



I-75 Corridor Feasibility Study

West Knoxville Library

December 2, 2008

and

Hamilton Branch YMCA

December 4, 2008



TD  T



Meeting Agenda

- Importance of I-75 as a State artery
- Study overview
- Assess Corridor deficiencies
- Next steps
- Future stakeholder involvement opportunities



Purpose of the Meeting

- Explain the purpose of the Study
- Describe the Study progress and identification of deficiencies
- Determine if there are additional deficiencies in the corridor
- Seek input for range of potential solutions



I-75 Importance

- Vital for interstate movement of people and freight
- Major commuting route in urban and rural areas
- Provides access if parallel routes are congested or unavailable
- Vital to the economy of the region



Study Purpose

- Identify and address deficiencies
- Evaluate potential for diversion of freight from truck to rail or other mode
- Consider the impact of multi-modal solutions
 - Increased use of alternative modes
 - Use of dedicated lane facilities



Elements Evaluated

- Congestion and Capacity
- Operations and Maintenance
- Safety
- Freight Movement and Diversion
- Economic Access
- Commuter Patterns
- Transit
- Intermodal Facilities



Study Outcome

- Projects and Strategies for Consideration
- List of short, mid and long-range prioritized projects to address deficiencies



Study Schedule

Task Description														
Months	September 2008	October 2008	November 2008	December 2008	January 2009	February 2009	March 2009	April 2009	May 2009	June 2009	July 2009	August 2009	September 2009	October 2009
Task I: Systems Inventory and Data Collection	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Task II: Assessment of Deficiencies	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Task III: Development Multi-modal Solutions	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Task IV: Prioritize Projects	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Task V: Public Involvement	█	█	█	█	█	█	█	█	█	█	█	█	█	█



Assessment of Deficiencies

- Capacity deficiencies from Statewide Model and urban travel demand models
- Existing capacity constraints based on field observation, stakeholder interviews, and public comment
- Operational deficiencies identified by TDOT and Safety Department Staff



Assessment of Deficiencies (cont.)

- Safety deficiencies based on crash data
- Length of grade and steepness deficiencies from TRIMS data based on AASHTO criteria
- Impact of freight volumes from the Statewide model



Stakeholder Interviews

- Federal Agencies
- State Agencies
- Transit Agencies
- Planning Organizations
- Private Stakeholders
- Class I and Shortline Railroads



Capacity and Congestion

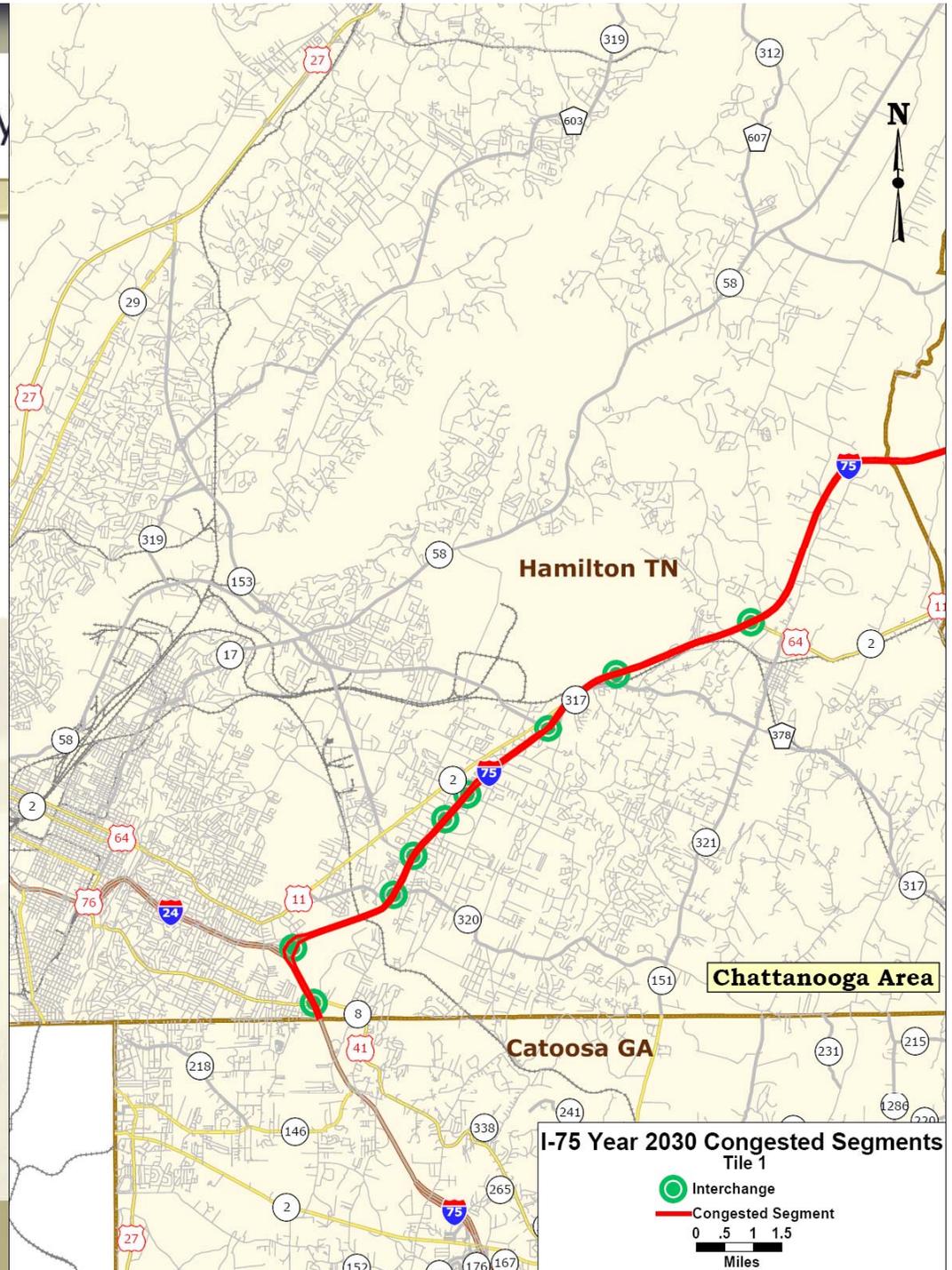
- Methodology used to identify congested segments
 - Travel Demand Model Output
 - Statewide Long Range Transportation Plan
 - Evaluation of Roadway Efficiency System (EVE)



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Capacity and Congestion

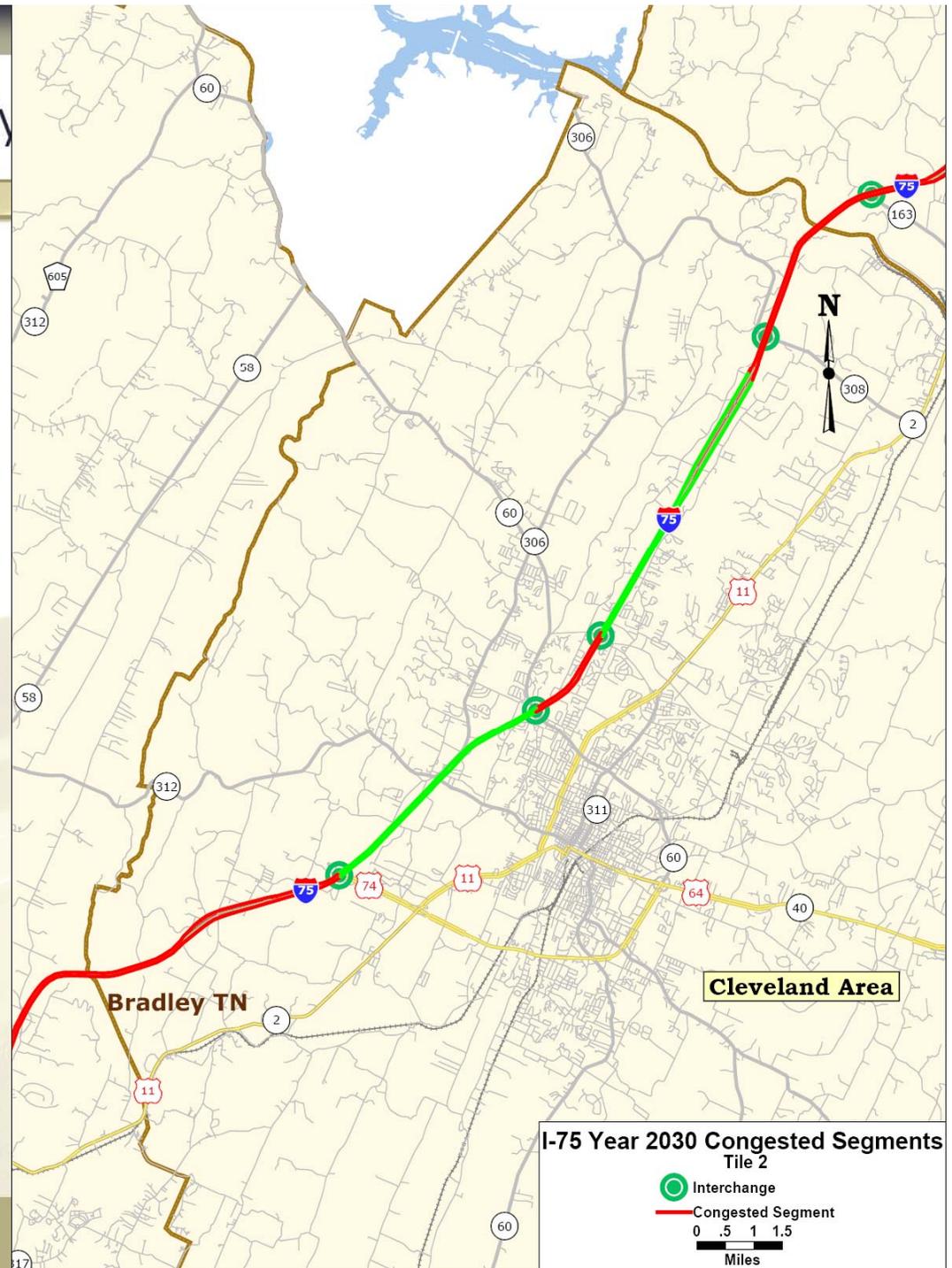
- Chattanooga Region





Capacity and Congestion

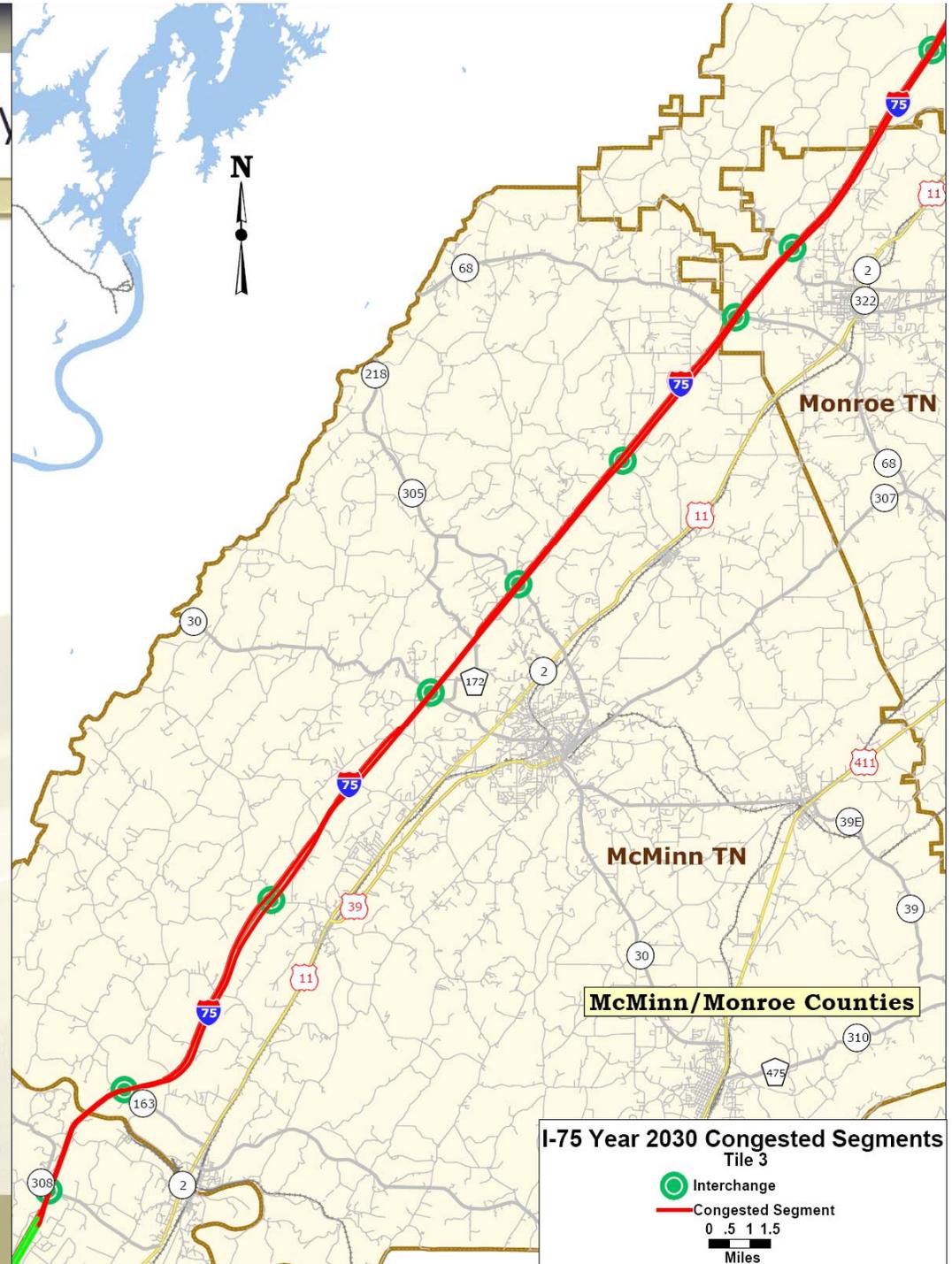
- Cleveland Region





Capacity and Congestion

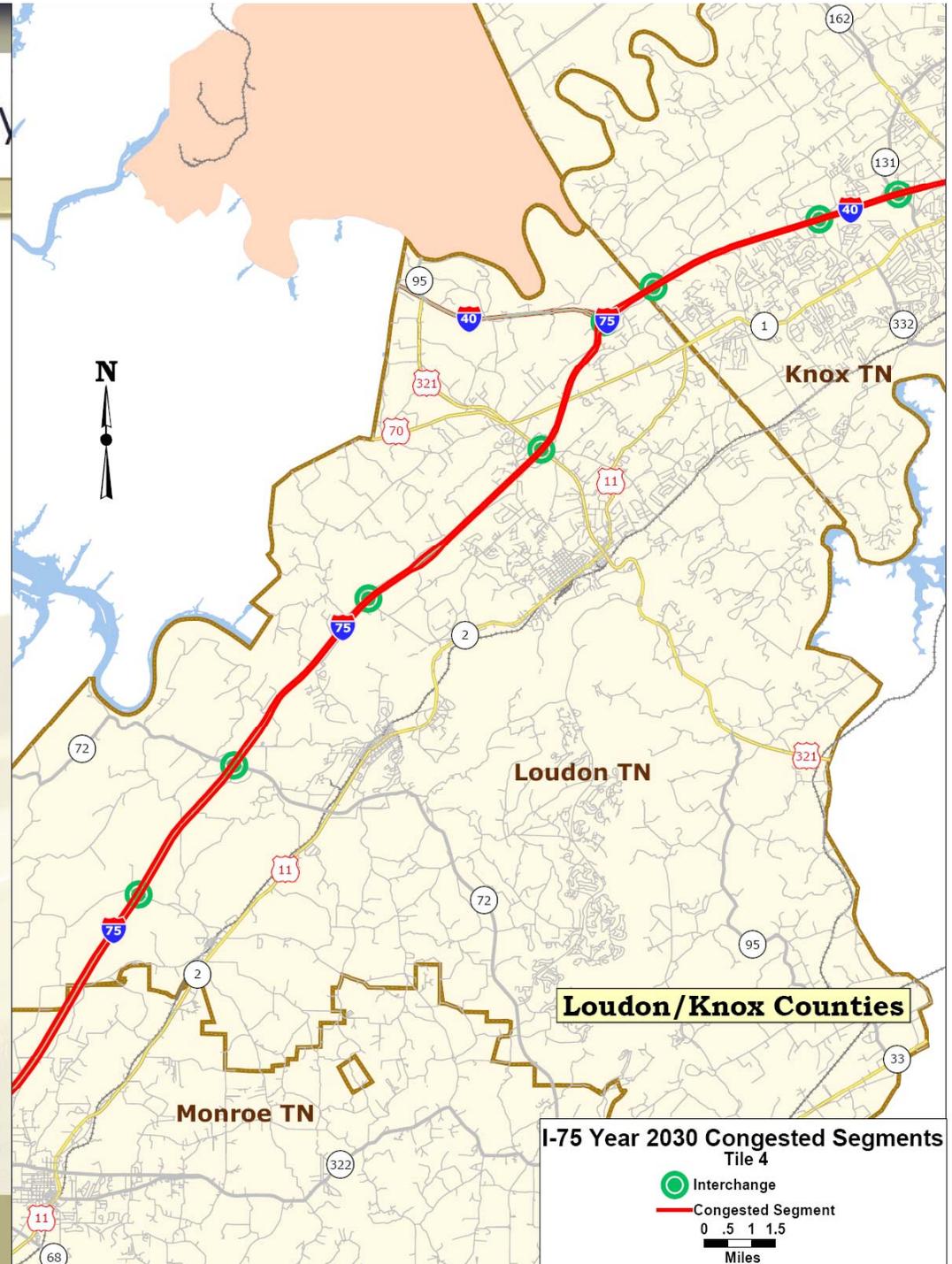
- McMinn and Monroe County





Capacity and Congestion

- Loudon County

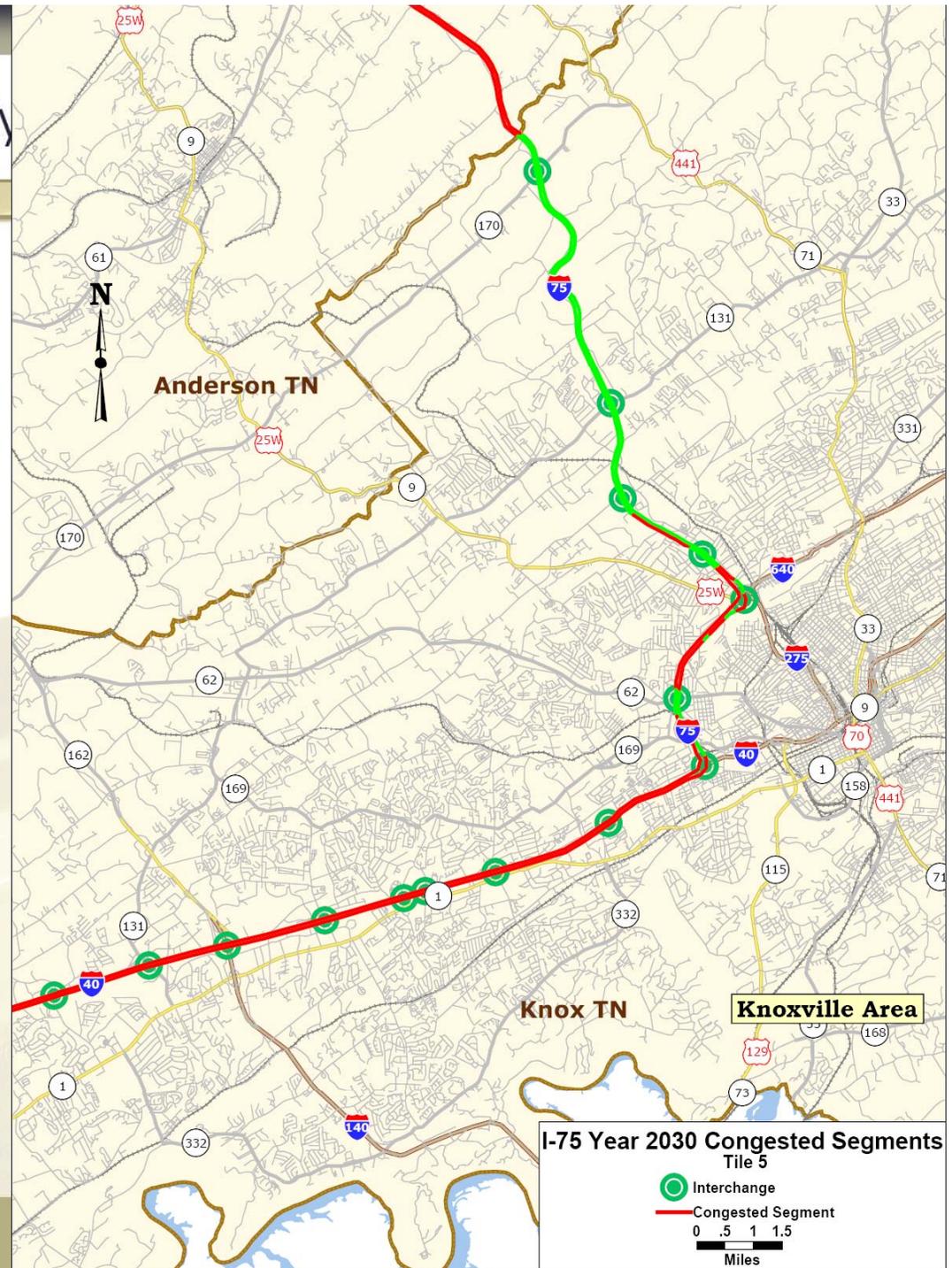




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Capacity and Congestion

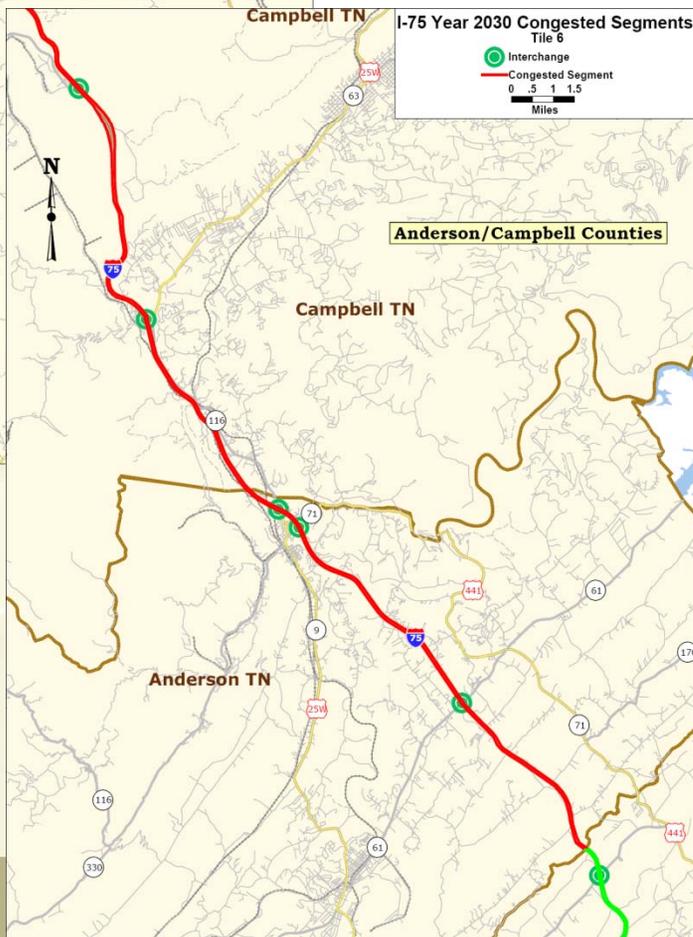
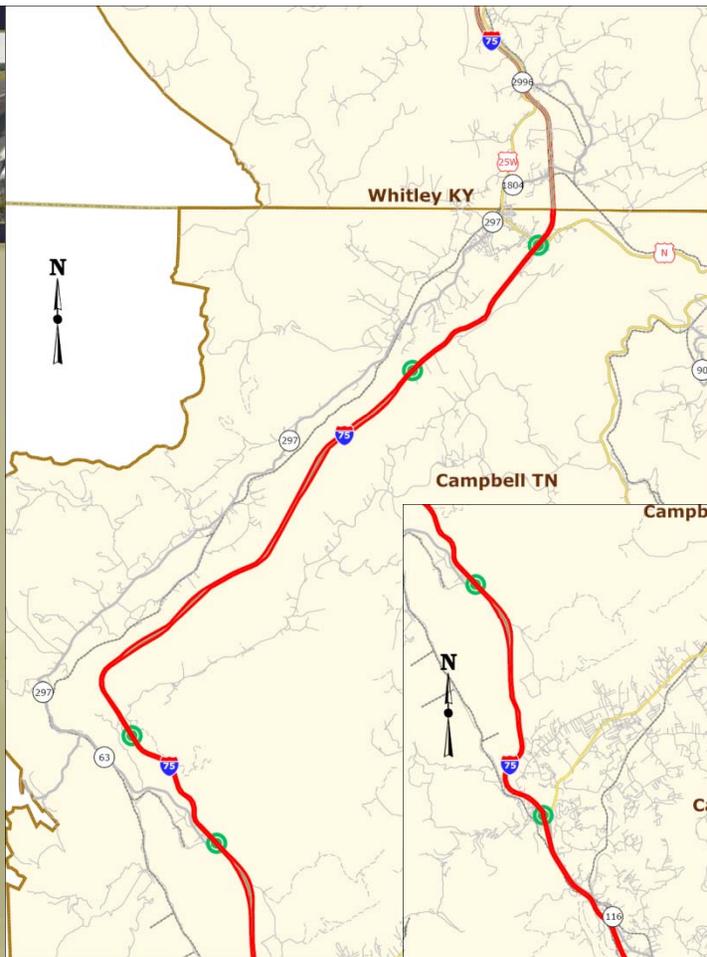
- Knoxville Region



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Capacity and Congestion

- Anderson and Campbell County





Operations and Maintenance

- Intelligent Transportation Systems
 - Traffic Operations and Management Centers
 - Fog Detection System
- TDOT HELP Trucks
- Rock Fall Issues



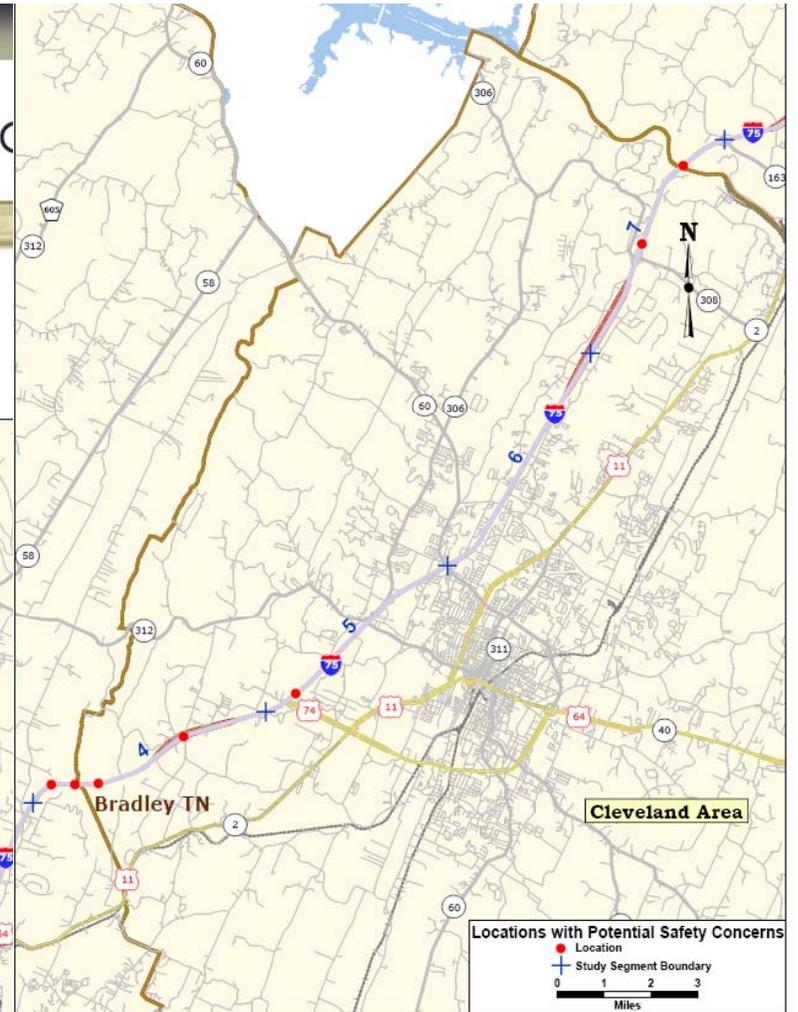
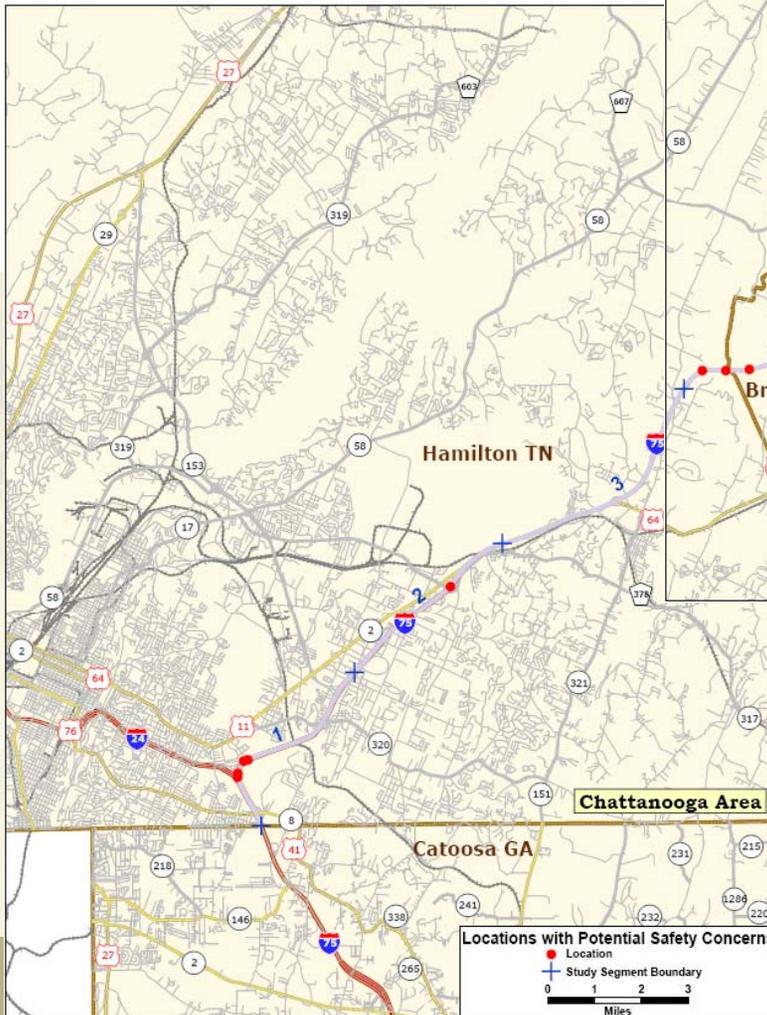
Safety

- Methodology used to identify segments of interest
 - Review of crash data
 - Interviews with Tennessee Department of Safety



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Safety

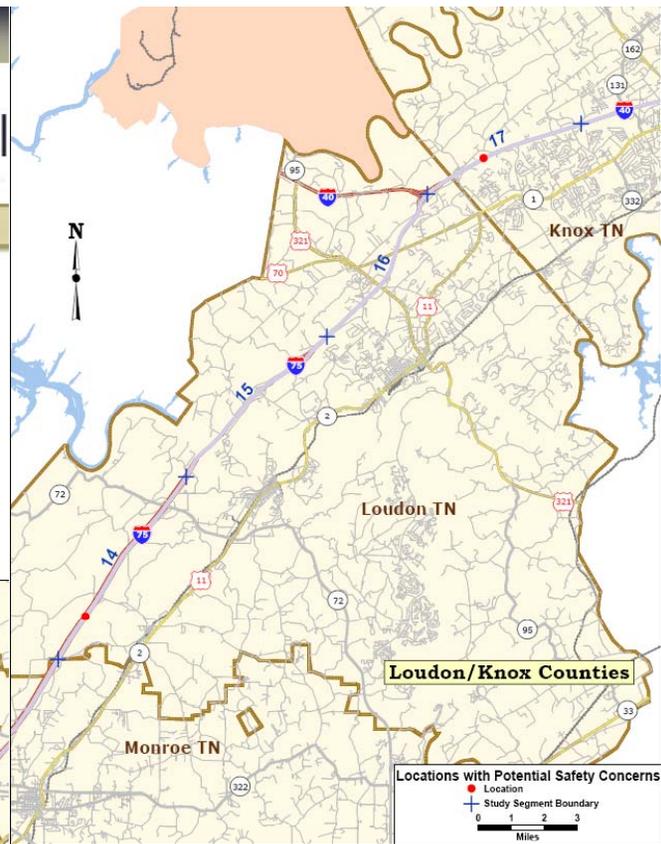
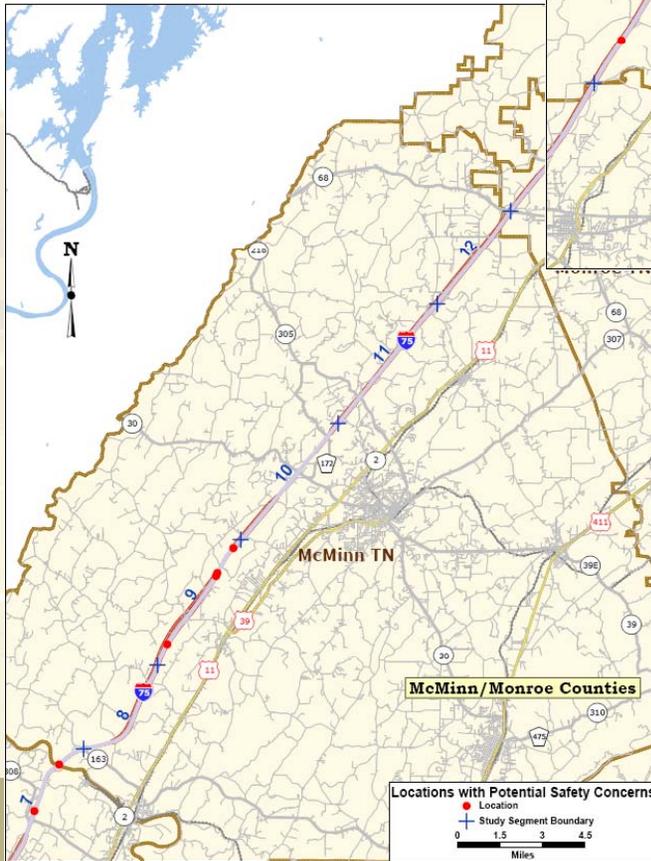


- Chattanooga and Cleveland Region



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Safety

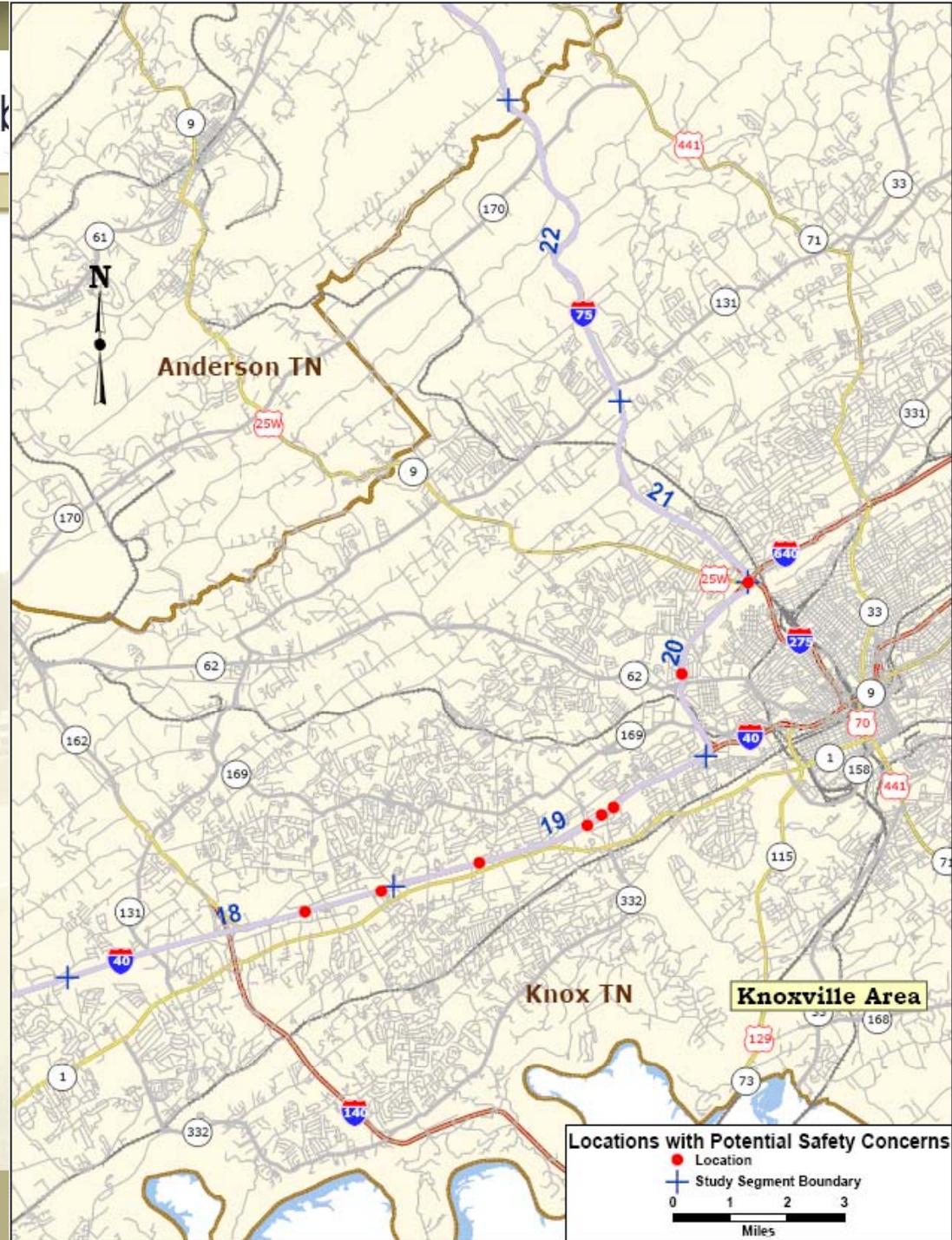


- McMinn, Monroe, and Loudon Counties



Safety

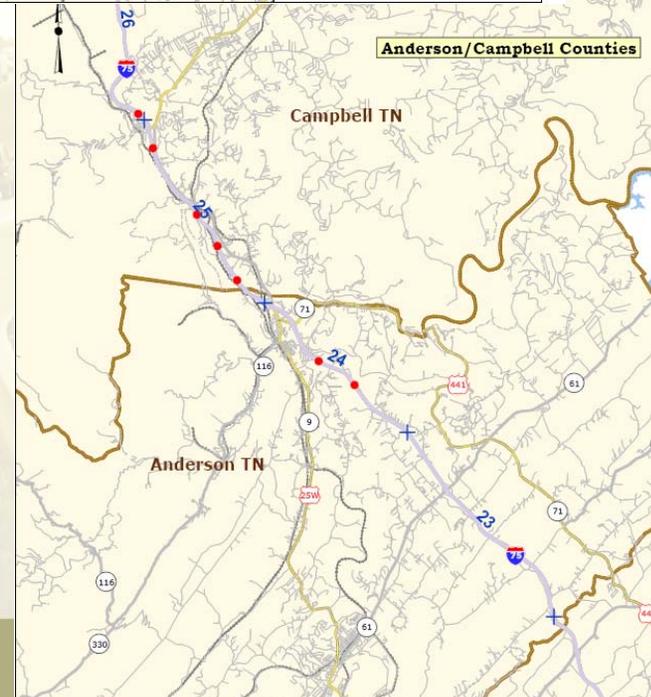
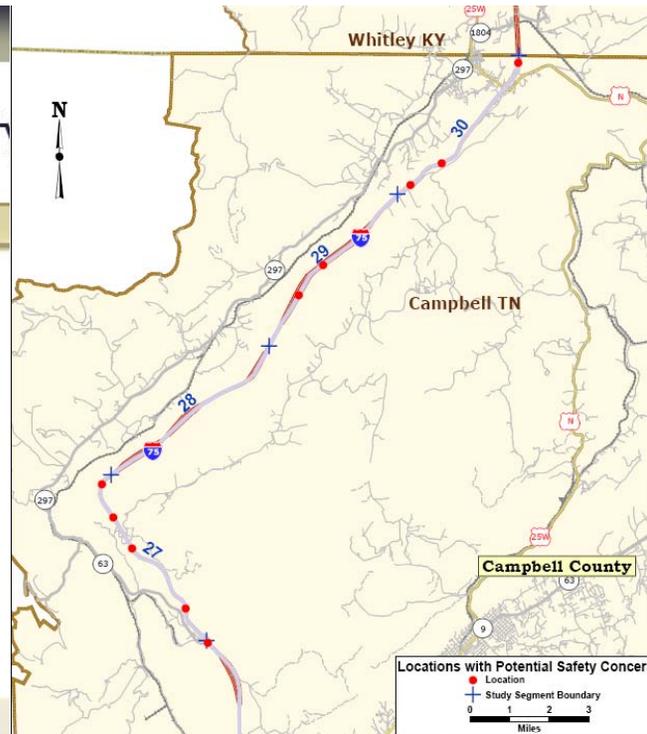
- Knoxville Region





Safety

- Anderson and Campbell Counties





Alternatives Available for Freight

- Rail – Norfolk Southern Crescent Corridor
- Waterways - Tennessee River

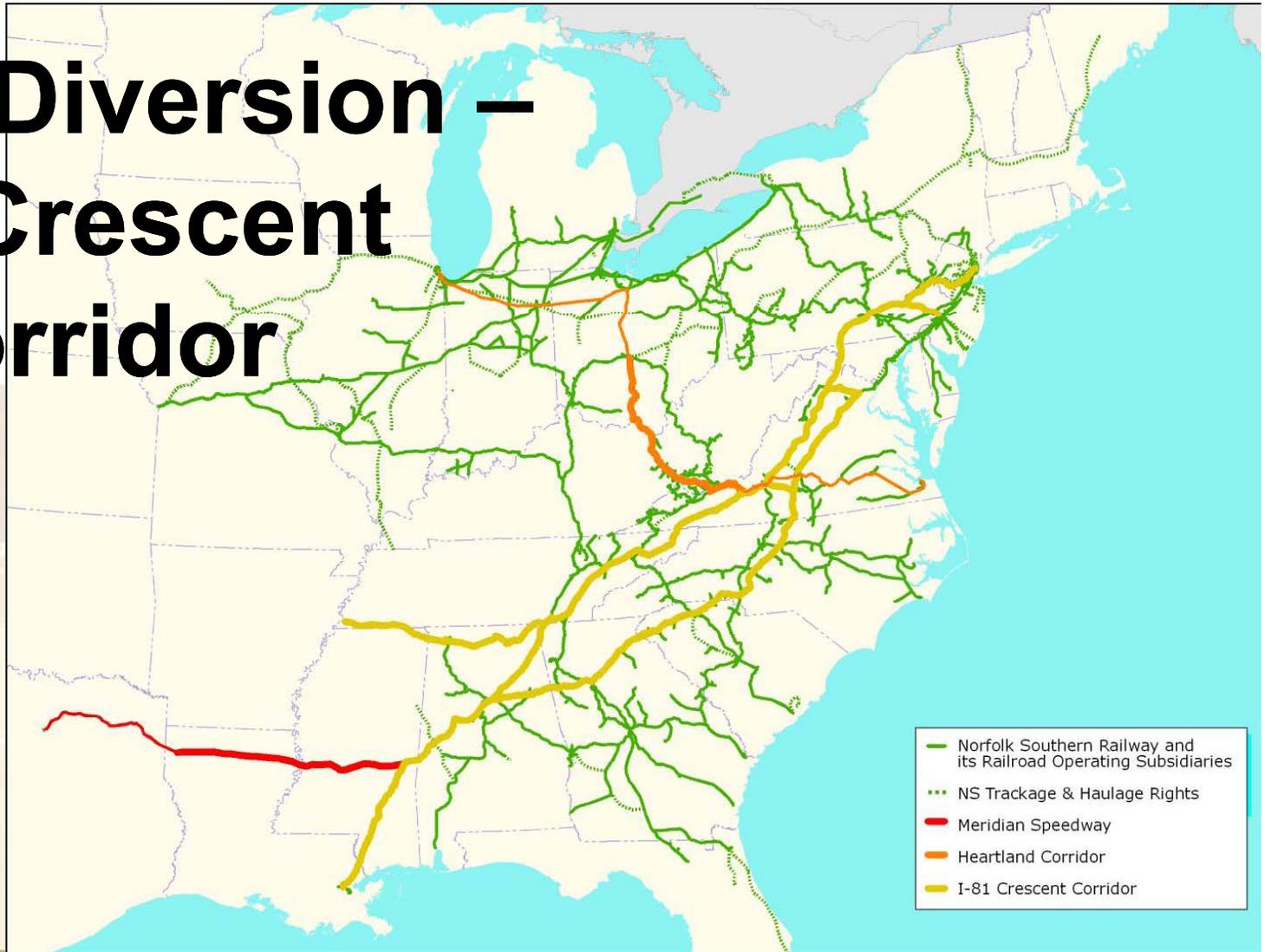


Freight Diversion

- Truck Trips can be diverted if:
 - Distances are long enough
 - Commodities can be handled easily
 - Bulk goods
 - Non-perishable goods
 - Goods easily packaged and shipped using intermodal containers
 - Modal network matches desired trip origin and destination



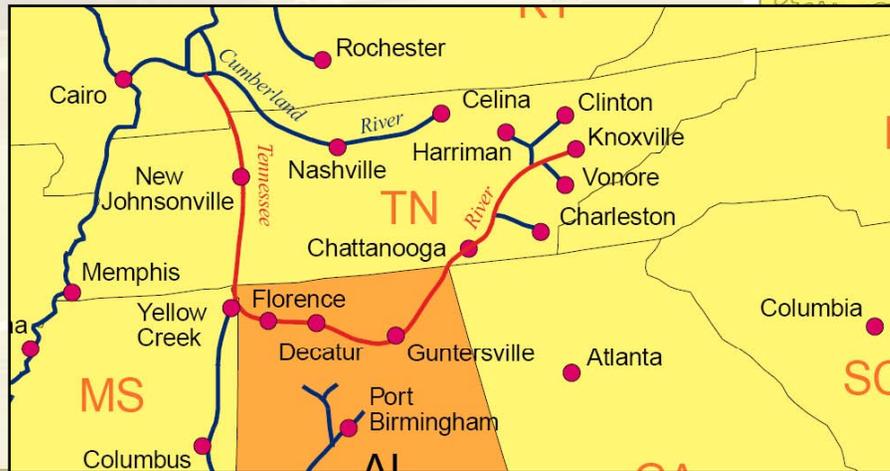
Freight Diversion – I-81 Crescent Corridor





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Freight Diversion – Tennessee River



Source: University of Alabama Cartographic Research Laboratory



Economic Access

- Volkswagen Production Plant (Volunteer Ordnance Works), Hamilton County
- SR 317 (Apison Pike) Connector Road, Hamilton County
- I-75 at SR 131 (Emory Road), Knox County



Other Transportation Planning Studies

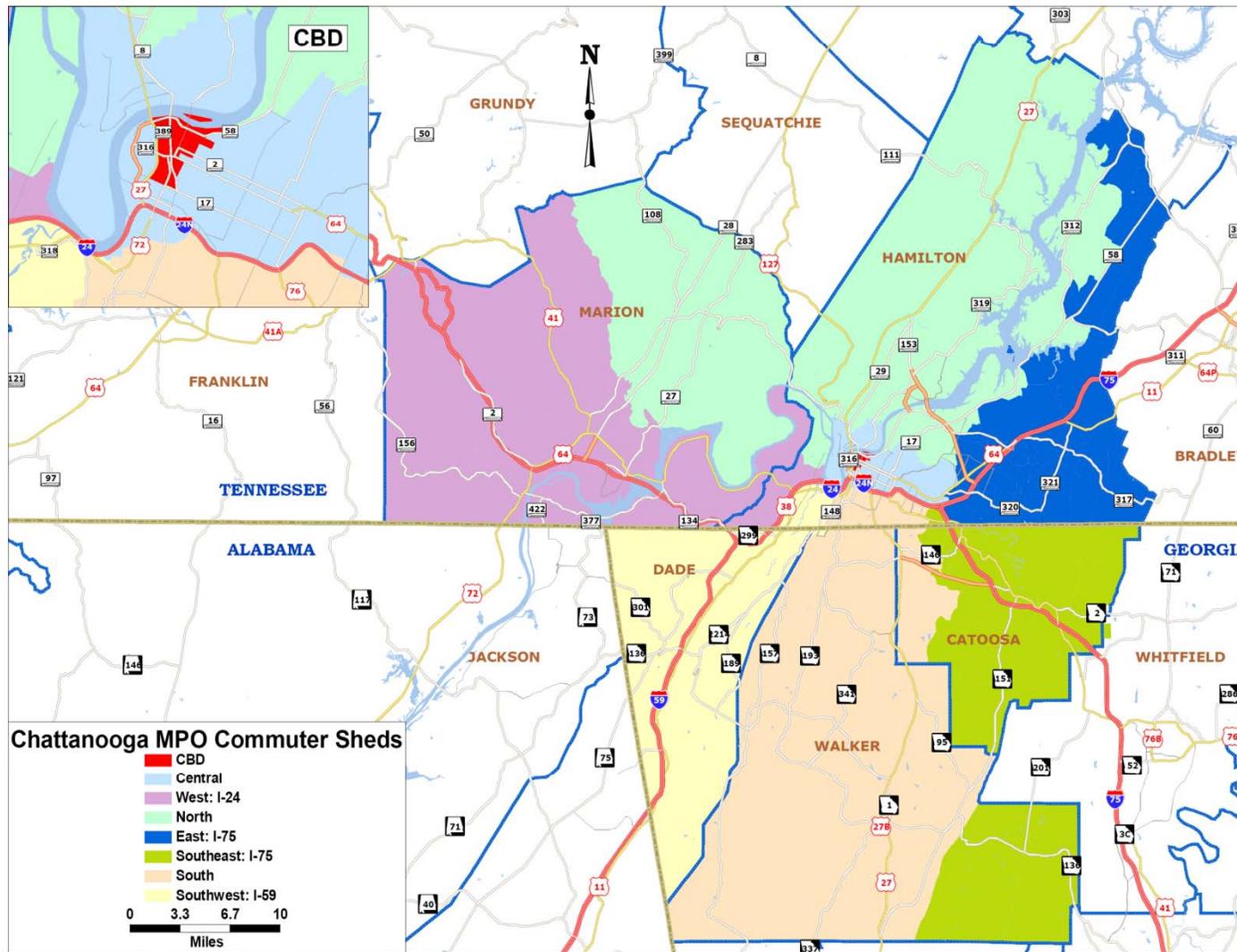
- Interchange Modification and Justification Studies
 - I-75 at SR 311/Pleasant Grove (Exit 20), Bradley County
 - I-75 at US 11 (SR 2/Lee Highway), Hamilton County
- Needs Assessments
 - I-75 at Proposed Athens By-Pass, McMinn County
- Road Safety Audits – I-75 at Log Mile 12.46, Campbell County
- Traffic Studies – US 321 (SR 73) in Lenoir City, Loudon County



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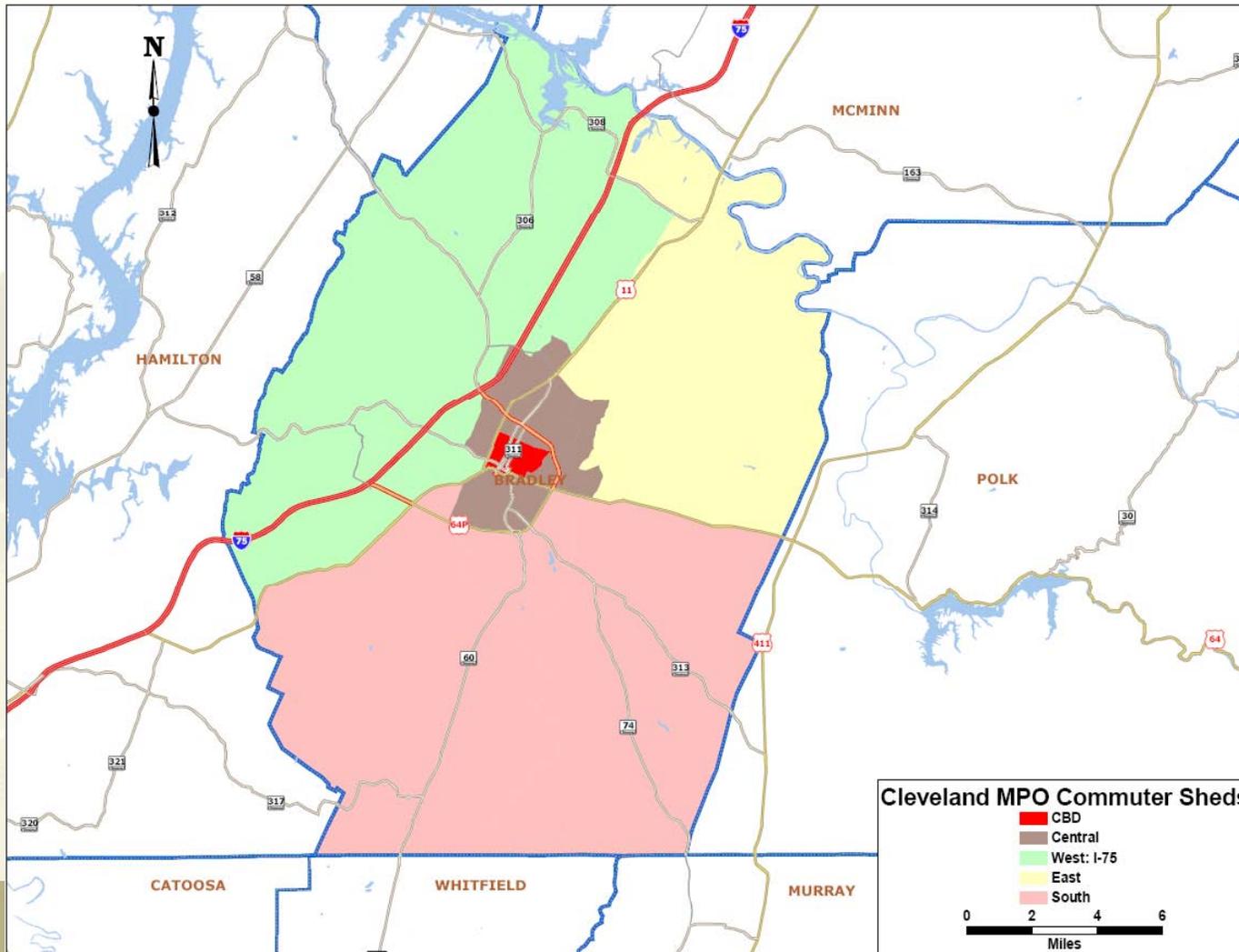


Commuter Sheds - Chattanooga





Commuter Sheds - Cleveland

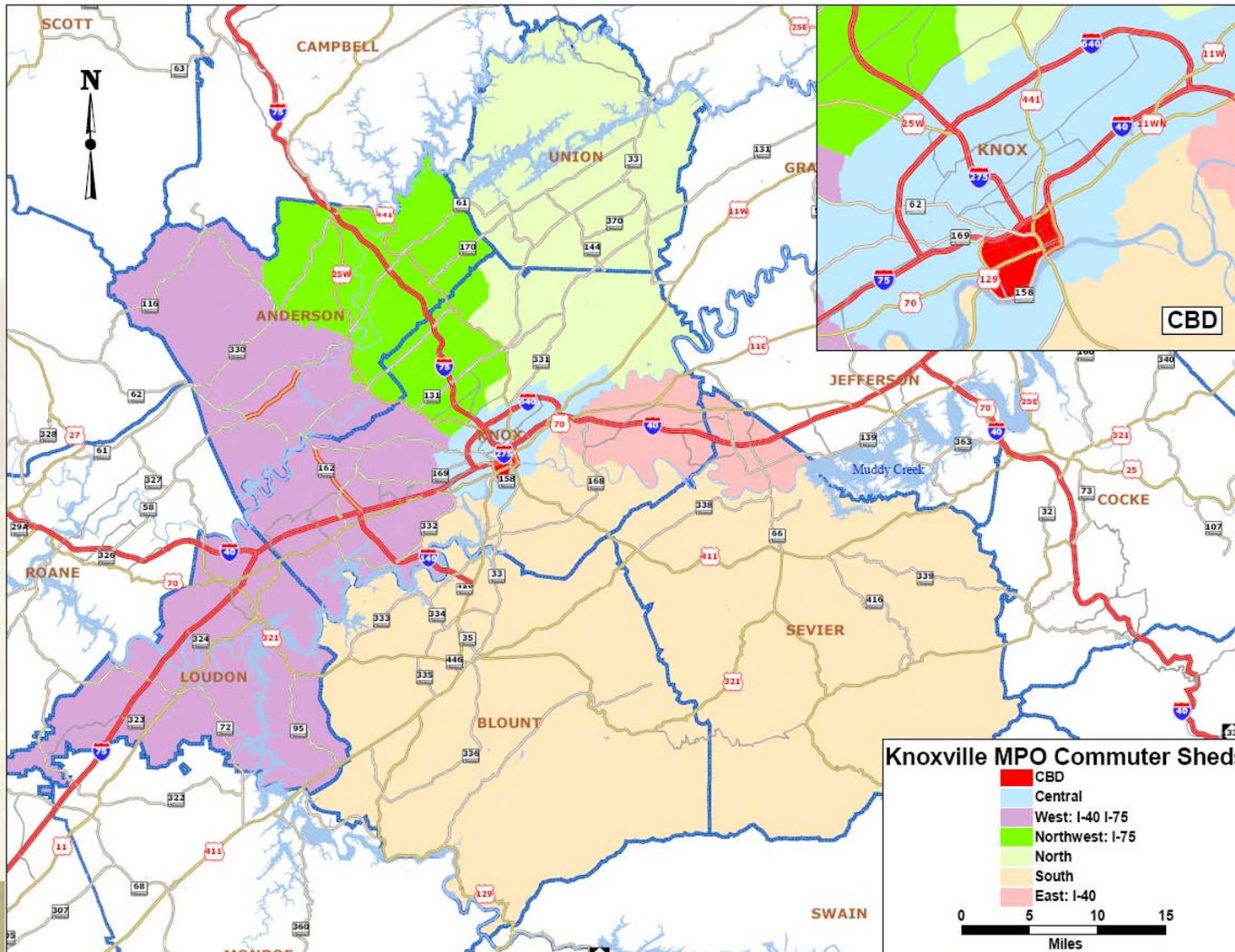




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Commuter Sheds - Knoxville

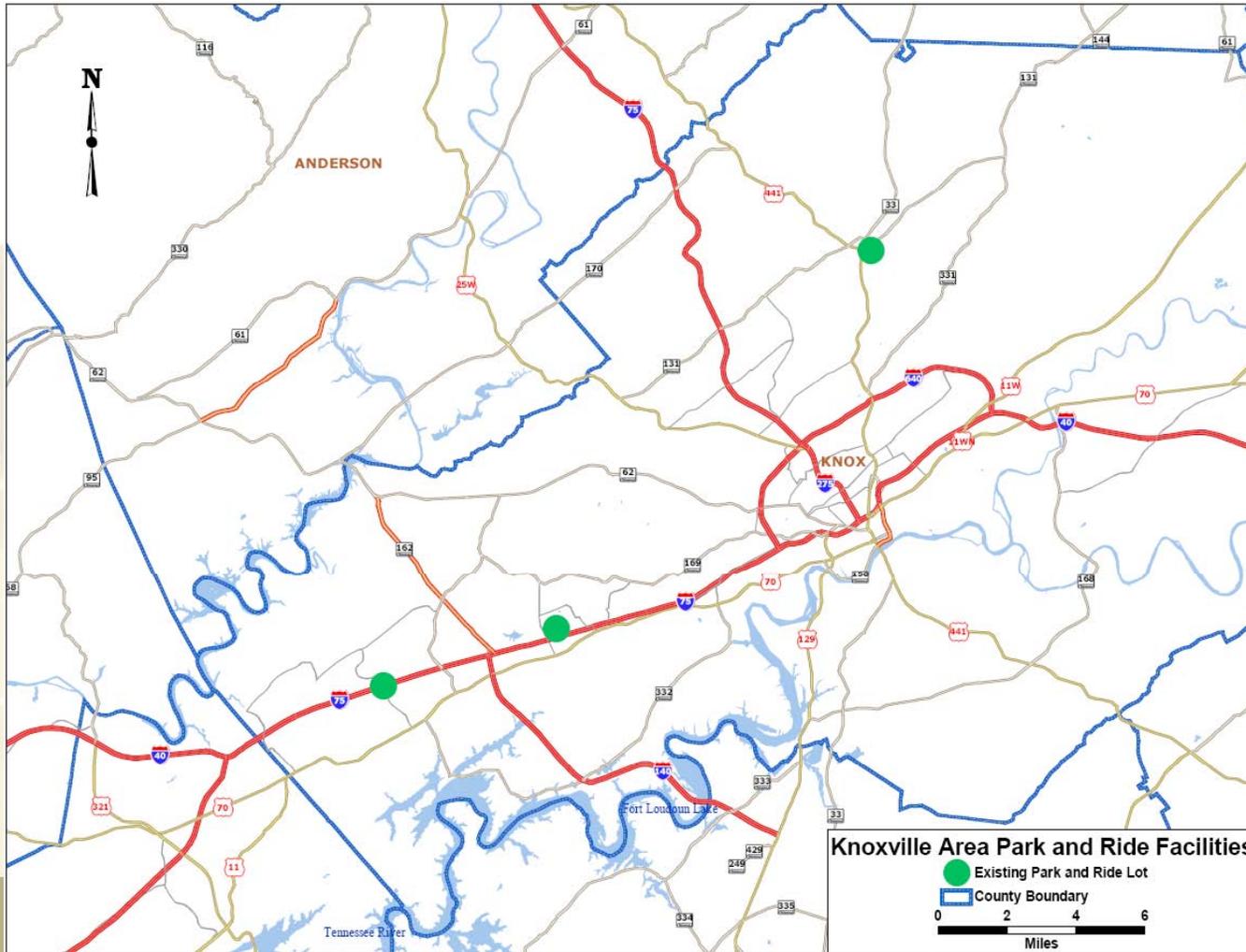




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Transit / Park & Ride





Initial Screening Process

- Five packages of multimodal solutions for corridor analysis
 - Roadway Capacity
 - Corridor Capacity
 - Operational Solutions
 - Rail-Focused Solutions
 - No-Build
- Measure of performance from model and off-model analysis



Next Steps

- Complete analysis of deficiencies
- Develop multimodal solutions
 - Stakeholder Meetings (present initial solutions)
- Prioritize projects
 - Stakeholder Meetings (review prioritized projects)
 - Additional Public Information Meetings



Your Input

- Identify deficiencies
- Identify potential solutions
- Additional issues or concerns?



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For information or questions about the study,
please contact:

Mr. Terry Gladden

TDOT Long Range Planning Office Division

Phone: (615) 741-3629

Email: Terry.Gladden@state.tn.us

or visit: www.tennesseei75.com



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Please send comments to:

TDOT Comments

James K. Polk Building

505 Deaderick Street

Suite 700

Nashville, TN 37243-0349

Phone: (615) 741-7736

Fax: (615) 741-2508

E-mail: TDOT.Comments@state.tn.us