	4796
6	MS Statewide 2010-2013 TIP	I-269/MS 304 in Marshall County	Gr Dr Br Pave 4 Lane	Programmed	SR 302	TN State Line	2.26			Gr Dr Br Pave four lane SR 304/I-269 from SR 302 to Tennessee State Line (including interchange)	2010	\$42,022,000.00	4797
7	MS Statewide 2010-2013 TIP	U.S. 72 in Marshall County	Gr Dr Pave	Programmed	SR 302	TN State Line	4.48			Gr Dr Pave U.S. 72 from 302 to Tennessee State Line	2010-2012	\$35,275,000.00	4752
8	MS Statewide 2010-2013 TIP	MS 15 in Tippah County	Add 2 Lanes	Programmed	NCL of Faulkner	Tenn SL	9.52			Add two Lanes SR 15 from NCL of Falkner to Tenn SI	2010-2013	\$81,080,000.00	70503
9	MS Statewide 2010-2013 TIP	MS 15 in Tippah County	Gr Dr Br Pave	Programmed	1 Mile North of MS 4	North of Faulkner	8.44			Gr Dr Br Pave one mile North of MS 4 to North of Faulkner	2010	\$5,060,417.00	70502
10	MS Statewide 2010-2013 TIP	MS 15 in Union County	Gr Pave Parallel Lanes	Programmed	Seven Miles South of the Tippah CL	TIPPAH CL	7			Gr Pave Parallel Lanes seven miles South of the Tippah CL to Tippah CL	2010-2021	\$95,000,000.00	73500
11	MS Statewide 2010-2013 TIP	MS 15 in Union County	Gr Dr Br	Programmed	Kings Ck South of New Albany	3 Miles South of the Tippah Cl	7.47			Gr Dr Br SR 15 from Kings CK South of New Albany to three miles south of the Tippah Cl	2010	\$44,444,474.00	73499
12	MS Statewide 2010-2013 TIP	MS 15 in Union County	Add 2 Lanes	Programmed	Apd Corr"V" in Pontotoc Co	Kings Creek in Untion Co	12.22			Add 2 Lanes from APD Corr"V" in Pontotoc County to Kings Creek in Union County	2010-2011	\$14,900,000.00	73520
13	MS Statewide 2010-2013 TIP	MS 15 in Pontotoc County	Gr Dr Pave	Programmed	MS 336	MS 76	2.25			Gr Dr Pave MS 15 from MS 336 to MS 76	2010-2012	\$7,000,000.00	58200

## **U.S. 72**

U.S. 72 is an east-west major highway in northern Mississippi that parallels U.S. 64 in southern Tennessee and is generally located within 10 miles of the Tennessee border until it crosses into Tennessee in the northwest part of the state as it heads into Memphis, Tennessee. U.S. 72 is on the national network for combination trucks and connects towns in northern Mississippi and Alabama to Memphis, which has a large number of intermodal facilities, many of which are with the numerous rail lines that intersect there. The connection to I-240 in Memphis provides access to the Interstate system, as will the connection to I-269 once it is built.

There is one project (#7 in Table 7.2) on U.S. 72 in Marshall County to do grading, drainage and paving work from SR 302 for about 4.5 miles to the Tennessee state line. This may be a widening project, but the description makes this unclear. It is estimated to cost about \$32 million and occur between 2010-2012.

## **Mississippi State Route 15**

Mississippi State Route 15 provides another north-south route into Tennessee to the west of U.S. 45 and to the east of I-55. SR 15 in Mississippi is on the national network for combination trucks, but it's connecting road in Tennessee, SR 125, is not. However, due to the large investments that Mississippi is making to widen this highway to four lanes, it is included here to alert TDOT officials.

Six projects (#8-13 in Table 7.2) are programmed over various sections of a 55-mile segment of SR 15 in Tippah, Union, and Pontotoc counties. It is possible that work on SR 15 extends further south into Mississippi, but the TIP for areas further south were not checked. Some of these projects explicitly state that they will add two lanes, while others appear to be preparation work for adding lanes later. The cost of these six projects sum to \$247.5 million. The project that brings four lanes to the Tennessee state line will occur between 2010-2013 and it will widen the road from two to four lanes over a 9.5-mile segment for \$81.1 million.

# 8.0 Recommendations and Conclusions

## 8.1 RECOMMENDATIONS

During the course of this study several observations were made about the sources of data for freight-related projects. These observations identify opportunities to improve these data sources to ease the collection and compilation of data in the future. With some of these improvements it may even be possible to partially automate the selection of freight-relevant projects so that the list created for this report can be continually updated as new projects are planned and programmed or move to the under construction or completed categories.

- **Provide Electronic Spreadsheet or Database Format** – Many listings of transportation projects, such as LRTPs and TIPs are provided in tables found in PDF files. This makes it hard to sort the projects by different criteria used to identify freight-related projects, such as those criteria in Section 2.0.
- **Create On-Line Mapping Application** – One of the difficulties in identifying if a project is freight-related is to know whether the section of roadway falls on a freight network. This is possible to figure out by looking up the termini listed for a project, but an application that automatically displays the project boundaries on a map when the project is selected would speed up this process immensely. Currently, the Kentucky Transportation Cabinet (KYTC) has such an interactive map for their active Six-Year Highway Plan Projects, which can be found at [http://kytcgis.ky.gov/syp\\_active/kytc\\_syp\\_active\\_whereis.htm](http://kytcgis.ky.gov/syp_active/kytc_syp_active_whereis.htm).
- **Separate Out Project Type from Description** – This study found that it is usually necessary to read the project description to figure out the type of project, such as widening or new construction. Creating a separate field for project type with predefined categories would help automate the querying and selection of freight-relevant projects.
- **Incorporate MPO Projects into STIP** – Currently, projects that fall within the boundaries of an urban area MPO are not listed in the STIP, but readers are referred the TIPs of each individual MPO. When compiling freight-related projects for the entire state, this dramatically increases the workload. If TDOT wants to maintain the ability to keep the MPO projects separate, they could simply add a field to the STIP projects that denotes whether or not the project falls within an MPO boundary.

- **List U.S. Highway Numbers under Route** – In several sources consulted the route listed was the state route number instead of the U.S. highway number. This makes it difficult when comparing to the national network for conventional combination trucks, which lists the U.S. highway number first. Listing the U.S. highway number first, with the state route number as a secondary route field would make it easier to determine if a roadway segment falls on the freight network.
- **Include More Information for Completed Projects** – The information provided for completed projects had very few details available. Since it did not have project costs, information on the type of project, length of project, etc. it was not possible to list these projects in the same way as the other projects or to even completely identify them as freight-related projects with great confidence.

## 8.2 CONCLUSIONS

The freight projects selected for this scan show a wide variety of coverage. First, they cover all areas of the state from Memphis in the southwest corner to Bristol in the northeast corner. They cover both urban areas and rural, providing additional capacity through widening and building new roadways in some cases. Oftentimes, the new roadways serve as bypasses to avoid congestion or to provide a faster route around a downtown area. There are projects on both interstates and major U.S. highways and state routes that serve as major freight corridors. Also, the freight-related projects span the course of time from recently completed to under construction, to programmed for the immediate future to planned for the longer term.

The one area where coverage of freight-related projects does not appear to be uniform is between modes. The overwhelming majority of freight-related projects identified through this scan are for roadway projects. There is some activity in planning for future rail and waterway improvements, but the scale of these efforts, which can be measured by the project costs, is small in comparison to the scale of all roadway projects. Also, there were no rail or waterway projects found as completed projects or under construction. Most of the work in these areas appears to be planned for the future.

This scan of freight-related projects and the data compiled in the tables will help Tennessee officials understand the scope of freight-related in their state and surrounding areas. Such an understanding will allow them to evenly allocate their resources for improving freight mobility and provide guidance on areas to address in the future.