

Tennessee Transportation Improvement Program



DRAFT
FISCAL YEARS 2017-2020
Tennessee Department of Transportation



TENNESSEE DEPARTMENT OF TRANSPORTATION

JOHN C. SCHROER, COMMISSIONER

STIP

STATE TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

PRODUCED BY

**TENNESSEE DEPARTMENT OF TRANSPORTATION PROGRAM
DEVELOPMENT AND ADMINISTRATION DIVISION**

July 14, 2016 - DRAFT

THIS DOCUMENT CAN BE ACCESSED VIA TDOT'S WEBSITE AT

www.tn.gov/tdot

Opportunity to comment has been provided via an online survey at the following link:

<https://www.surveymonkey.com/r/DraftSTIP>

**Tennessee Department of Transportation
Departamento de Transportate de Tennessee**

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Título VI Declaración de Prohibición de Discriminación**

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Tennessee Department of Transportation
Departamento de Transporte de Tennessee

Civil Rights Division – La División de Derechos Civiles
505 Deaderick Street Suite 1800, James K. Polk Building Nashville, TN 37243-0347

TELEPHONE (615) 741-3681 or Toll Free 1-888-370-3647 TELÉFONO
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Acronyms

3R	Resurfacing, Restoring, or Rehabilitating
AASHTO	American Association of State Highway and Transportation Officials
AC	Advance Construction
ADA	Americans with Disabilities Act
CFR	Code of Federal Regulations
DBE	Disadvantaged Business Enterprise
EJ	Environmental Justice
EPA	US Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLMAs	Federal Land Management Agencies
FTA	Federal Transit Administration
FY	Fiscal Year
HOV	High-Occupancy Vehicle
ITS	Intelligent Transportation Systems
MAP-21	Moving Ahead for Progress in the 21st Century Act
MMS	Maintenance Management System
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
RPO	Rural Planning Organization
STIP	State Transportation Improvement Program
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Plan
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
USC	United States Code

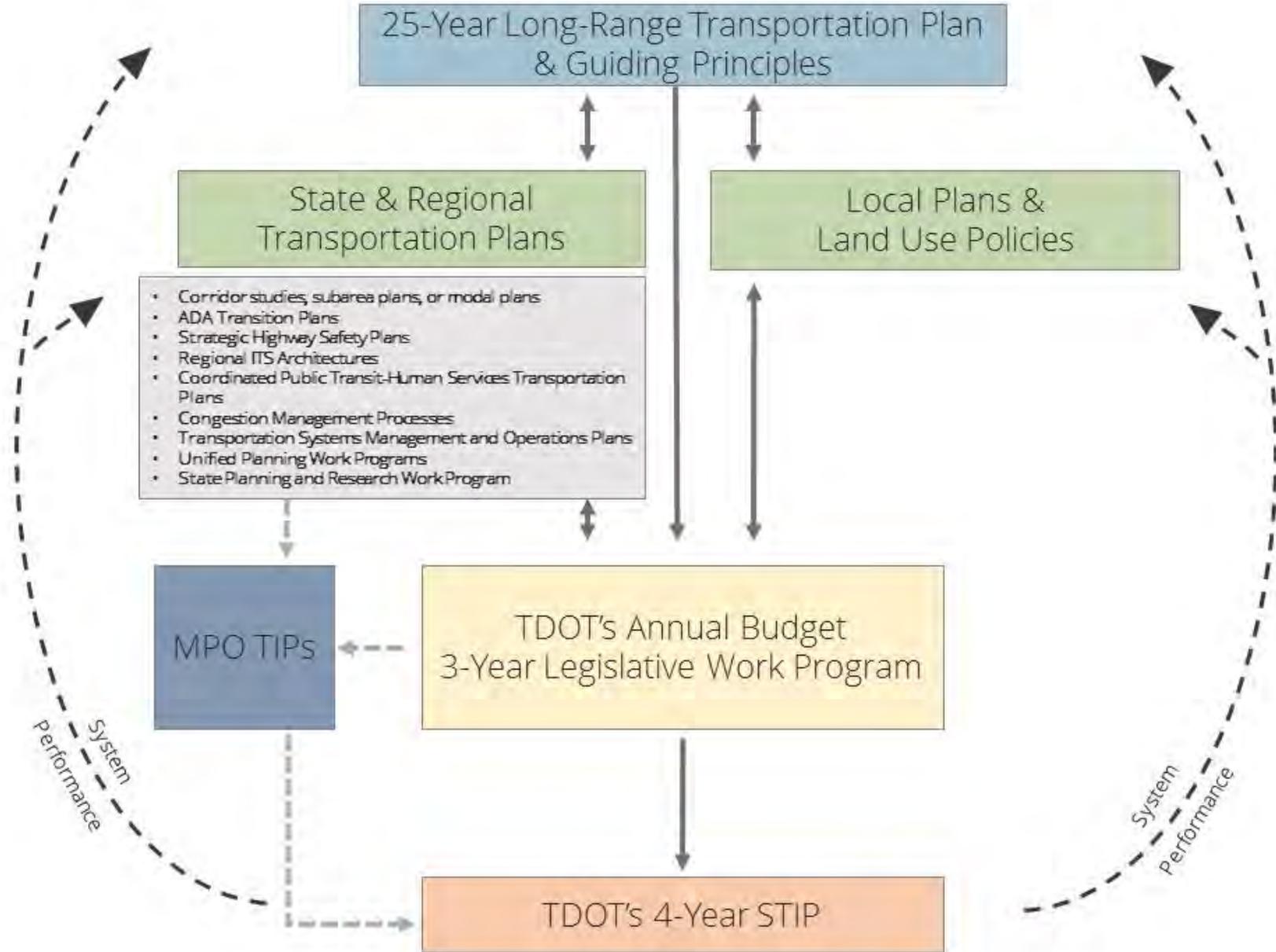
**State Transportation Improvement Program
from October 1, 2016 to September 30, 2020
Department of Transportation
State of Tennessee**

Chapter 1: Purpose of the STIP

Linkage to TDOT’s Vision, Mission, and Guiding Principles

In 2013, the Tennessee Department of Transportation (TDOT) outlined its vision – to serve the public by providing the best multimodal transportation system in the nation. To guide the Department in aligning with this vision, its seven Guiding Principles were reevaluated to ensure the promotion of priorities such as fiscal responsibility, efficiency, sustainability, safety, economic vitality, preservation of assets, and protection of resources. These Guiding Principles serve as the foundation upon which TDOT’s policies, projects, and programs are based.

By federal law, the Department is tasked with developing a Long-Range Transportation Plan, which documents the changes occurring statewide as well as the needs stemming from those changes. TDOT completed an update of its plan, the 25-Year Policy Plan (<https://tn.gov/tdot/section/25-year-transportation-plan>), in late 2015. The 25-Year Policy Plan was developed with the intention of providing consistency between plans, programs, and policies through the linkage between the 25-Year Policy Plan and its complement, the STIP. The STIP is a “fiscally constrained” document, which means that TDOT reasonably expects sufficient funds to be available with which to implement the proposed improvements as well as to operate and maintain the entire system. As a condition to receiving federal project funds, the STIP must list all regionally significant highway and public transit transportation projects proposed for funding under Title 23 USC (highways) and Title 49 USC (transit), as well as, state and locally funded regionally significant transportation projects regardless of funding source. The STIP includes state and local roadway, bridge, bicycle, pedestrian, safety and public transportation (transit) projects. Project related activities, described later in this document, are eligible for funding through FHWA and FTA; as such, the STIP must be in place for these agencies to authorize funding for projects. The STIP is developed every three years to provide a statewide listing of transportation projects covering a period of four years. These projects are consistent with the direction ultimately laid out in the 25-Year Policy Plan as well as the metropolitan transportation plans for which TDOT intends to provide funding. The linkage between all of these elements is illustrated in the diagram below.



Linkage to National Planning Factors and Goals

Throughout the development of the 25-Year Policy Plan and the STIP, there are specific planning factors and goals that must be considered to ensure consistency with national goals and objectives outlined in 23 CFR 450.36. The 25-Year Plan was completed prior to the passage of the most recent federal transportation legislation, the FAST Act. As such, it discusses in detail the eight planning factors specified in the preceding legislation, MAP-21. However, the STIP takes into consideration the extra two planning factors included in the FAST Act. These planning factors are:



These planning factors are the basis for the Department's aforementioned Guiding Principles, the 25-Year Plan, and, in turn, the STIP. Specifically, consideration of these factors ensures that the STIP aligns with the National Planning Goals set forth in 23 USC 150, which prioritize safety, infrastructure condition, congestion reduction, system reliability, environmental sustainability, freight movement and economic vitality, and reduced project delivery delays.

In addition to aligning the STIP with national goals and planning factors, FHWA and FTA have designated planning emphasis areas to be prioritized in the development of planning documents, including the STIP. These include MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. MAP-21 Implementation includes the transition by MPOs and DOTs to performance-based planning, a process by which plans, programs, and projects are directed toward achieving sets of system performance targets. Prioritizing Regional Models of Cooperation is meant to foster a cooperative, comprehensive, and coordinated approach for transportation as it relates to decision-making, goal-setting, and the implementation of the national goals across jurisdictions and among MPOs, RPOs, DOTs, transit agencies, and other stakeholders. Prioritizing Ladders of Opportunity helps to ensure that transportation providers seek to identify and close the physical gaps in accessing essential services such as employment, healthcare, education, and recreation.

In carrying out TDOT's planning and programming activities, the Department strives to align its goals and objectives with those specified in Federal legislation and regulations including 23 USC Section 135, 23 CFR 450, 49 USC 5304, and 49 CFR Part 613. Additionally, it is the policy of TDOT to prohibit discrimination on the basis of race, color, sex, religion, national origin, age or disability. TDOT also prohibits discrimination in its policies, in the admission, treatment, and access to, employment in its programs, services or activities. Also, as a recipient of funds from the U.S. Department of Transportation, it is the policy of TDOT to assist and encourage business opportunities for Minority, Small and Disadvantaged Business Enterprises (DBE's) participation in all TDOT programs and activities.

Chapter 2: Development of the STIP

Stakeholder Involvement

TDOT is the principal agency in the State for development, implementation, administration, consolidation, and coordination of State transportation policies, plans, and programs. These policies, plans, and programs are developed in cooperation with the public and a variety of transportation partners through a variety of efforts. A number of factors shape the development of TDOT policies and programs. These include safety, the integration of transportation modes, service and investment preservation, customer focus, economic development, technology, environment partnerships, and federal actions. The STIP is a focal point for implementing strategic goals from both the federal and state levels, which pursue the desire for improving our transportation network while preserving the livability of our communities. Within TDOT, the Program Development and Administration Division is tasked with the development of the STIP. The STIP is developed through a consultation process between TDOT headquarters, TDOT Region offices, the MPOs, RPOs, various interested parties, and FLMAs.

MPOs, comprised of various urban local officials, have a structure to identify and prioritize proposed transportation improvements. MPOs have federal funds available to them for transportation improvements and a process for developing a TIP. Priority lists from each MPO for state funded projects are submitted to TDOT for consideration during the STIP preparation process. Each MPO is provided a copy of the public comment notification and is encouraged to solicit input from their organization members. TIPs, once adopted by the respective MPO, are forwarded to TDOT for inclusion, by reference into the STIP. Each MPO has an adopted public involvement plan, which it uses to develop its TIP. The 11 MPOs in Tennessee are shown in the figure below with contact information for each provided later in this document. It should be noted that projects selected by TDOT which fall within a MPO boundary are not listed in this document, but rather are listed within the TIP for the respective MPO where the project is located.

The RPOs, comprised of various rural local officials, also have a structure to identify and prioritize proposed transportation improvements. While MPOs receive an allocation of federal funds, the RPOs do not receive a direct allocation. Priority lists from each RPO are submitted to the Department for consideration during the STIP preparation process. Each RPO receives a copy of the Draft STIP, along with the public comment notification, and is encouraged to solicit input from their organization members. TDOT will respond to each comment. The 12 RPOs in Tennessee are shown in the figure below with contact information for each provided later in this document.

Public Engagement

Interested parties for the STIP include citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. Many of these stakeholders are already involved in TDOT's STIP process through their participation in MPO and RPO activities as well as the State's Freight Advisory Committees (FACs). Additionally, various individuals and representative groups of these stakeholders meet personally with, or write letters to or email the Department throughout the year to offer input to the Department's transportation priorities. Comments received from these are considered during the STIP development process. Written comments to the Department, along with the Department's response, are archived by TDOT's Community Relations Division. To solicit comments on the STIP from citizens, an advertisement providing the opportunity to comment is placed in newspapers statewide, while an individual notification regarding the STIP comment period is sent to interested parties.

As part of the development and publication of the STIP, TDOT complies with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations along with the Department of Transportation Order 5610.2(a), which defines three fundamental principles:

- To avoid, minimize, and/or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

TDOT has established a process to ensure the appropriate application of these principles in the decision-making process. Project selection for the STIP is guided by the policies and programs outlined in the 25-Year Long-Range Transportation Plan. As part of the 25-Year Plan development, the Department determined and implemented interactive engagement efforts that were used specifically to reach traditionally underserved populations. TDOT defines these traditionally underserved populations to include these citizens:

- Environmental justice populations (minority and low income populations)
- Elderly
- Disabled
- Public Transportation dependent (those listed by the Census as “occupied units with no vehicle”)
- Low literacy (those with Level 1 literacy)
- Those with limited English proficiency

This process ensured that all populations were engaged in determining the policy direction of the 25-Year Plan, and thereby, the projects programmed in the STIP. Similar to the 25-Year Plan, the Draft STIP is accessible to the public and local officials through various resources. TDOT advertises the availability of the Draft STIP for public comment statewide through newspapers in major cities as well as various Minority and Hispanic newspapers throughout the state. Specifically, TDOT advertises the Draft STIP for public comment statewide through the following major newspapers: *The Knoxville News-Sentinel*, *Chattanooga Times-Free Press*, *The Tennessean*, *The Commercial Appeal*, *The Kingsport Times-News*, *The Daily News Journal*, and *The Leaf-Chronicle*. Advertisement is also included in the following minority papers: *The Knoxville Enlightener*, *The Chattanooga Courier*, *Nashville Pride*, *Tri-State Defender*, *Murfreesboro Vision*, *El Crucero de Tennessee*, and *The Clarksville Press*. This notice specifies locations, dates, and times the document can be reviewed, as well as a contact person, mailing address, and phone number. TDOT sends a separate and distinct correspondence to those agencies identified as the Department’s stakeholders notifying them of the public comment period, giving locations of the various sites to view the Draft STIP, providing the name of a TDOT contact person, and encouraging them and/or members of their organizations to provide comments on the Draft STIP. TDOT provides copies at the TDOT Region offices (location and contact information provided later in this document). Comment cards are provided at these locations to facilitate participation in the process. The public comment period is a minimum of 30 calendar days.

TDOT staff delivers the Draft STIP to the TDOT Region Offices and provides training to appropriate staff in each location. During the Public Comment period, TDOT staff holds Public Meetings at designated places and times to further engage the public and answer questions concerning the Draft STIP. At these Public Meetings, TDOT uses visualization techniques such as graphs and charts to enhance the public’s understanding of the Draft STIP document. These meetings are appropriately advertised.

The Draft STIP can also be accessed via TDOT’s web page <http://tn.gov/assets/entities/tdot/attachments/STIP2017-20.pdf>. The Department’s state funded project lists in MPO areas are distributed to those organizations for inclusion in the respective TIPs

and for public review and comment through the MPO’s public involvement process. A list defining each MPO Coordinator and contact information is included within this document. The Department will respond to all comments individually and collectively. Comments are summarized, along with their disposition, in the Appendices included in the Final STIP. If the Department receives a comment(s) that is deemed a viable change, said revision will follow the procedures established for an amendment or an administrative adjustment to the STIP. A more detailed discussion of the STIP/TIP Amendment/Administrative adjustment procedures are described below.

STIP Revision Process

Occasionally, revisions will need to be made to the STIP as elements of a project can change for a variety of reasons. The type of change and implication on project cost determines what type of revisions is necessary – an amendment or administrative adjustment. For changes to the cost of projects (excluding groupings), a sliding scale, outlined in the table below, is used to determine which category of revision is required. All measurements for these cost changes are made from the last approved STIP or STIP amendment/administrative adjustment to account for incremental changes.

Project Cost Change Thresholds

Total project cost of all phases shown within the approved STIP	Amendment	Administrative Adjustment
Up to \$2 million	≥ 75%	< 75%
\$2 million to \$15 million	≥ 50%	< 50%
\$15 million to \$75 million	≥ 40%	< 40%
\$75 million and above	≥ 30%	< 30%

Amendments

An amendment is a revision to the STIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. Amendments may be made to the STIP at any time during the life of the STIP and require federal approval by FHWA or FTA. An amendment is required when changes to the STIP include:

- A major change in the total project cost (excluding groupings) (see table above); or
- Adding a new project or deleting a project from the STIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding; or
- Moving funds between a MPO TIP and the Rural STIP unless a written agreement exists between the MPO and the TDOT that such an action may be processed as an administrative adjustment; or
- Moving funds between a MPO TIP and another MPO TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative adjustment.

Amendments to the approved STIP are posted on the Department's web page for review and a 15 calendar day public comment period. The public comment period is advertised in a local newspaper for county specific amendments and in various regional newspapers for statewide/region amendments. The advertisement directs respondents to the Department's web page and provides the name and contact information for appropriate Department personnel. Additionally, notification of an amendment is sent to agencies or interested parties along with the federal land management agencies. There is no requirement for a Public Meeting on amendments. The Department responds to all comments individually and collectively. If the Department receives a comment(s) on an amendment that is deemed a viable change, said revision will again follow this amendment procedure. Amendments will remain on the Department's web page for the life of the STIP.

Administrative Adjustments

A STIP administrative adjustment is a minor change from the approved STIP. Administrative adjustments must be consistent with 23 CFR 450, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in non-attainment or maintenance areas. The intent of administrative adjustments is to represent minor changes from the approved STIP. Administrative adjustments are defined as follows:

- A minor change in the total project cost (see table above)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non- attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP or the Rural STIP (i.e., funding sources and projects already identified in the STIP) if the change does not result in a cost increase greater than the amendment threshold (see table above)

- for the total project cost of all phases shown within the approved STIP; or
- Adding an amount of funds already identified in the STIP for the current or previous year(s) if:
- The funds are currently identified in the STIP either in an existing project or as available funds and
- The change does not result in a cost increase greater than the amendment threshold (see table above) for the total project cost of all phases shown within the approved STIP; or
- Moving projects from year to year within an approved STIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the STIP so long as such a change does not result in a cost increase greater than the amendment threshold (see table above) for the total project cost of all phases shown within the approved STIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percentage of change; or
- Adjustments in revenue to match actual revenue receipts.

Administrative adjustments may be made to the STIP at any time during the life of the STIP and do not require federal approval by FHWA or FTA, but will be submitted to FHWA and FTA for informational purposes.

Chapter 3: Execution of the STIP

The STIP is fiscally constrained and includes project phases that have a reasonable expectation of being ready for implementation by the year listed. Projects are subject to many considerations and actions from conception to completion that may impede or accelerate their progress. These considerations may include policy decisions; changes in design requirements; conflicts with other scheduled activities; and unforeseen circumstances such as cutbacks in funding, shortage of manpower, and inflation of project costs. Project cost estimates are based on best available engineering estimates at the time the STIP is developed, and projects listed beyond 2017 are inflated to year of expenditure dollars. Final cost for the actual projects may differ, as the projects are refined in the project development process prior to construction. When a project is adversely affected by any of the above-mentioned factors, the projected fiscal year dates will be adjusted accordingly.

STIP Projects, Programs, and Policies

Major transportation improvement projects have been identified in the STIP for funding authorization for the various federal highway and transit programs. Projects with small-scale impacts are those which do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts, are air-quality neutral, and non-regionally significant. These projects with small-scale impacts, (e.g., pavement resurfacing, bridge replacement and rehabilitation, seismic retrofit, bridge inspection, freeway service patrols, rail/highway grade crossings, hazard elimination, lighting, signalization, etc.) as well as multimodal projects, are grouped into statewide groupings. These groupings are explained in more detail in the Appendices of this document.

Maintenance

Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as snow removal, pavement resurfacing and marking, bridge repair, guardrail and sign replacement, etc. While maintenance activities are not funded through or scheduled in the STIP, they are included here for informational purposes. The Tennessee General Assembly appropriates approximately \$306,000,000 annually in state funds for maintenance and operation of the Interstate and State Route Systems, which is based on calculations of existing needs through the Department's Maintenance Management System (MMS). Actual figures for fiscal years 2018, 2019, and 2020 will be determined and submitted to the Legislature in future budget requests. Federal funding for resurfacing, restoring, or rehabilitating (3R) type projects on the Interstate and State Route Systems are listed in this

document. The maintenance activities for facilities under the jurisdiction of local governments are the responsibility of each entity. Each local entity represented in this document appropriates adequate funding in their respective budgets to operate and maintain facilities under their jurisdiction.

Bicycle and Pedestrian

TDOT has a Multimodal Access policy, adopted on July 31, 2015, designed to encourage safe access and mobility for roadway users of all ages and abilities. TDOT is committed to the development of a transportation system that improves conditions for bicycling and walking through the following actions:

1. Provisions for multimodal transportation shall be given full consideration in new construction, reconstruction, and retrofit roadway projects through design features appropriate for the context and function of the transportation facility.
2. The planning, design, and construction of new facilities shall give full consideration to likely future demand for multimodal facilities and not preclude the provision of future improvements. If all feasible roadway alternatives have been explored and suitable multimodal facilities cannot be provided within the existing or proposed right of way due to economic or environmental constraints, an alternate route that provides continuity and enhances the safety and accessibility of multimodal travel shall be considered.
3. Existing multimodal provisions along roadways shall not be made more difficult or impossible by roadway improvements or routine maintenance projects.
4. Intersections and interchanges shall be designed (where appropriate based on context) to accommodate the mobility of bicyclists and pedestrians to cross corridors as well as travel along them in a manner that is safe, accessible, and convenient.
5. While it is not the intent of resurfacing projects to expand existing facilities, opportunities to provide or enhance bicycle and pedestrian facilities shall be given full consideration during the program development stage of resurfacing projects.
6. Pedestrian facilities shall be designed to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings (including over- and under-crossings) and other infrastructure shall be constructed so that all pedestrians, including those with disabilities, can travel independently.
7. Provisions for transit riders, pedestrians, and bicyclist shall be considered when closing roads, bridges or sidewalks for construction projects where pedestrian, bicycle, or transit traffic is documented or expected.

There are conditions where it is generally inappropriate to provide multimodal facilities. These conditions include, but are not limited to:

1. Facilities where non-motorized users are prohibited from using the roadway. In this instance, a greater effort may be necessary to accommodate these users elsewhere within the same transportation corridor.
2. The cost of accommodations would be excessively disproportionate to the need and probable use. Excessively disproportionate is defined as exceeding twenty percent (20%) of the cost of the project. The twenty percent figure should be used in an advisory rather than an absolute sense, especially in instances where the cost may be difficult to quantify. Compliance with ADA requirements may require greater than 20% of project cost to accommodate multimodal access. Costs associated with ADA requirements are NOT an exception.
3. Areas in which the population and employment densities or level of transit service around the facility, both existing and future, does not justify the incorporation for multimodal alternatives.
4. Inability to negotiate and enter into an agreement with a local government to assume the operational and maintenance responsibility of the facility.
5. Other factors where there is a demonstrated absence of need or prudence, or as requested by the Commissioner of the Department of Transportation.

Exceptions for not accommodating bicyclists and pedestrians in accordance with this policy will be documented describing the basis for the exception. For exceptions on Federal-aid highway projects, concurrence from FHWA must be obtained.

Pedestrian, Bicycle, and Shared Use Path design standards have been developed by TDOT and approved by FHWA. These design standards should be followed by local, regional and state agencies when considering including bicycle and pedestrian features on an existing facility or new construction.

Advance Construction

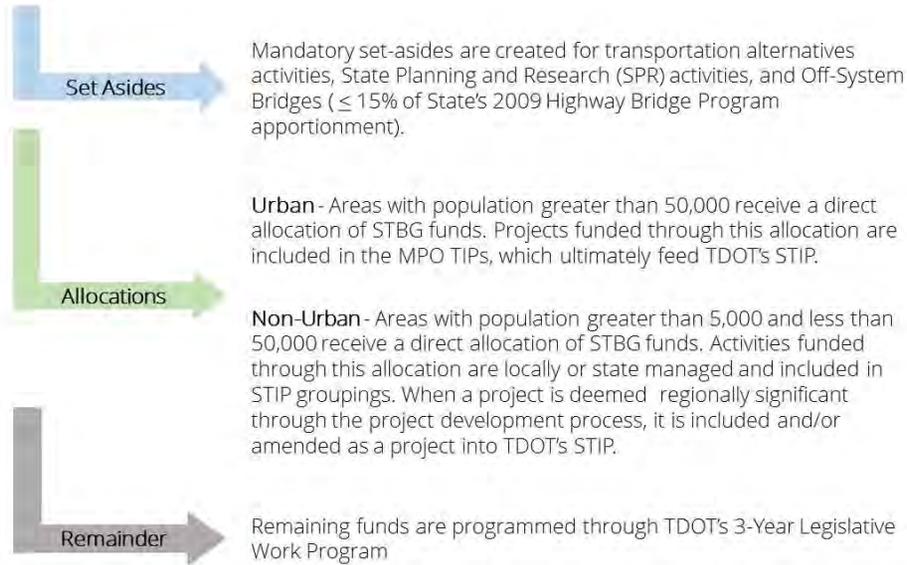
Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project.

An AC project must meet the same requirements and be processed in the same manner as a regular Federal-Aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc. when any phase is implemented with Federal-Aid funds.

Funding Programs Used in the STIP

At the discretion of the State, a portion of the State's Federal Surface Transportation Block Grant Program (STBG) funds are made available to small urban areas between 5,000 and 50,000 population based on the latest available census figures. The majority of these funds are utilized on minor types of improvement such as resurfacing, signalization, lighting, intersection improvements, bridge replacements, signing and pavement marking, sidewalks, bikeways, grade crossings, etc. Additionally, a portion of the state's federal STBG funds are allocated to urban areas with populations between 50,000 and 200,000. Those funds are included in the TIPs of the Bristol, Clarksville, Cleveland, Jackson, Johnson City, Kingsport, and Lakeway MPOs. STBG funds that are allocated in the federal highway act for urbanized areas with populations greater than 200,000 are included in the TIPs of Chattanooga, Knoxville, Memphis, and Nashville MPOs. The state is required to obligate a portion of funds (not from the sub-allocated amounts) for bridges not on the Federal-Aid highway system (off-system bridges). The amount is to be not less than 15% of the State's FY 2009 Bridge Program apportionment. The remaining funds of this type are included in the statewide category. The diagram below is used to illustrate this flow of highway-related dollars as it relates to the programming of state and locally-managed projects.

Tennessee's Apportionment of Funds



Highway Funding Program Descriptions

Federal Highway Administration Funds are allocated to the state in numerous categories. The major funding categories are described below:

Appalachia Development Highway System (APD) This program provides funding for routes with remaining work deemed eligible as approved by the Appalachian Regional Commission in the most recent APD Cost Estimate. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for APD. APD projects may be eligible for FAST Act STBG and NHPP funds. Unexpended APD funds remain in place under pre-FAST Act rules and regulations. States can apply for 100% Federal share using APD or other apportioned funds (e.g., NHPP or STBG) for highways and access roads on the Appalachia Development Highway System.

Bridge Replacement and Rehabilitation (BRR) This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously

traveler information.

- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to non-peak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conducts of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities are also an eligible use of CMAQ funds.

Demonstration Set Aside of the STP (DEMO) This program provides special funding for certain projects.

Enhancement Activity Set Aside of the STP (ENH) This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; establishment of transportation museums. Under the Tennessee Roadscapes grant program, types of work will include landscaping, irrigation, benches, trash cans, paths, and signage. This funding program was eliminated under MAP-21. All projects previously authorized under the ENH Program and carry-over funds will still be administered under previous rules and regulations of the ENH Program.

Federal Lands Access Program (FLAP) This is a new program created under MAP-21 and continued under the FAST Act. It provides funds for projects on Federal Lands Access Transportation Facilities that are located on, adjacent to, or that provide access to Federal lands.

A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government. Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau

of Land Management, and the U.S. Army Corps of Engineers. The Eastern Federal Lands Highway Division is responsible for administering the FLAP and serving the transportation engineering needs of these Federal Land Management agencies in Tennessee. Eligible Activities include but are not limited to: Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands located on or adjacent to, or that: provide access to a Federal land (adjacent vehicular parking areas; acquisition of necessary scenic easements and scenic or historic sites; provisions for pedestrians and bicycles; environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; construction and reconstruction of roadside rest areas, including sanitary and water facilities); operation and maintenance of transit facilities.

Forest Highway/Public Lands (FH/PL) This funding program was eliminated under MAP-21. All projects previously authorized under the Forest Highway Program and carry-over funds from SAFETEA-LU will still be administered under previous rules and regulations of the Forest Highway Program.

High Priority Projects (HPP and HPP-L) This program provides designated funding to the state (HPP) and Local Agencies (HPP-L) for specific projects identified by Congress.

Highway Safety Improvement Program (HSIP) The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in statute—most of which are infrastructure-safety related.

High Risk Rural Road (HRRR) A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated SHSP. This funding program was eliminated as a separate program under MAP-21. All projects previously authorized under the HRRR Program and carry-over funds will still be administered under previous rules and regulations of the HRRR Program.

Interstate Maintenance (IM) This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. This funding program was eliminated under MAP-21. All projects previously authorized under the IM Program and carry-over funds will still be administered under previous rules and regulations of the IM Program.

National Highway Freight Program (NHFP) The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.

- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23.

National Highway Performance Program (NHPP) The FAST Act continues the NHPP, which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway

infrastructure assets.

- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- Workforce development, training, and education activities are also an eligible use of NHPP funds.
- Installation of vehicle-to-infrastructure communication equipment.
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied).
- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas).
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects.

National Highway System (NHS) This Program provides funding for major roads including the Interstate System, a large

percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors. This funding program was eliminated under MAP-21. All projects previously authorized under the NHS Program and carry-over funds will still be administered under previous rules and regulations of the NHS Program.

National Scenic Byways Program (NSBP) This Program provides funding for roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. This funding program was eliminated under MAP-21. All projects previously authorized under the NSBP Program and carry-over funds will still be administered under previous rules and regulations of the NSBP Program.

Recreational Trails (RTP) This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The FAST Act eliminated the RTP in lieu of replacing it and other programs with a set-aside of STBG funding for transportation alternatives. All projects previously authorized under the RTP and carry-over funds will still be administered under previous rules and regulations of the RTP.

Repurposed Funds (R-) This acronym does not represent a specific funding program, but rather the re-designation of funds. The Consolidated Appropriations Act of 2016 allows States to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program. In this STIP, repurposed earmark funds are designated with 'R-' preceding the funding code.

Safe Routes to School (SRTS) This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21. All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

Section 154 This Program provides funding to help save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity.

State (STA) This program provides 100% state funding by the state for various projects on the State Highway System.

Surface Transportation Block Grant Program (STBG) The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives - newly defined with set-aside, includes most transportation enhancement eligibilities.
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.

- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities are also an eligible use of STBG funds.
- Create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances.
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

Similar to the past STP funding, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives".

The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if

the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Transportation Alternatives Program (TAP) The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Generally, transportation alternatives eligibilities are the same as those under the prior TAP and consist of:

- Transportation Alternatives as defined in 23 USC 101(a)(29) (MAP-21 1103):
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - Construction of turnouts, overlooks, and viewing areas.
 - Community improvement activities, including;
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and

mitigation to;

- Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Recreational Trails Program under Section 206 of Title 23.
- The Safe Routes to School Program under section 1404 of the SAFETEA-LU.
 - Infrastructure-related projects -planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - Safe Routes to School coordinator.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:
- Safety and educational activities for pedestrians and bicycles.
 - Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under TAP funding).
 - Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STBG funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers).

- Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under Section 101(a)(29)(D) of title 23.
- Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see Section 101(a)(29)(E).
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

The FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects). Additionally, it eliminated TAP's "Flexibility of Excess Reserved Funding" provision, which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the CMAQ Program.

Highway Funding Project Phases in the STIP

The following project phases have been identified and are provided with funding allocations for the aforementioned highway funding programs.

- **CONST (Construction)** - Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
- **ITS (Intelligent Transportation Systems)** - Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.
- **OPERATIONS or OP** - Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.
- **PE-N (Preliminary Engineering – NEPA)** - Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.
- **PE-D (Preliminary Engineering – Design)** - Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.
- **PURCHASE/ACQUIRE** - Procuring equipment, software, or vehicles.
- **ROW (Right-of-Way)** - Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.
- **TRAINING** – Training activities.

Federal, State, and Local Match Requirements by Funding Program

Program		Funding Match Requirements
APD	Appalachia Development Highway System Projects	100% Federal
BRR	Bridge Replacement and Rehabilitation	80% Federal, 20% State
CMAQ	Congestion Mitigation Air Quality	80% Federal, 20% State/Local
DEMO	Demonstration project, special set aside	100% Federal or 80% Federal, 20% State/Local
ENH	Enhancement Activity set aside of the STP	80% Federal, 20% Local/State
FH/PL	Forest Highway/Public Lands Projects	100% Federal or 80% Federal, 20% State
FLAP	Federal Lands Access Program	100% Federal or 80% Federal, 20% State
HPP	High Priority Projects	80% Federal, 20% State
HPP-L	High Priority Projects (Local)	80% Federal, 20% Local
HRRR	High Risk Rural Roads	90% Federal, 10% State/Local
HSIP	Highway Safety Improvement Program	90% Federal, 10% State
IM	Interstate Maintenance Projects	90% Federal, 10% State
IMD	Interstate Maintenance Discretionary Funds	90% Federal, 10% State/Local
NHFP	National Highway Freight Program	90% Federal, 10% State or 80% Federal, 20% State
NHPP	National Highway Performance Program	80% Federal, 20% State or 90% Federal, 10% State
NHS	National Highway System Program	80% Federal, 20% State
NSBP	National Scenic Byways Program	100% Federal or 80% Federal, 20% State/Local
PLHD	Public Lands Highways Discretionary Funds	100% Federal
RTP	Recreational Trails Projects	80% Federal, 20% State
Sect 154	Section 154	100% Federal
SRTS	Safe Routes to School	100% Federal
STA	State Funds	100% State
STBG	Surface Transportation Block Grant Program	80% Federal, 20% State/Local
TAP	Transportation Alternatives Program	80% Federal, 20% State/Local

Development of STIP Funding Levels

Fiscal Year (FY) 2017 (October 1, 2016-September 30, 2017) funds represent both remaining funds from prior years, plus projected revenue estimates for FY 2017. Projects using one hundred percent (100%) State funds are based on funding levels appropriated by the Tennessee General Assembly. For 100% State funds, the FY 2017 revenue figure is actual, while Federal funds are estimated.

In non-attainment and maintenance areas, projects included in the first two years of the STIP are limited to those for which funds are available or committed. For the remaining projects and remaining years of FY 2019-2020, the figures are projections based on trends and statewide allocations outlined in the FAST Act. The amount used for federally funded projects is based on projected funds anticipated to be appropriated by congressional action each year. TDOT updates cost estimates to the year of expenditure for each project when appropriate. The data is derived from TDOT statewide cost estimates for planning purposes and is cooperatively developed by the State, MPOs, and others. TDOT further monitors estimated project cost with a defined process for updating project estimates during the Engineering and Right-of-Way phases throughout the life of each project individually and collectively on a balance sheet to maintain the fiscal constraint of the STIP, as required by law. Other types of funds as noted in this document include congressional earmark funds (HPP and HPP-L) and demonstration funds (DEMO).

The tables in the following pages document the highway funds allocated by fiscal year. Note that these funds are only those allocated in rural counties. Funding for and projects located within urban areas designated as a MPO are not listed in this document, but are included in each respective MPO's TIP.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2017

FUND CODE	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Estimated 2017 Allocation (RURAL)	Amount Brought Forward
APD	2017								
BRR	2017								
CMAQ	2017								
DEMO	2017								
ENH	2017								
FBD	2017								
FH/PL	2017								
FLAP	2017								
HPP	2017								
HPP-L	2017								
HRRR	2017								
HSIP	2017								
NHFP	2017								
NHPP	2017								
RTP	2017								
Sect 154	2017								
SRTS	2017								
STA	2017								
STBG	2017								
TAP	2017								

STATE TRANSPORTATION IMPROVEMENT PROGRAM

ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2018

FUND CODE	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Estimated 2018 Allocation (RURAL)	Amount Brought Forward
APD	2018								
BRR	2018								
CMAQ	2018								
DEMO	2018								
ENH	2018								
FBD	2018								
FH/PL	2018								
FLAP	2018								
HPP	2018								
HPP-L	2018								
HRRR	2018								
HSIP	2018								
NHFP	2018								
NHPP	2018								
RTP	2018								
Sect 154	2018								
SRTS	2018								
STA	2018								
STBG	2018								
TAP	2018								

STATE TRANSPORTATION IMPROVEMENT PROGRAM

ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2019

FUND CODE	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Estimated 2019 Allocation (RURAL)	Amount Brought Forward
APD	2019								
BRR	2019								
CMAQ	2019								
DEMO	2019								
ENH	2019								
FBD	2019								
FH/PL	2019								
FLAP	2019								
HPP	2019								
HPP-L	2019								
HRRR	2019								
HSIP	2019								
NHFP	2019								
NHPP	2019								
RTP	2019								
Sect 154	2019								
SRTS	2019								
STA	2019								
STBG	2019								
TAP	2019								

STATE TRANSPORTATION IMPROVEMENT PROGRAM

ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2020

FUND CODE	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Estimated 2020 Allocation (RURAL)	Amount Brought Forward
APD	2020								
BRR	2020								
CMAQ	2020								
DEMO	2020								
ENH	2020								
FBD	2020								
FH/PL	2020								
FLAP	2020								
HPP	2020								
HPP-L	2020								
HRRR	2020								
HSIP	2020								
NHFP	2020								
NHPP	2020								
RTP	2020								
Sect 154	2020								
SRTS	2020								
STA	2020								
STBG	2020								
TAP	2020								

Transit Funding Program Descriptions

The Federal Transit Program provides funding for planning, capital and operating assistance, major capital needs such as a light or commuter rail system development, large bus or rail fleet purchases, construction of transit facilities, passenger equipment for special needs, intercity bus programs, and state administration of projects of a transit nature.

There are a total of 27 agencies that provide transportation in Tennessee. TDOT's Multimodal Transportation Resources Division provides financial assistance for the operation of public transit systems serving all the counties in the state. The services provided by Tennessee's transit systems vary depending on the specific needs of the community and include fixed route bus, incline rail, streetcar/trolleys, commuter rail, demand response, and paratransit services to meet ADA requirements. The Division also provides capital assistance to public and private non-profit organizations that provide specialized transportation services to the elderly and people with disabilities.

There are 15 urban public transit providers in the state. The urban agencies provide public transportation services in large and small urbanized areas of Tennessee and are listed below:

- Bristol Transit
- Chattanooga Area Regional Transportation Authority
- Clarksville Transit
- Cleveland Transit (Southeast Tennessee Human Resource Agency)
- Franklin Transit
- Jackson Transit
- Johnson City Transit
- Kingsport Area Transit System
- Knoxville Area Transit
- Knox County Community Action Committee
- Memphis Area Transit Authority
- Morristown (East Tennessee Human Resource Agency)
- Murfreesboro Transit
- Nashville Metropolitan Transportation Authority
- Regional Transportation Authority of Middle Tennessee

There are 9 rural public transit providers in the state. The rural agencies provide public transportation services on a more regional basis in every county of the state. These providers are listed below:

- Delta Human Resource Agency (DHRA): online resource for Fayette, Lauderdale, Tipton and non-urban Shelby Counties
- Northwest Tennessee Human Resource Agency (Nwthra): online resource for Benton, Carroll, Crockett, Dyer, Gibson, Henry, Lake, Obion, and Weakley Counties
- Southwest Human Resource Agency (SWHRA): online resource for Chester, Decatur, Hardeman, Hardin, Haywood, Henderson, Madison, and McNairy Counties
- Mid-Cumberland Human Resource Agency (MCHRA): online resource for Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson Counties
- South Central Tennessee Development District (SCTDD): online resource for Bedford, Coffee, Franklin, Giles, Hickman, Lawrence, Lewis, Lincoln, Marshall, Maury, Moore, Perry, and Wayne Counties
- Upper Cumberland Human Resource Agency (UCHRA): online resource for Cannon, Clay, Cumberland, DeKalb, Fentress, Jackson, Macon, Overton, Pickett, Putnam, Smith, Van Buren, Warren, and White Counties
- Southeast Tennessee Human Resource Agency (SETHRA): online resource for Bledsoe, Bradley, Grundy, Marion, McMinn, Meigs, Polk, Rhea, and Sequatchie Counties
- East Tennessee Human Resource Agency (ETHRA): online resource for Anderson, Blount, Campbell, Claiborne, Cocke, Grainger, Hamblen, Jefferson, Knox, Loudon, Monroe, Morgan, Roane, Scott, Sevier and Union Counties
- Northeast Tennessee Rural Public Transit (NET Trans): online resource for Carter, Greene, Hancock, Hawkins, Johnson, Sullivan, Unicoi and Washington Counties (operated by First Tennessee Human Resource Agency (FTHRA))

Additional transportation is provided in Sevier and Blount counties by 3 other agencies that are listed below:

- Gatlinburg Transit
- Great Smokey Mountain Heritage Center
- Pigeon Forge Fun-Time Trolleys

TDOT serves as the recipient and administrator of federal transit assistance funds for all rural agencies and some specific programs for small urbanized agencies. To receive funds, TDOT submits electronic applications to the FTA, administers contracts with state providers and monitors their compliance with federal and state regulations. A description of the federal programs

administered by this Division is provided below:

Section 5303-Metropolitan Transportation Planning This program provides funds to MPOs for multimodal transportation planning.

Section 5304-Statewide Transportation Planning This program provides funds to make transportation investment decisions in support of cooperative, continuous and comprehensive planning needs.

Section 5309-Discretionary Capital Investment Grants This program provides discretionary capital assistance for the purchase of new equipment, acquisition of property and the construction of public transit facilities.

Section 5310-Formula Funding for Elderly and Persons with Disabilities Capital/Grants This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or persons with disabilities. Annually, eligible applicants apply to the Division for funding to acquire equipment to provide specialized transportation needs of elderly and/or persons with disabilities. Funds apportioned after 2013 are also eligible for SAFETEA-LU 5317 activities. These activities address the transportation needs of persons with disabilities that go beyond the requirements of the Americans with Disabilities Act.

Section 5311-Non-Urbanized Area Formula Grants This formula grant program provides funds to support public transportation in rural areas with a population less than 50,000. The funds are used for transit capital, operating and administrative expenses for projects that meet the needs of the rural communities. Specialized program areas of the 5311 grant include:

5311(f)-Intercity Bus Service The State must use 15% of its annual apportionment to support this service unless the Governor certifies that the needs of the state are adequately met.

5311 RTAP-Rural Transit Assistance Program This program provides funds to assist in the design and implementation of training, technical assistance, research, and other support services to meet the needs of transit operators in the non-urbanized areas.

5311 Appalachian -Appalachian Development Public Transportation Assistance Program This program provides

funds to carry out a public transportation assistance program in the Appalachian Region.

Section 5329-State Safety Oversight Program This grant program provides funding for states to oversee safety at rail transit systems in their jurisdiction.

Section 5339-Bus and Bus Facilities Grants This program provides for capital funding to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus related facilities.

The tables in the following pages document the transit funds allocated by fiscal year. Note that these funds are only those allocated in rural counties. FTA funding for urban areas designated as a MPO is not listed in this document, but is included in each respective MPO's TIP.

Transit Funding Project Phases in the STIP

The following project phases have been identified and are provided with funding allocations for the aforementioned transit funding programs.

- **ACQ** – Acquisition of vehicles or equipment.
- **AD** – Administrative costs.
- **CA or Capital** – Capital expenditures.
- **OPERATIONS or OP** – Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems.
- **PLANNING** – Planning costs.
- **SAFETY/OVERSIGHT** – Safety oversight activities of the State’s public transportation systems.
- **TRNG or TRAINING** – Training activities.

**ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2017
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$5,317,573.00	\$5,317,573.00	\$4,253,973.00	\$531,800.00	\$531,800.00
5304	\$975,753.00	\$975,753.00	\$780,453.00	\$195,300.00	\$0.00
5310	\$15,937,828.00	\$15,937,828.00	\$12,985,828.00	\$1,476,000.00	\$1,476,000.00
5311	\$82,796,500.00	\$82,796,500.00	\$41,397,750.00	\$20,699,375.00	\$20,699,375.00
5311 (f)	\$14,189,827.00	\$14,189,827.00	\$7,094,413.00	\$3,547,707.00	\$3,547,707.00
5311 (RTAP)	\$739,805.00	\$739,805.00	\$739,805.00	\$0.00	\$0.00
5311 (Appalachian)	\$5,405,028.00	\$5,405,028.00	\$2,702,014.00	\$1,351,507.00	\$1,351,507.00
5329	\$1,669,120.00	\$1,669,120.00	\$1,333,120.00	\$168,000.00	\$168,000.00
5339	\$15,083,322.00	\$15,083,322.00	\$12,061,322.00	\$1,511,000.00	\$1,511,000.00
Totals	\$142,114,756.00	\$142,114,756.00	\$83,348,678.00	\$29,480,689.00	\$29,285,389.00

**ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2018
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$1,841,400.00	\$1,841,400.00	\$1,473,000.00	\$184,200.00	\$184,200.00
5304	\$432,500.00	\$432,500.00	\$346,000.00	\$86,500.00	\$0.00
5310	\$4,697,000.00	\$4,697,000.00	\$3,895,000.00	\$401,000.00	\$401,000.00
5311	\$38,507,000.00	\$38,507,000.00	\$19,253,000.00	\$9,627,000.00	\$9,627,000.00
5311 (f)	\$6,796,000.00	\$6,796,000.00	\$3,398,000.00	\$1,699,000.00	\$1,699,000.00
5311 (RTAP)	\$362,000.00	\$362,000.00	\$362,000.00	\$0.00	\$0.00
5311 (Appalachian)	\$2,687,000.00	\$2,687,000.00	\$1,343,000.00	\$672,000.00	\$672,000.00
5329	\$516,000.00	\$516,000.00	\$412,000.00	\$52,000.00	\$52,000.00
5339	\$3,965,000.00	\$3,965,000.00	\$3,171,000.00	\$397,000.00	\$397,000.00
Totals	\$59,803,900.00	\$59,803,900.00	\$33,653,000.00	\$13,118,700.00	\$13,032,200.00

**ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2019
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$1,878,800.00	\$1,878,800.00	\$1,503,000.00	\$187,900.00	\$187,900.00
5304	\$441,300.00	\$441,300.00	\$353,000.00	\$88,300.00	\$0.00
5310	\$5,167,000.00	\$5,167,000.00	\$4,285,000.00	\$441,000.00	\$441,000.00
5311	\$42,356,000.00	\$42,356,000.00	\$21,178,000.00	\$10,589,000.00	\$10,589,000.00
5311 (f)	\$7,476,000.00	\$7,476,000.00	\$3,738,000.00	\$1,869,000.00	\$1,869,000.00
5311 (RTAP)	\$398,000.00	\$398,000.00	\$398,000.00	\$0.00	\$0.00
5311 (Appalachian)	\$2,955,000.00	\$2,955,000.00	\$1,477,000.00	\$739,000.00	\$739,000.00
5329	\$568,000.00	\$568,000.00	\$454,000.00	\$57,000.00	\$57,000.00
5339	\$4,363,000.00	\$4,363,000.00	\$3,489,000.00	\$437,000.00	\$437,000.00
Totals	\$65,603,100.00	\$65,603,100.00	\$36,875,000.00	\$14,408,200.00	\$14,319,900.00

**ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2020
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$1,917,600.00	\$1,917,600.00	\$1,534,000.00	\$191,800.00	\$191,800.00
5304	\$451,300.00	\$451,300.00	\$361,000.00	\$90,300.00	\$0.00
5310	\$5,684,000.00	\$5,684,000.00	\$4,714,000.00	\$485,000.00	\$485,000.00
5311	\$46,592,000.00	\$46,592,000.00	\$23,296,000.00	\$11,648,000.00	\$11,648,000.00
5311 (f)	\$8,224,000.00	\$8,224,000.00	\$4,112,000.00	\$2,056,000.00	\$2,056,000.00
5311 (RTAP)	\$438,000.00	\$438,000.00	\$438,000.00	\$0.00	\$0.00
5311 (Appalachian)	\$3,251,000.00	\$3,251,000.00	\$1,625,000.00	\$813,000.00	\$813,000.00
5329	\$626,000.00	\$626,000.00	\$500,000.00	\$63,000.00	\$63,000.00
5339	\$4,800,000.00	\$4,800,000.00	\$3,838,000.00	\$481,000.00	\$481,000.00
Totals	\$71,983,900.00	\$71,983,900.00	\$40,418,000.00	\$15,828,100.00	\$15,737,800.00

Chapter 4: STIP Project List

Tennessee Department of Transportation
FY 2017 – FY 2020
State Transportation Improvement Program Title 23 USC, Sections 105 & 135

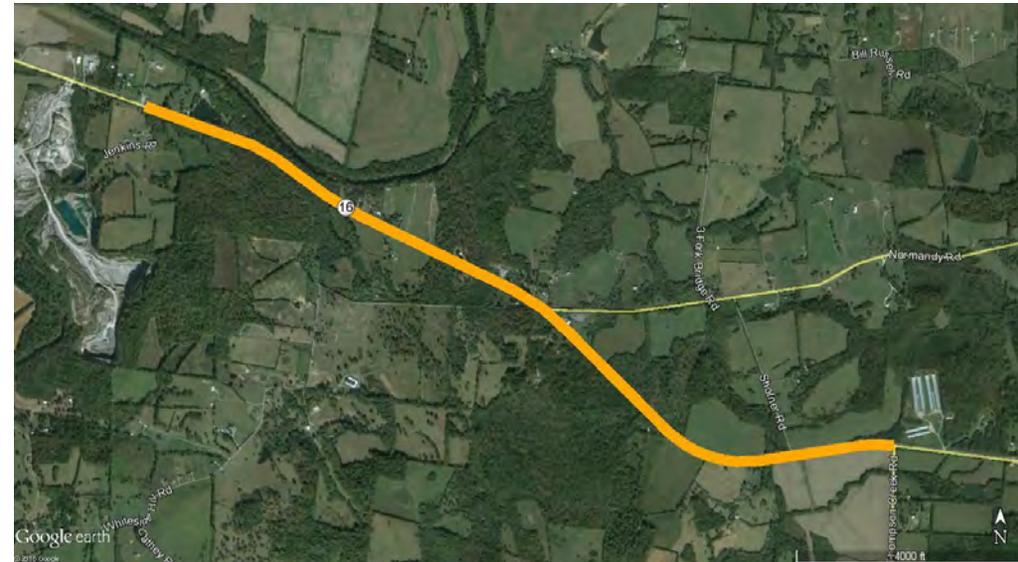
STIP Project List

STIP #	1702010	TDOT PIN #	100352.02	LENGTH IN MILES	3.5	LEAD AGENCY	TDOT	
COUNTY	BEDFORD						TOTAL PROJECT COST	\$37,500,000
ROUTE	SR-16 (US-41A)							
TERMINI	FROM JENKINS ROAD TO SR-276 (THOMPSON CREEK ROAD)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN DIVIDED							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	37,500,000	30,000,000	7,500,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1702030	TDOT PIN #	119870.00	LENGTH IN MILES	0.5	LEAD AGENCY	SHELBYVILLE	
COUNTY	BEDFORD						TOTAL PROJECT COST	\$334,666
ROUTE								
TERMINI	HPP #TN190 - PLAN AND CONSTRUCT A BICYCLE AND PEDESTRIAN TRAIL IN SHELBYVILLE							
PROJECT DESCRIPTION	PLAN AND CONSTRUCT A BICYCLE AND PEDESTRIAN TRAIL							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	TAP	361,444	289,155	0	72,289
2017	PE, ROW, CONST	HPP-L	334,666	267,733	0	66,933

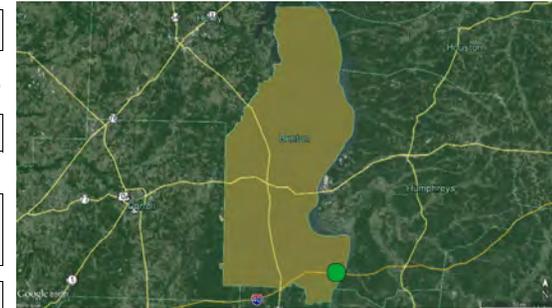


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

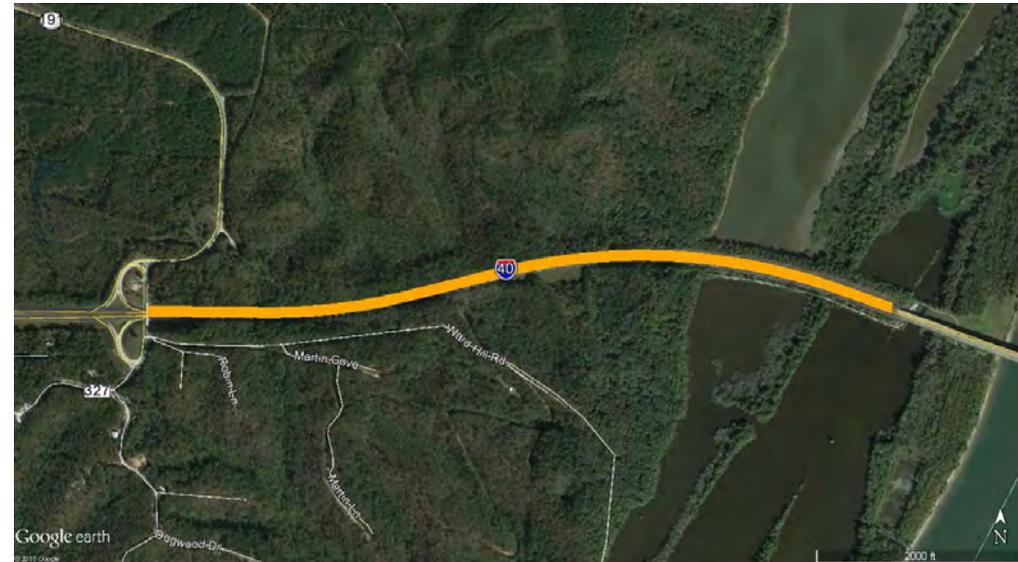
STIP Project List

STIP #	1703001	TDOT PIN #	114152.00	LENGTH IN MILES	2.11	LEAD AGENCY	TDOT	
COUNTY	BENTON						TOTAL PROJECT COST	\$10,900,000
ROUTE	I-40							
TERMINI	WEST OF SR-191 TO WEST OF TENNESSEE RIVER							
PROJECT DESCRIPTION	ADDING A TRUCK CLIMBING LANE TO WEST BOUND I-40							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	8,000,000	7,200,000	800,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

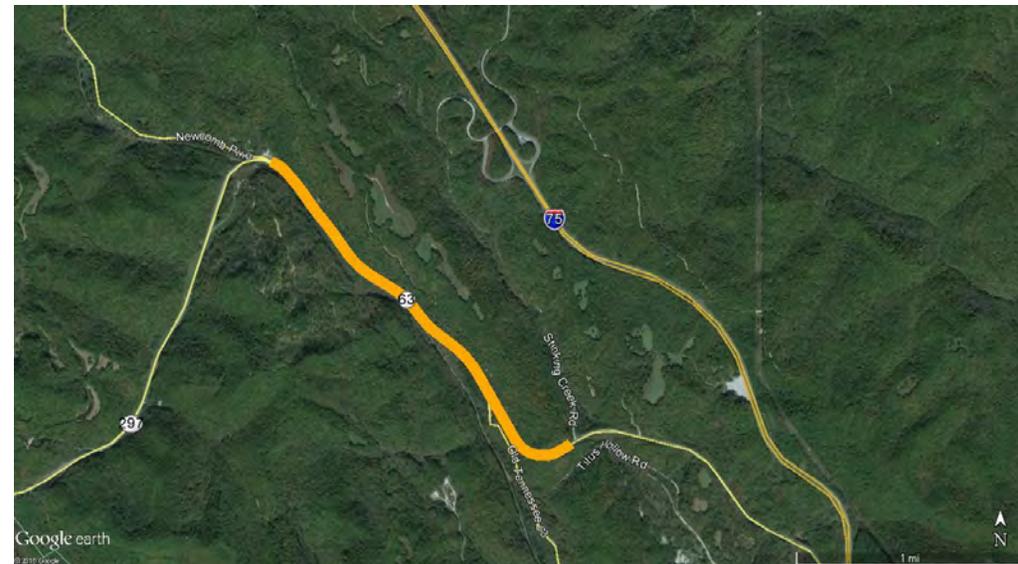
STIP Project List

STIP #	1707015	TDOT PIN #	101406.04	LENGTH IN MILES	0.82	LEAD AGENCY	TDOT	
COUNTY	CAMPBELL						TOTAL PROJECT COST	\$3,300,000
ROUTE	SR-63							
TERMINI	INTERSECTION OF SR-297 AND WEST OF OLD SR-63 TO WEST OF STINKING CREEK ROAD							
PROJECT DESCRIPTION	CONSTRUCT TRUCK CLIMBING LANE AND INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF SR 297 AND SR 63							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2019	CONST	STBG	3,300,000	2,640,000	660,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

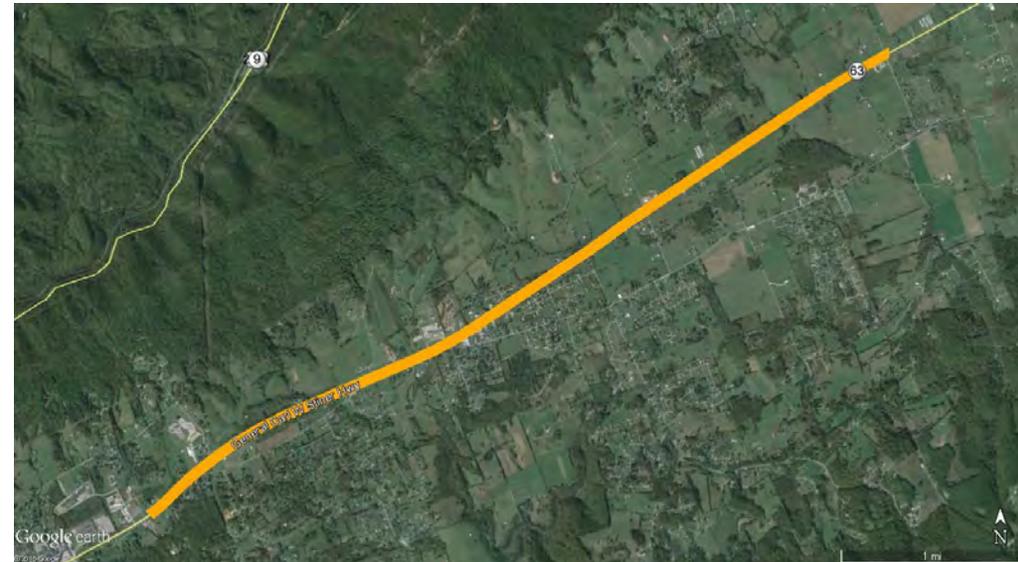
STIP Project List

STIP #	1707030	TDOT PIN #	101407.01	LENGTH IN MILES	4.92	LEAD AGENCY	TDOT	
COUNTY	CAMPBELL						TOTAL PROJECT COST	\$25,952,500
ROUTE	SR-63							
TERMINI	FROM LAFOLLETTE URBAN BOUNDARY TO FRONTIER ROAD/WOODSON LANE							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	2,680,000	2,680,000	0	
2018	CONST	APD	20,000,000	20,000,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

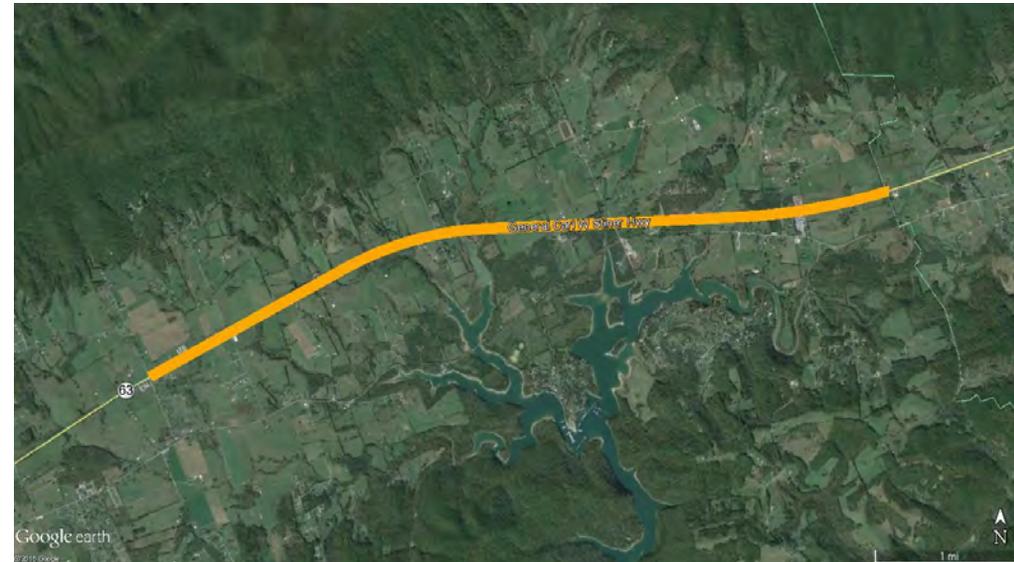
STIP Project List

STIP #	1707035	TDOT PIN #	101407.02	LENGTH IN MILES	5.2	LEAD AGENCY	TDOT	
COUNTY	CAMPBELL						TOTAL PROJECT COST	\$25,177,800
ROUTE	SR-63							
TERMINI	FROM FRONTIER ROAD/WOODSON LANE TO CLAIBORNE COUNTY LINE							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	3,682,000	3,682,000	0	
2018	CONST	APD	15,085,800	15,085,800	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

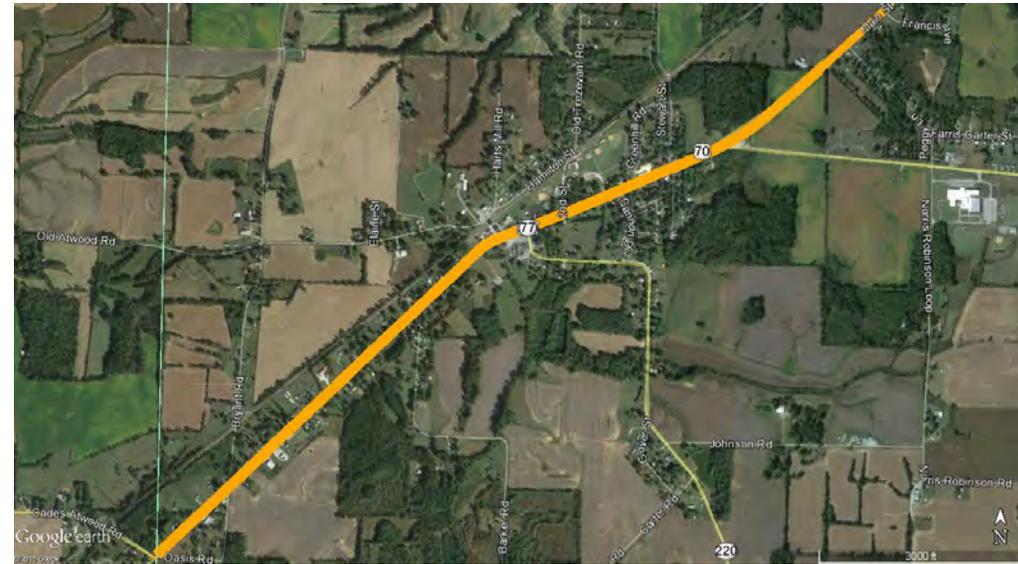
STIP Project List

STIP #	1709010	TDOT PIN #	100326.01	LENGTH IN MILES	3.7	LEAD AGENCY	TDOT	
COUNTY	CARROLL-GIBSON						TOTAL PROJECT COST	\$19,300,000
ROUTE	SR-76 (US-79)							
TERMINI	FROM WEST OF CADES-ATWOOD ROAD TO EAST OF SR-77							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN WITH PORTIONS ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	4,448,500	3,558,800	889,700	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

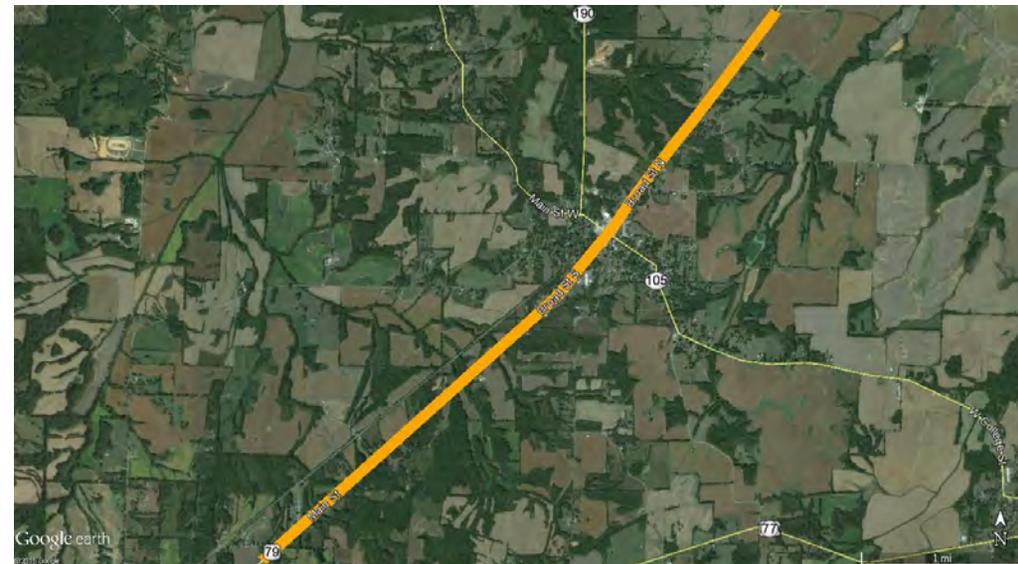
STIP Project List

STIP #	1709020	TDOT PIN #	100326.02	LENGTH IN MILES	4.43	LEAD AGENCY	TDOT	
COUNTY	CARROLL						TOTAL PROJECT COST	\$19,000,000
ROUTE	SR-76 (US-79)							
TERMINI	FROM EAST OF SR-77 TO WEST OF CUTLIP LANE							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN WITH PORTIONS ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	4,800,000	3,840,000	960,000	

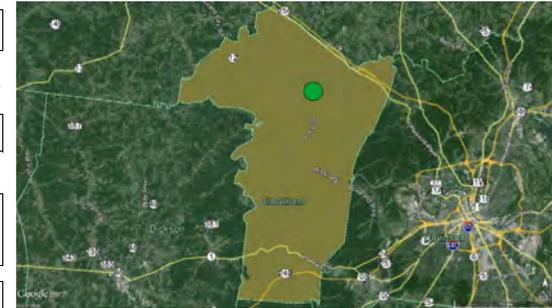


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

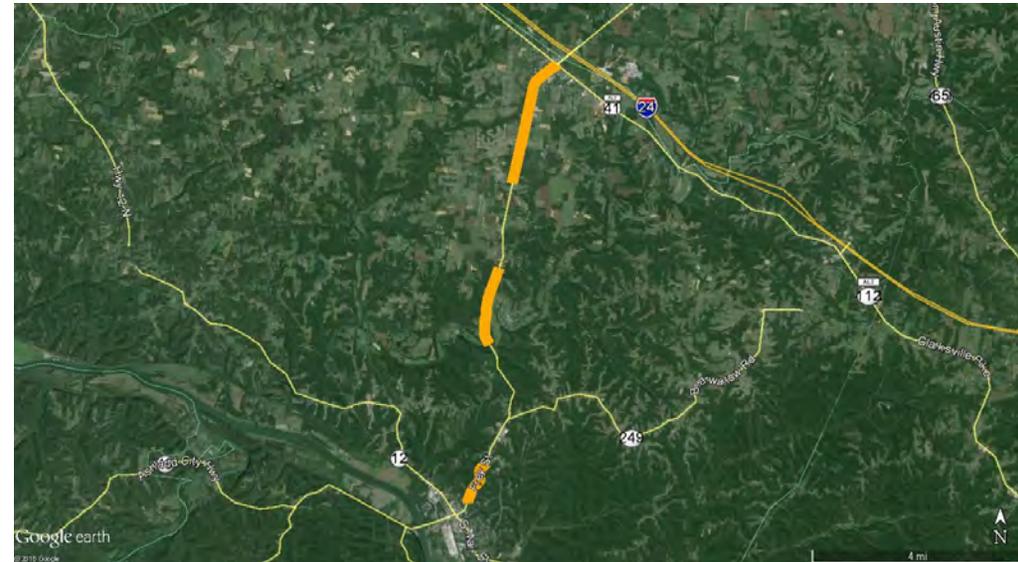
STIP Project List

STIP #	1711010	TDOT PIN #	109542.01	LENGTH IN MILES	8.1	LEAD AGENCY	TDOT	
COUNTY	CHEATHAM						TOTAL PROJECT COST	\$39,300,000
ROUTE	SR-49							
TERMINI	FROM SR-12 TO I-24 (SPOT IMPROVEMENTS - TPR OPTION 4)							
PROJECT DESCRIPTION	WIDENING TO 3-LN. 1 THROUGH LANE IN EACH DIRECTION AND 1 THROUGH LANE IN ALTERING DIRECTIONS							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	9,100,000	7,280,000	1,820,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

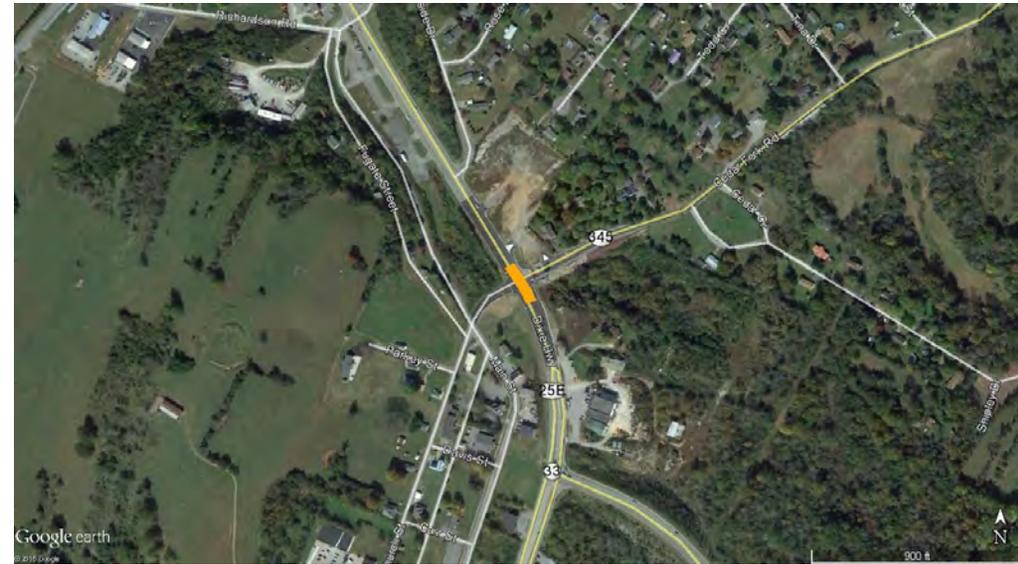
STIP Project List

STIP #	1713010	TDOT PIN #	118734.00	LENGTH IN MILES	0.01	LEAD AGENCY	TDOT	
COUNTY	CLAIBORNE						TOTAL PROJECT COST	\$6,750,000
ROUTE	SR-32							
TERMINI	INTERCHANGE AT SR-345							
PROJECT DESCRIPTION	CONSTRUCT NEW INTERCHANGE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	PE-D	APD	200,000	200,000	0	
2018	ROW	APD	500,000	500,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

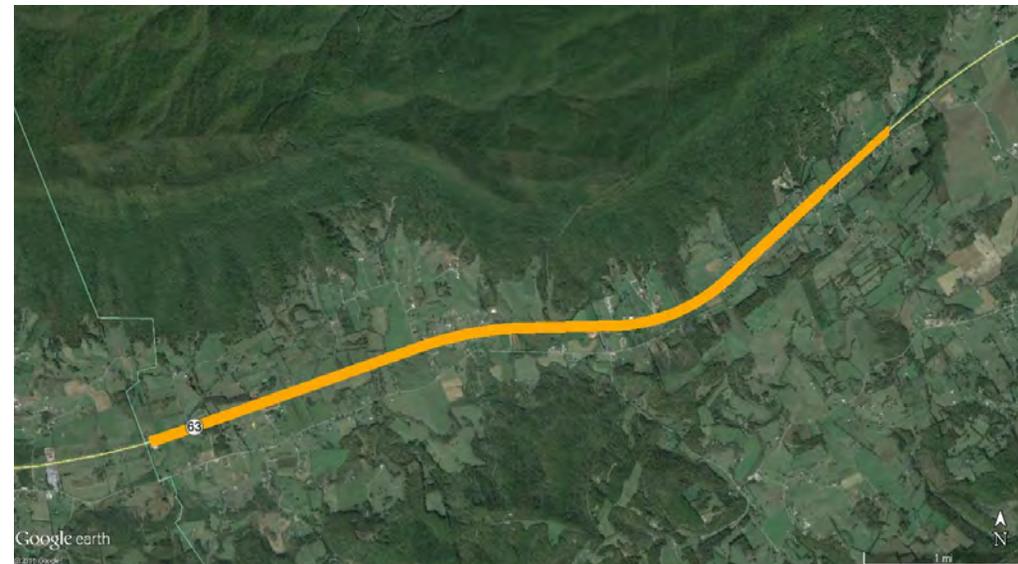
STIP Project List

STIP #	1713030	TDOT PIN #	101409.00	LENGTH IN MILES	4.8	LEAD AGENCY	TDOT	
COUNTY	CLAIBORNE						TOTAL PROJECT COST	\$20,480,000
ROUTE	SR-63							
TERMINI	FROM CAMPBELL COUNTY LINE TO HALL LANE							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	3,774,000	3,774,000	0	
2018	CONST	APD	15,606,000	15,606,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

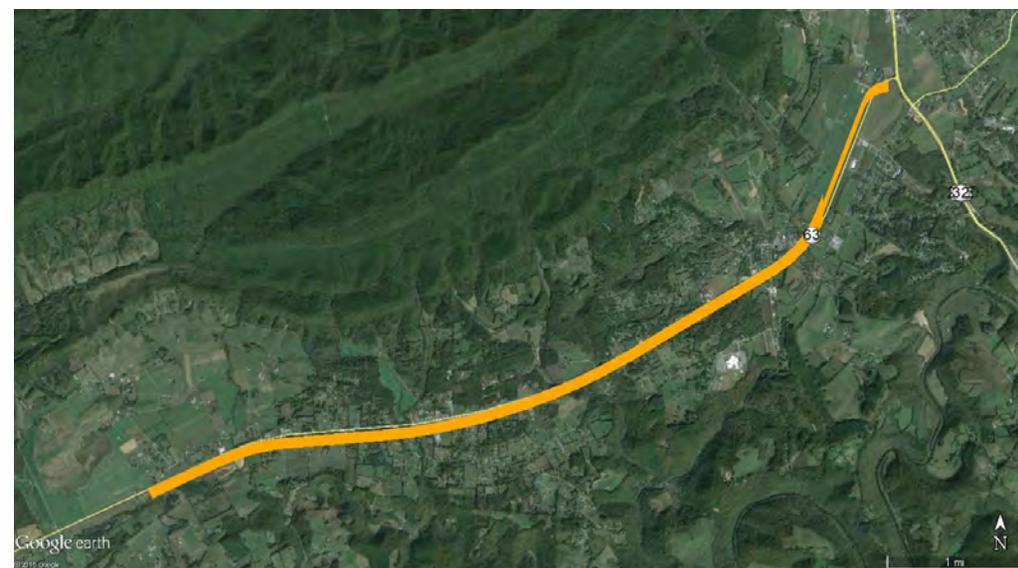
STIP Project List

STIP #	1713040	TDOT PIN #	105763.00	LENGTH IN MILES	6.2	LEAD AGENCY	TDOT	
COUNTY	CLAIBORNE						TOTAL PROJECT COST	\$15,600,000
ROUTE	SR-63							
TERMINI	FROM WEST OF OLD TOWN CREEK TO SR-32 (US-25E) (EPD)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 3-LN AND CONSTRUCT SHARED USE PATH							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	100,000	100,000	0	
2018	CONST	NHPP	12,700,000	12,700,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

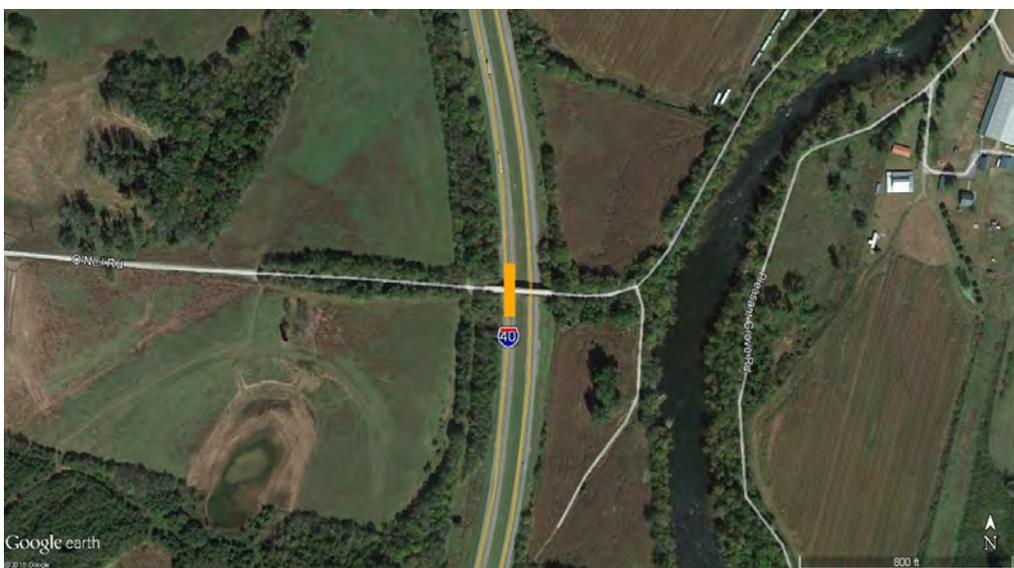
STIP Project List

STIP #	1715010	TDOT PIN #	103381.00	LENGTH IN MILES	0.01	LEAD AGENCY	TDOT	
COUNTY	COCKE						TOTAL PROJECT COST	\$17,300,000
ROUTE	I-40							
TERMINI	INTERCHANGE AT O'NEIL ROAD MILE MARKER 438.9							
PROJECT DESCRIPTION	CONSTRUCT INTERCHANGE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2019	ROW	NHPP	2,500,000	2,250,000	250,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

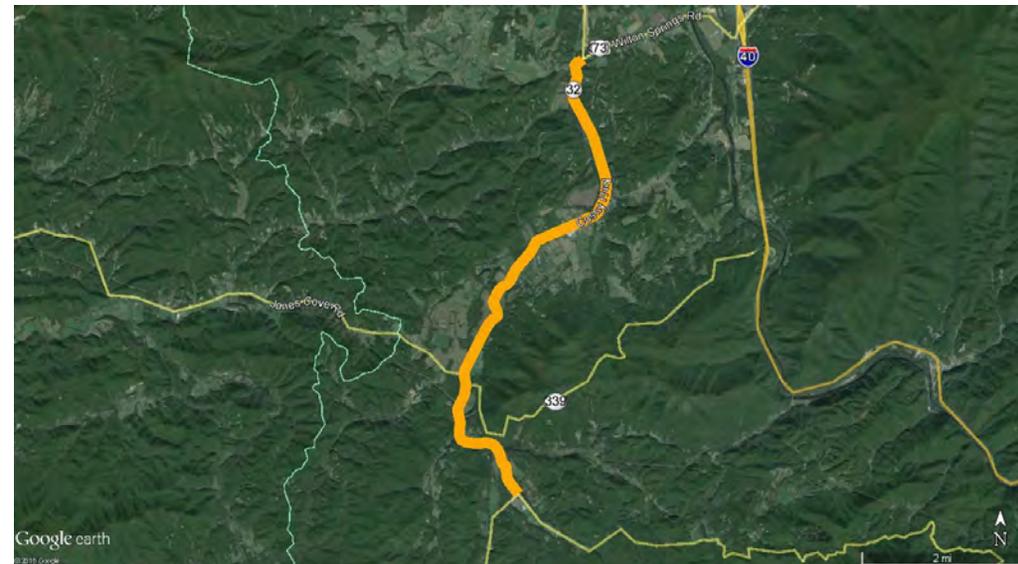
STIP Project List

STIP #	1715020	TDOT PIN #	101422.00	LENGTH IN MILES	6.8	LEAD AGENCY	TDOT	
COUNTY	COCKE						TOTAL PROJECT COST	\$63,700,000
ROUTE	SR-32 (US-321)							
TERMINI	FROM SR-73 NEAR COSBY TO WILTON SPRINGS ROAD							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	8,562,951	6,850,360	1,712,590	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

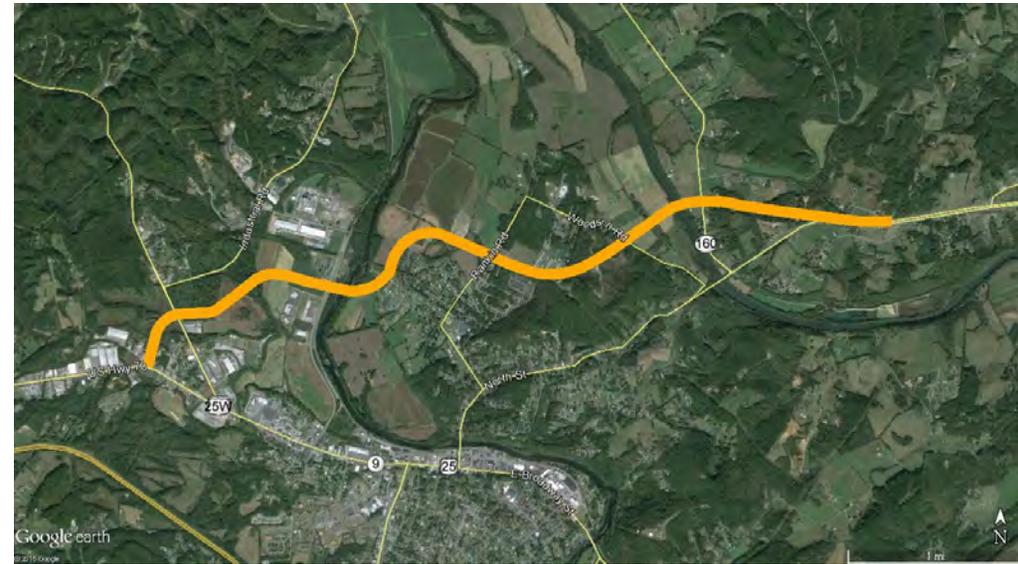
STIP Project List

STIP #	1715030	TDOT PIN #	101399.00	LENGTH IN MILES	5.3	LEAD AGENCY	TDOT	
COUNTY	COCKE						TOTAL PROJECT COST	\$50,700,000
ROUTE	SR-35 (US-321)							
TERMINI	(NEWPORT BYPASS), FROM SR-9 TO SAINT TIDE HOLLOW ROAD							
PROJECT DESCRIPTION	CONSTRUCTION NEW: 5-LN RURAL AND SUPER 2-LN ON 4-LN ROW BYPASS AROUND NEWPORT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2019	CONST	NHPP	43,000,000	34,400,000	8,600,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

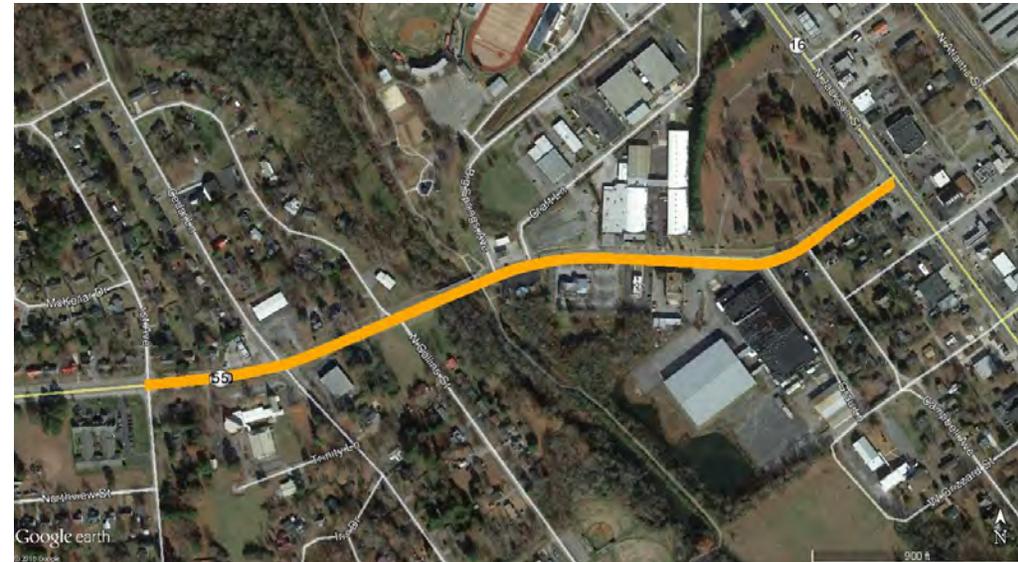
STIP Project List

STIP #	1716030	TDOT PIN #	101589.01	LENGTH IN MILES	0.64	LEAD AGENCY	TDOT	
COUNTY	COFFEE						TOTAL PROJECT COST	\$9,700,000
ROUTE	SR-55							
TERMINI	FIRST AVENUE TO SR-16 (US-41A, N. JACKSON STREET) IN TULLAHOMA							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO 4-LN @ 11' LANES WITH A 11' CONTINUOUS CENTER TURN LANE WITH 10' PAVED SHOULDER/BIKE LANES AND 5' SIDEWALKS ON EACH SIDE.							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	1,800,000	1,440,000	360,000	
2018	CONST	NHPP	7,900,000	6,320,000	1,580,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

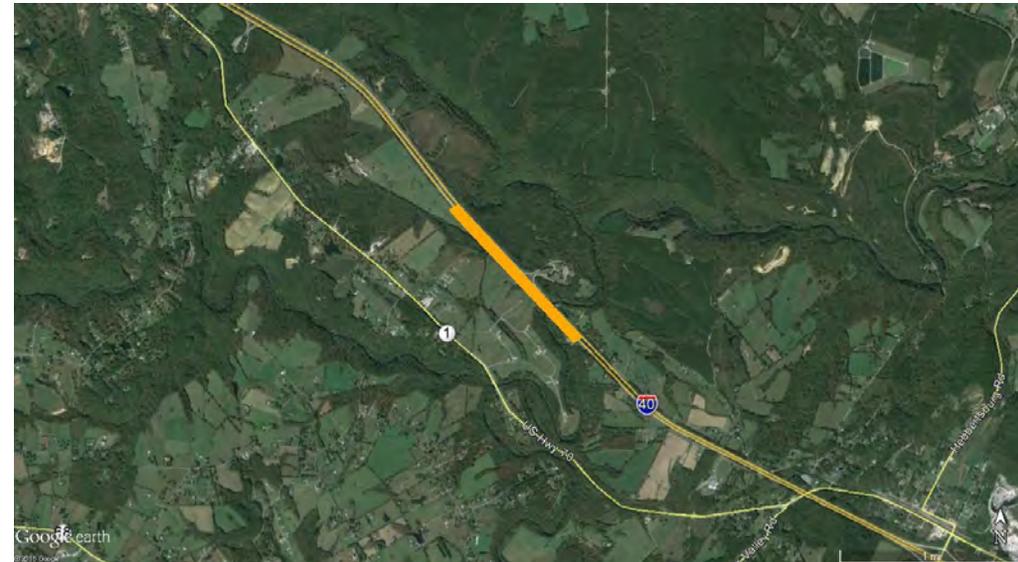
STIP Project List

STIP #	1718001	TDOT PIN #	114171.00	LENGTH IN MILES	1.0	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$5,700,000
ROUTE	I-40							
TERMINI	WESTBOUND NEAR MILE MARKER 326 (TRUCK CLIMBING LANE)							
PROJECT DESCRIPTION	CONSTRUCT TRUCK CLIMBING LANE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	5,700,000	5,130,000	570,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

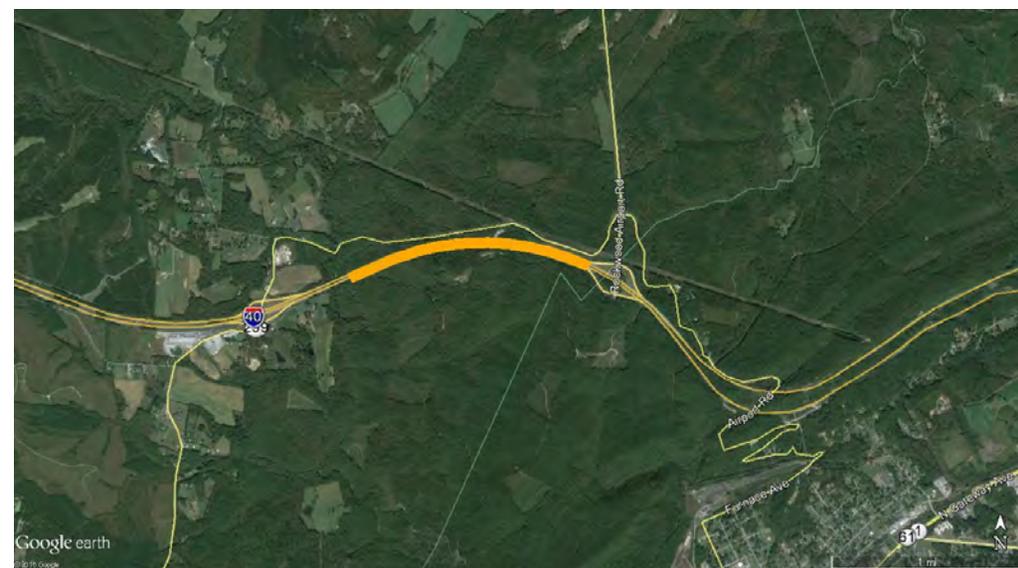
STIP Project List

STIP #	1718002	TDOT PIN #	114172.00	LENGTH IN MILES	1.3	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$28,900,000
ROUTE	I-40							
TERMINI	EASTBOUND NEAR MILE MARKER 339 (TRUCK CLIMBING LANE)							
PROJECT DESCRIPTION	CONSTRUCT TRUCK CLIMBING LANE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	25,100,000	22,590,000	2,510,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

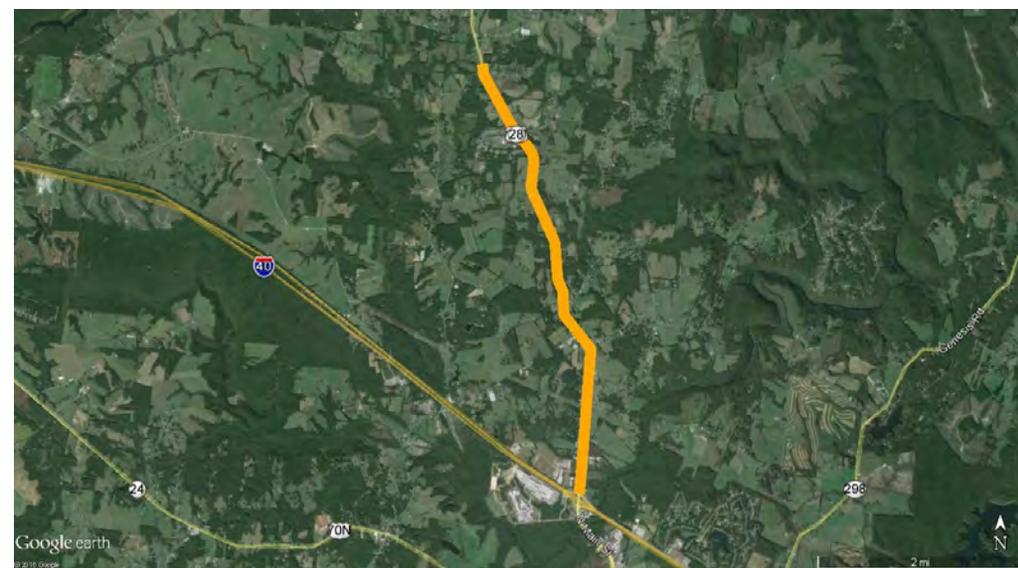
STIP Project List

STIP #	1718015	TDOT PIN #	100260.01	LENGTH IN MILES	4.91	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$56,950,000
ROUTE	SR-28 (US-127)							
TERMINI	NORTH OF I-40 TO SOUTH OF HUBERT CONLEY ROAD							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	CONST	NHPP	29,200,000	23,360,000	5,840,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

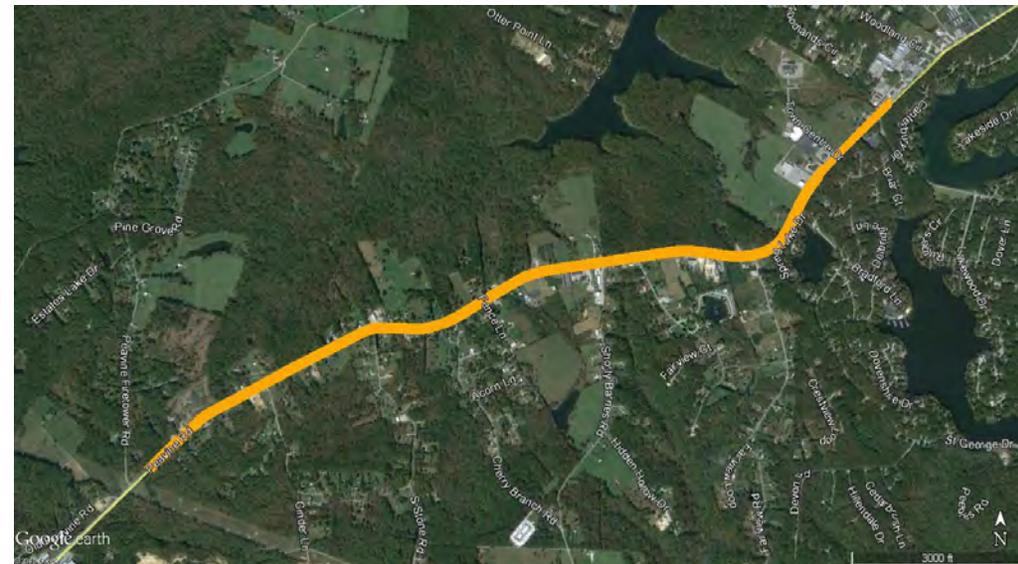
STIP Project List

STIP #	1718020	TDOT PIN #	100268.01	LENGTH IN MILES	2.9	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$34,500,000
ROUTE	SR-101							
TERMINI	(PEAVINE ROAD) FIRETOWER ROAD TO EAST OF LAKEVIEW DRIVE							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	14,700,000	11,760,000	2,940,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

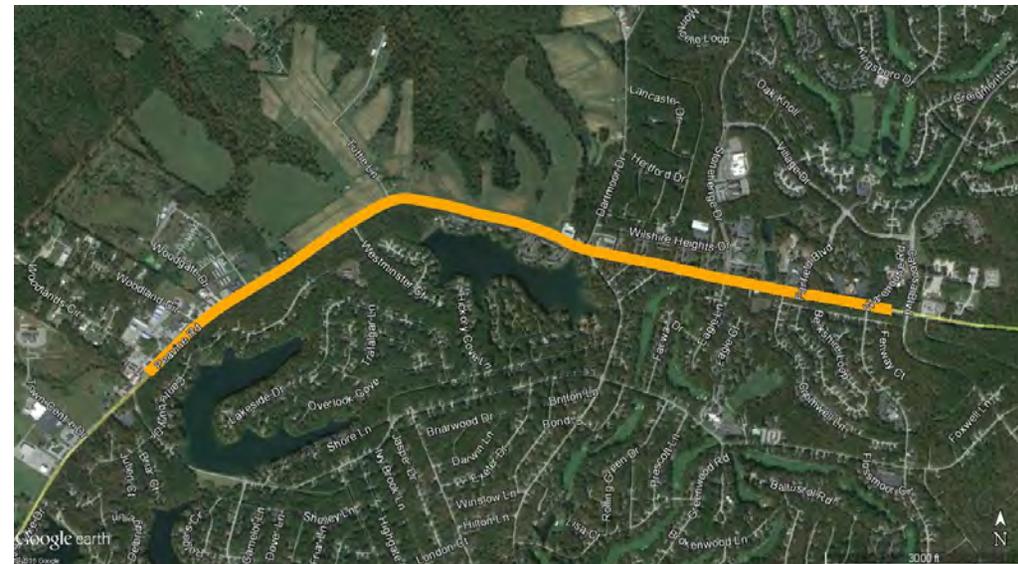
STIP Project List

STIP #	1718022	TDOT PIN #	100268.02	LENGTH IN MILES	2.26	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$42,907,428
ROUTE	SR-101							
TERMINI	(PEAVINE ROAD), FROM LAKEVIEW DRIVE TO EAST OF WESTCHESTER DRIVE/CATOOSA BOULEVARD IN FAIRFIELD GLADE							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	26,700,000	21,360,000	5,340,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

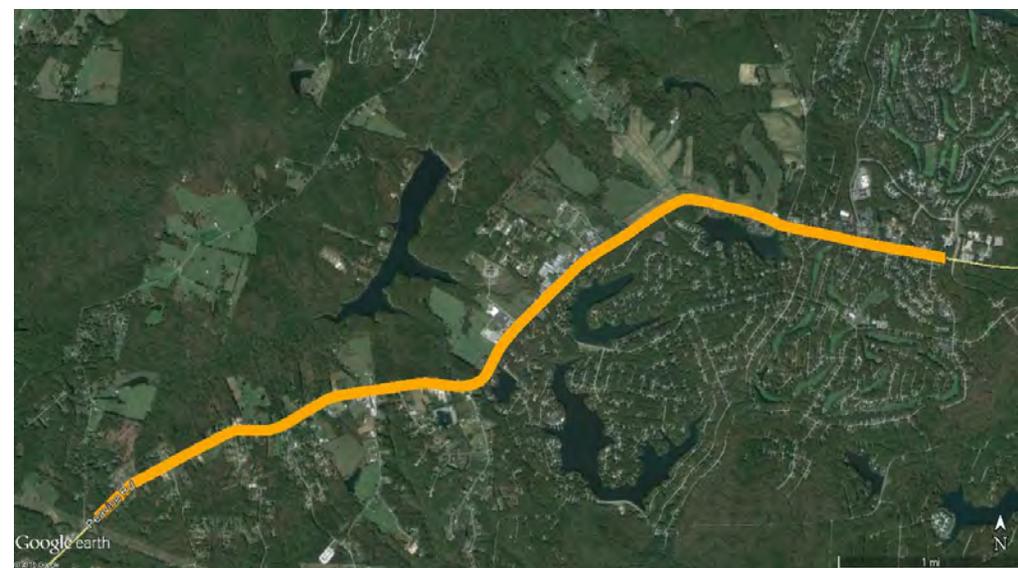
STIP Project List

STIP #	1718024	TDOT PIN #	100268.03	LENGTH IN MILES	5.2	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$4,807,000
ROUTE	SR-101							
TERMINI	(PEAVINE ROAD) FIRETOWER ROAD TO EAST OF WINCHESTER DRIVE/CATOOSA BOULEVARD							
PROJECT DESCRIPTION	ELECTRIC LINE RELOCATION							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	4,807,000	3,845,600	961,400	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

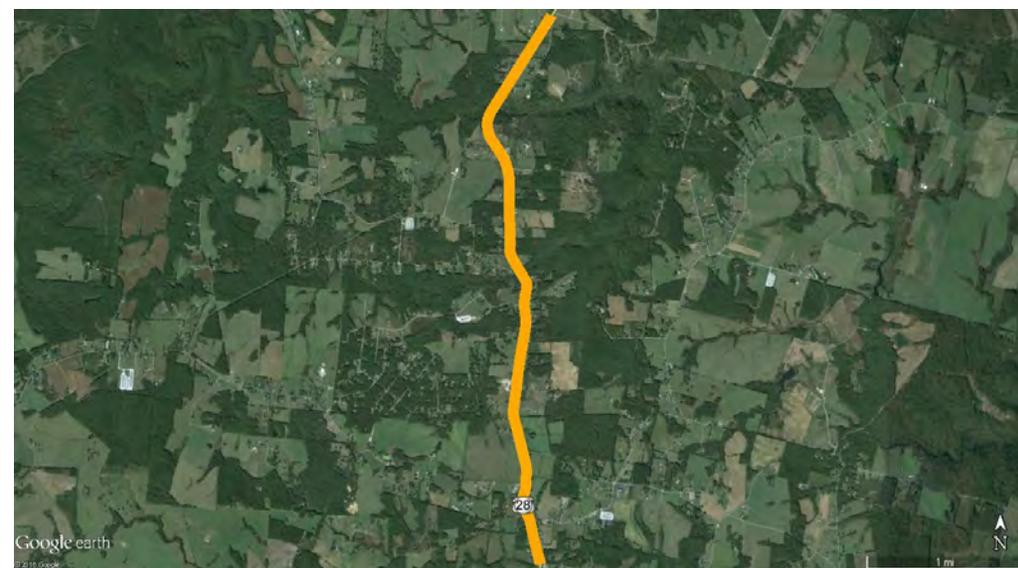
STIP Project List

STIP #	1718040	TDOT PIN #	100260.03	LENGTH IN MILES	3.8	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$55,000,000
ROUTE	SR-28 (US-127)							
TERMINI	NORTH OF POTATO FARM ROAD TO NEAR HOLLOW LANE							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	9,500,000	7,600,000	1,900,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

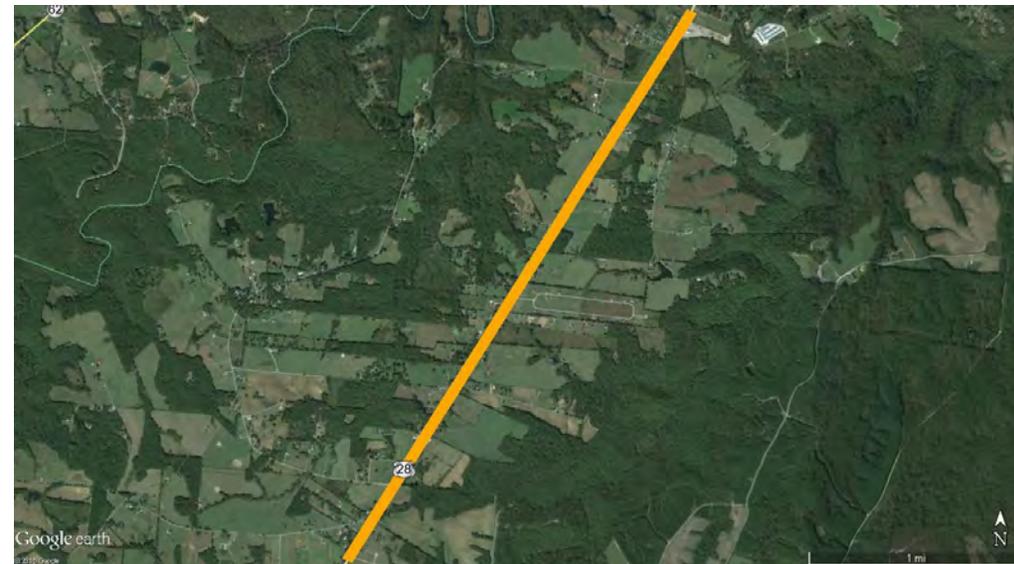
STIP Project List

STIP #	1718050	TDOT PIN #	100260.04	LENGTH IN MILES	3.1	LEAD AGENCY	TDOT	
COUNTY	CUMBERLAND						TOTAL PROJECT COST	\$33,700,000
ROUTE	SR-28 (US-127)							
TERMINI	FROM NEAR HOLLOW LANE TO NEAR LOWE ROAD							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	7,400,000	5,920,000	1,480,000	

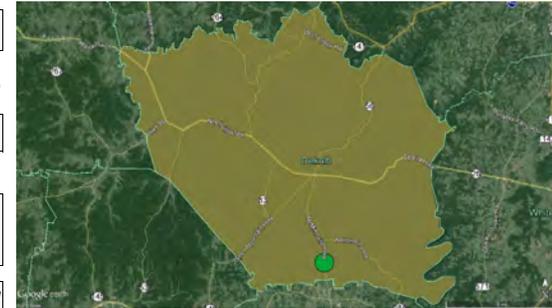


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

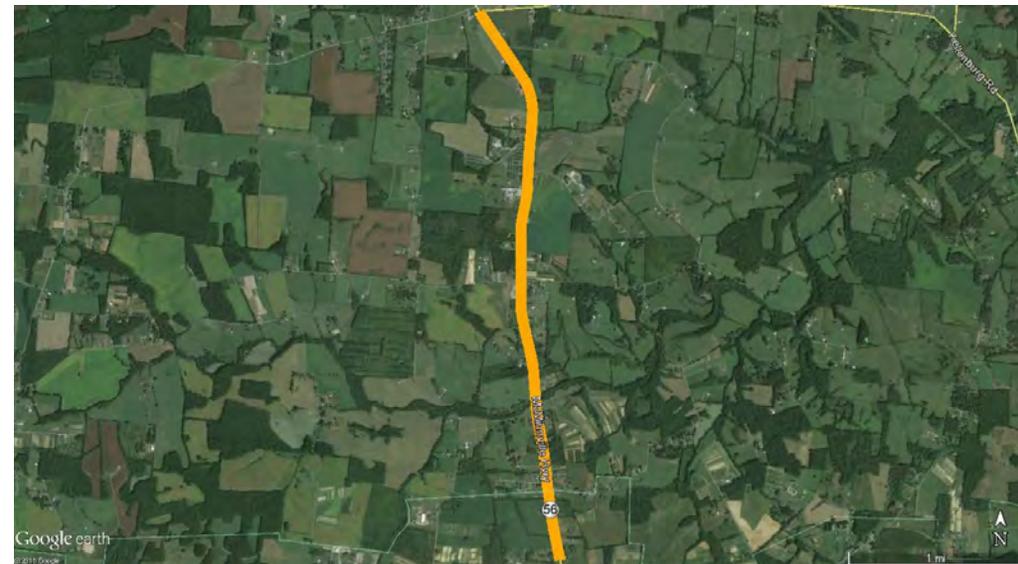
STIP Project List

STIP #	1721000	TDOT PIN #	100262.00	LENGTH IN MILES	3.3	LEAD AGENCY	TDOT	
COUNTY	DEKALB/WARREN						TOTAL PROJECT COST	\$26,000,000
ROUTE	SR-56							
TERMINI	SOUTH OF DEKALB COUNTY LINE TO NEAR MAGNESS ROAD							
PROJECT DESCRIPTION	TWO LANE FACILITY CONSISTING OF 2-12 FOOT TRAVEL LANES WITH 12 FOOT SHOULDERS (10 FOOT PAVED) ON NEW ALIGNMENT RUNNING ADJACENT AND PARALLEL WITH EXISTING SR-56							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	16,000,000	12,800,000	3,200,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

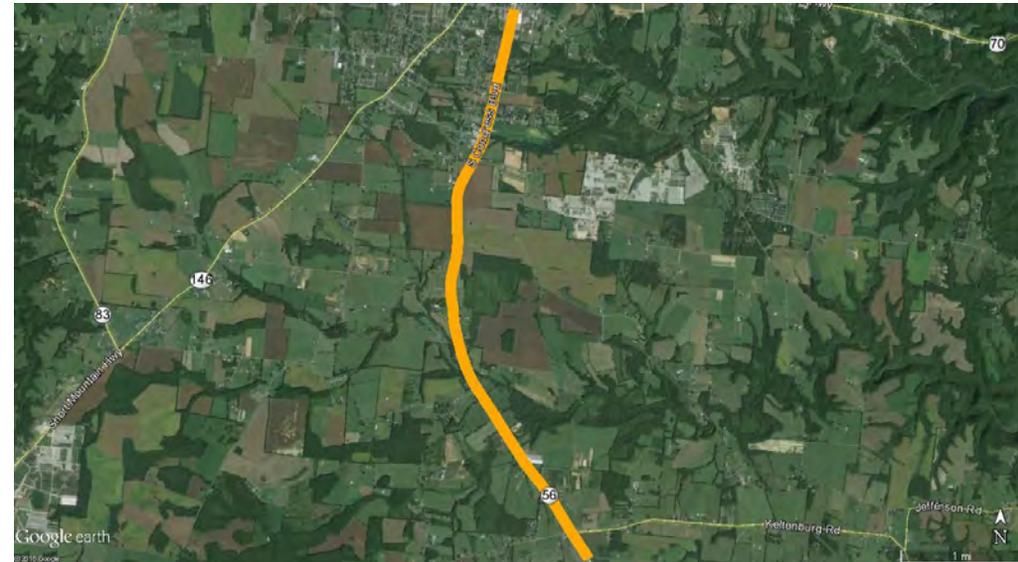
STIP Project List

STIP #	1721010	TDOT PIN #	100263.00	LENGTH IN MILES	4.5	LEAD AGENCY	TDOT	
COUNTY	DEKALB						TOTAL PROJECT COST	\$19,600,000
ROUTE	SR-56							
TERMINI	SOUTH OF SR-288 NEAR MAGNESS ROAD TO EAST BRYANT STREET IN SMITHVILLE (EPD)							
PROJECT DESCRIPTION	SUPER 2-LN TYPICAL ON NEW AND EXISTING ALIGNMENT ON 4-LN ROW							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	13,900,000	11,120,000	2,780,000	

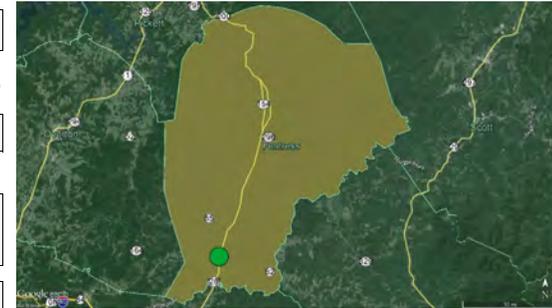


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

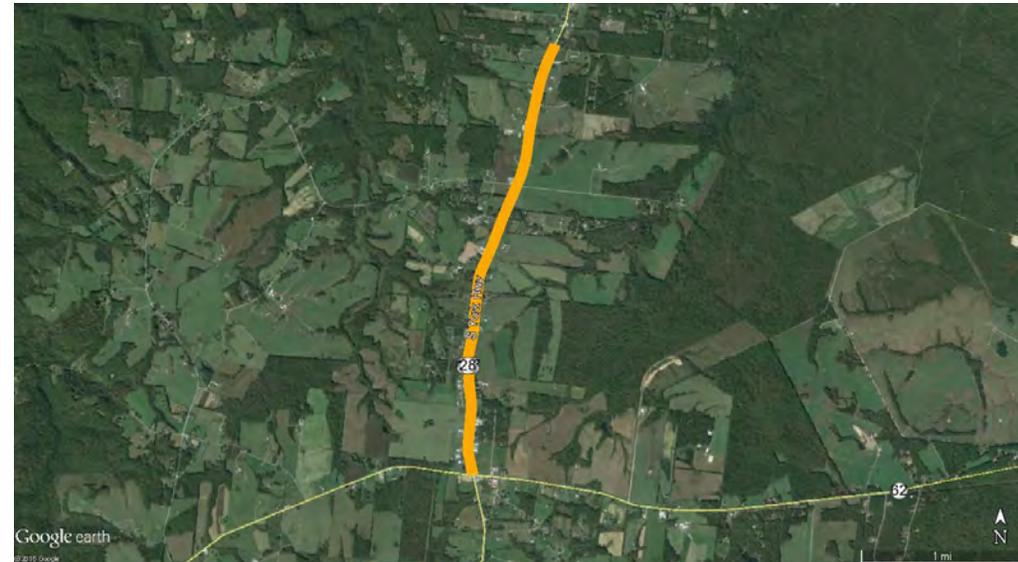
STIP Project List

STIP #	1725012	TDOT PIN #	107774.01	LENGTH IN MILES	2.8	LEAD AGENCY	TDOT	
COUNTY	FENTRESS						TOTAL PROJECT COST	\$24,500,000
ROUTE	SR-28 (US-127)							
TERMINI	NEAR LITTLE ROAD, NORTH OF SR-62 TO NORTH OF SOUTH FRANKLIN LOOP ROAD							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE-D	NHPP	1,000,000	800,000	200,000	
2017	ROW	NHPP	3,700,000	2,960,000	740,000	

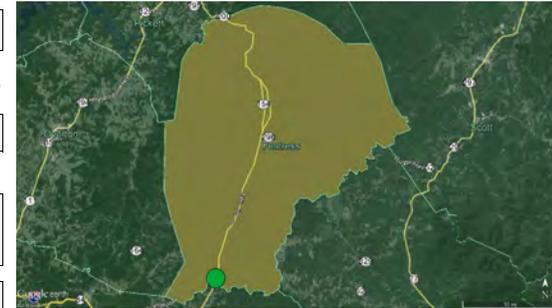


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

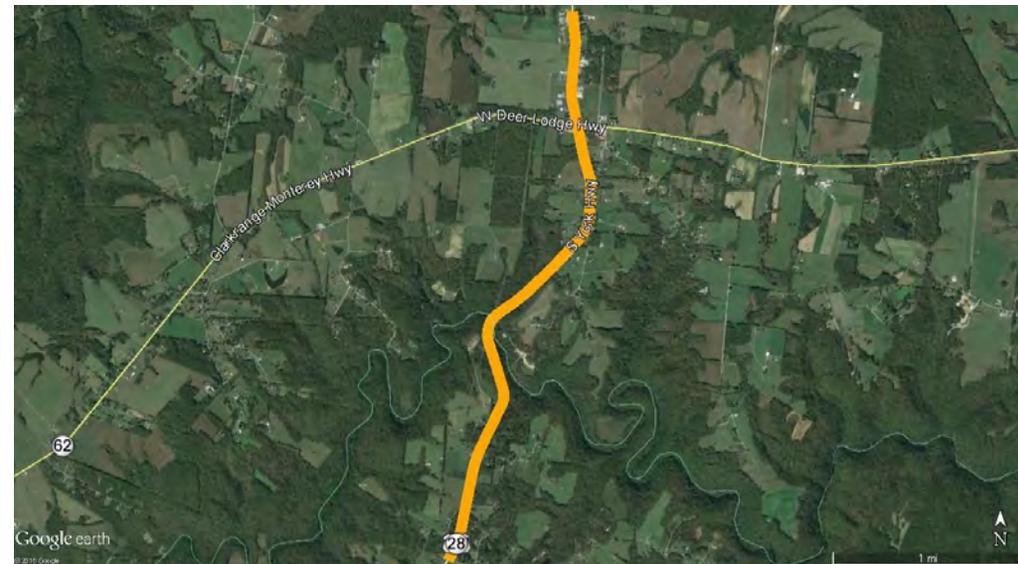
STIP Project List

STIP #	1725020	TDOT PIN #	100260.05	LENGTH IN MILES	2.60	LEAD AGENCY	TDOT	
COUNTY	FENTRESS-CUMBERLAND						TOTAL PROJECT COST	\$53,504,750
ROUTE	SR-28 (US-127)							
TERMINI	FROM NEAR LOWE ROAD IN CUMBERLAND COUNTY TO SR-62 AT CLARKRANGE IN FENTRESS COUNTY							
PROJECT DESCRIPTION	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	CONST	NHPP	46,600,000	37,280,000	9,320,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1729000	TDOT PIN #	101410.02	LENGTH IN MILES	5.6	LEAD AGENCY	TDOT	
COUNTY	GRAINGER						TOTAL PROJECT COST	\$40,406,022
ROUTE	SR-1 (US-11W)							
TERMINI	FROM RUTLEDGE TO WEST OF HELTON ROAD (EPD)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	HPP	3,924,375	3,139,500	784,875	
2017	ROW	STBG	9,282,022	7,425,618	1,856,404	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1729006	TDOT PIN #	101410.01	LENGTH IN MILES	4.9	LEAD AGENCY	TDOT	
COUNTY	GRAINGER						TOTAL PROJECT COST	\$30,300,000
ROUTE	SR-1 (US-11W)							
TERMINI	FROM WEST OF HELTON ROAD TO BEAN STATION (EPD)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	3,000,000	2,400,000	600,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1729032	TDOT PIN #	118733.00	LENGTH IN MILES	0.04	LEAD AGENCY	TDOT	
COUNTY	GRAINGER						TOTAL PROJECT COST	\$2,900,000
ROUTE	SR-32 (US-25E)							
TERMINI	OFF-SETTING INTERSECTIONS AT SR-131							
PROJECT DESCRIPTION	OFFSET INTERSECTION							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE-D	NHPP	75,000	75,000	0	
2017	ROW	NHPP	200,000	200,000	0	
2018	CONST	NHPP	2,500,000	2,500,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

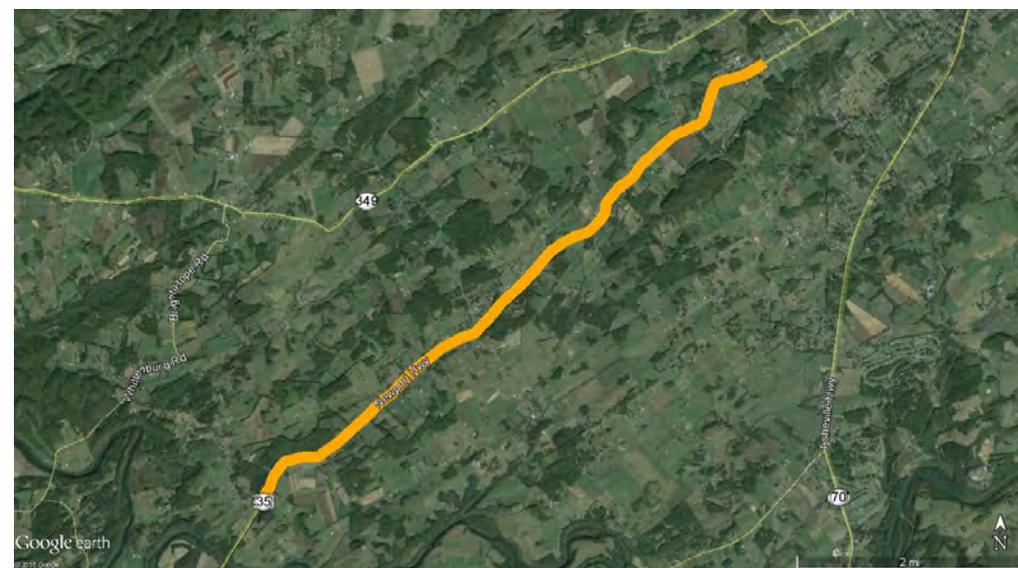
STIP Project List

STIP #	1730010	TDOT PIN #	100229.00	LENGTH IN MILES	6.1	LEAD AGENCY	TDOT	
COUNTY	GREENE						TOTAL PROJECT COST	\$34,800,000
ROUTE	SR-35 (US-321)							
TERMINI	FROM NORTH OF THE NOLICHUCKY RIVER (BRIGHT HOPE ROAD) TO EAST OF PATE ROAD (EPD)							
PROJECT DESCRIPTION	CONSTRUCT 5-LN ON 4-LN DIVIDED ROW ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	6,100,000	4,880,000	1,220,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

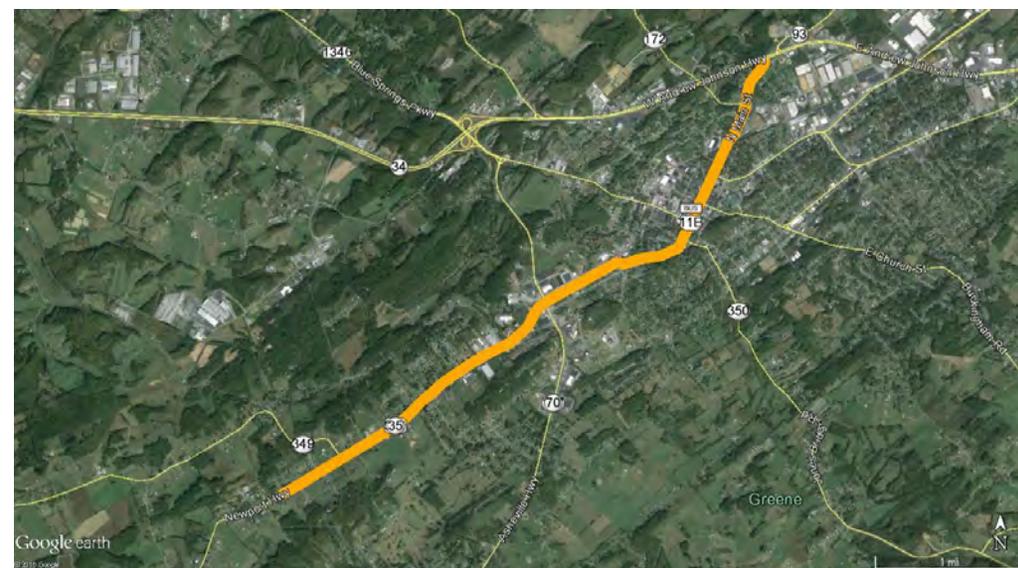
STIP Project List

STIP #	1730011	TDOT PIN #	100230.00	LENGTH IN MILES	3.7	LEAD AGENCY	TDOT	
COUNTY	GREENE						TOTAL PROJECT COST	\$32,000,000
ROUTE	SR-35 (US-321)							
TERMINI	FROM SOUTH OF SR-349 (WARRENSBURG ROAD) NEAR PATES LANE TO SR-34 (US-11E) (EPD)							
PROJECT DESCRIPTION	CONSTRUCT 5-LN ON 4-LN DIVIDED ROW ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	3,000,000	2,400,000	600,000	

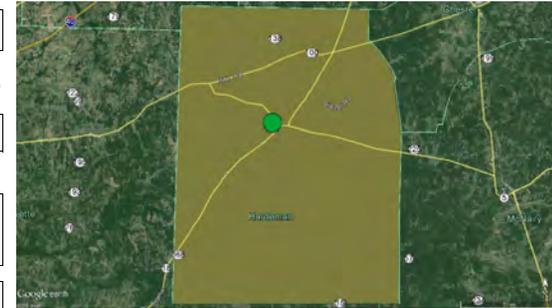


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

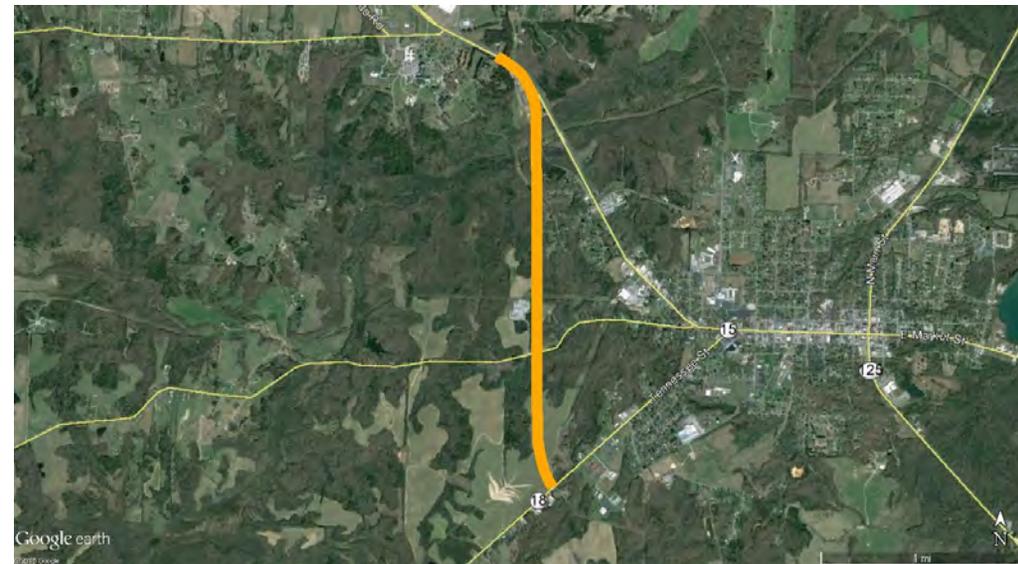
STIP Project List

STIP #	1735040	TDOT PIN #	101593.01	LENGTH IN MILES	2.6	LEAD AGENCY	TDOT	
COUNTY	HARDEMAN						TOTAL PROJECT COST	\$10,000,000
ROUTE	SR-458							
TERMINI	FROM SR-15 (US-64) WEST OF BOLIVAR TO 0.2 MILES EAST OF SR-18 (EPD)							
PROJECT DESCRIPTION	2-LN BYPASS ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	1,700,000	1,360,000	340,000	

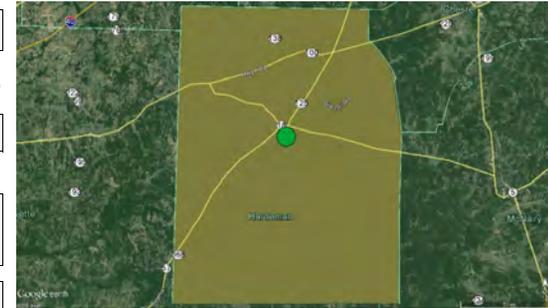


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

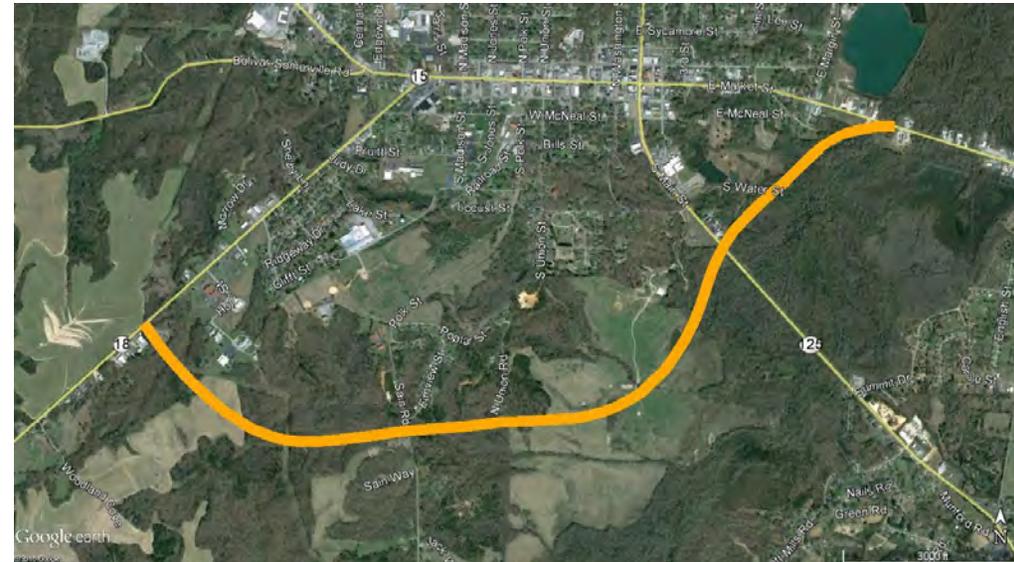
STIP Project List

STIP #	1735050	TDOT PIN #	101593.02	LENGTH IN MILES	3.1	LEAD AGENCY	TDOT	
COUNTY	HARDEMAN						TOTAL PROJECT COST	\$19,000,000
ROUTE	SR-458 (US-64)							
TERMINI	BOLIVAR BYPASS & SR-15 (US-64), FROM EAST OF SR-18 TO WEST OF OLD MIDDLETON ROAD (EPD)							
PROJECT DESCRIPTION	SUPER 2-LN BYPASS ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	6,276,000	5,020,800	1,255,200	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

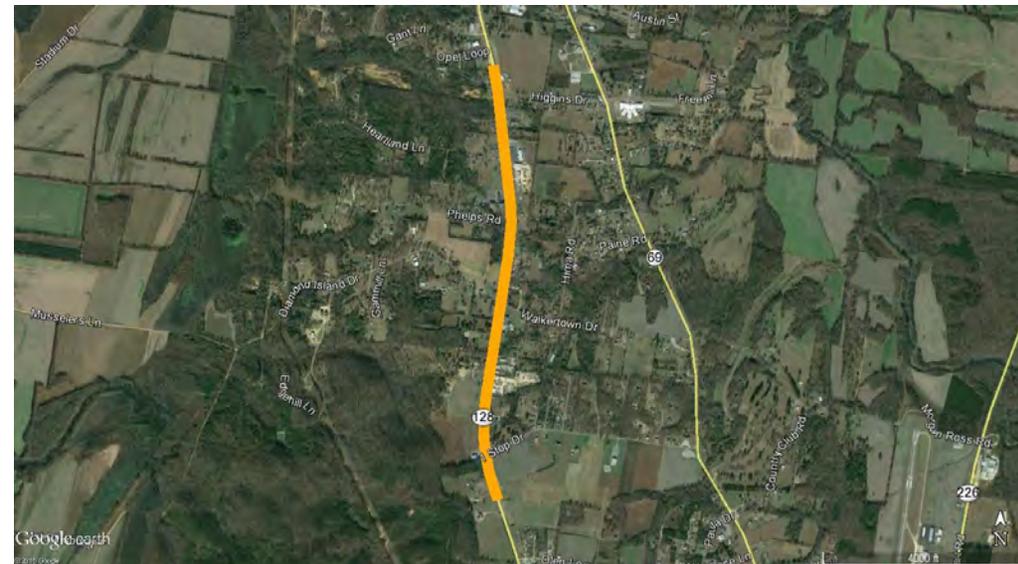
STIP Project List

STIP #	1736010	TDOT PIN #	100322.01	LENGTH IN MILES	1.6	LEAD AGENCY	TDOT	
COUNTY	HARDIN						TOTAL PROJECT COST	\$15,000,000
ROUTE	SR-128							
TERMINI	SOUTH OF ONE STOP DRIVE TO SOUTH OF OPEL LOOP (EPD)							
PROJECT DESCRIPTION	WIDEN TO 3-LN ON EXISTING ALIGNMENT							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	NHPP	6,000,000	4,800,000	1,200,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1737005	TDOT PIN #	101394.00	LENGTH IN MILES	4.3	LEAD AGENCY	TDOT	
COUNTY	HAWKINS						TOTAL PROJECT COST	\$7,200,000
ROUTE	SR-31							
TERMINI	MOORESBURG TO ADAMS LANE (EPD)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 3-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	HPP	490,000	490,000	0	
2017	ROW	STBG	3,910,000	3,128,000	782,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1738020	TDOT PIN #	102232.02	LENGTH IN MILES	1.1	LEAD AGENCY	TDOT	
COUNTY	HAYWOOD						TOTAL PROJECT COST	\$7,100,000
ROUTE	SR-19							
TERMINI	(BROWNSVILLE BYPASS), FROM WEST OF WINDROW ROAD TO SR-76 SOUTH OF BROWNSVILLE (EPD)							
PROJECT DESCRIPTION	WIDEN TO 4-LN ON EXISTING ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	ACSTBG	7,100,000	0	7,100,000	

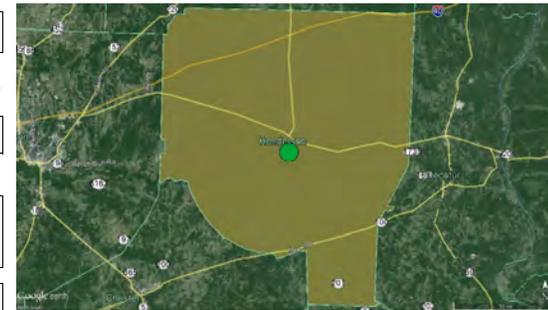


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1739000	TDOT PIN #	100321.02	LENGTH IN MILES	2.4	LEAD AGENCY	TDOT	
COUNTY	HENDERSON						TOTAL PROJECT COST	\$38,300,000
ROUTE	SR-459 (US-412)							
TERMINI	(LEXINGTON BYPASS), FROM SR-22, SOUTH OF LEXINGTON TO SR-20, EAST OF LEXINGTON (EPD)							
PROJECT DESCRIPTION	CONSTRUCT 2-LN (12 FOOT LANES WITH 10 FOOT SHOULDERS ON NEW ALIGNMENT)							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2019	CONST	NHPP	14,300,000	11,440,000	2,860,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

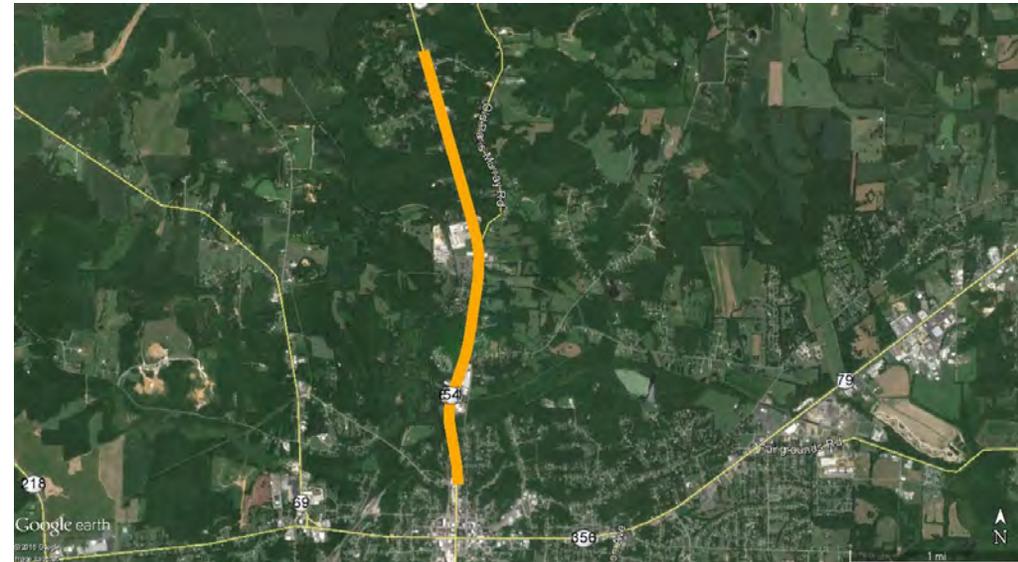
STIP Project List

STIP #	1740005	TDOT PIN #	101886.01	LENGTH IN MILES	2.79	LEAD AGENCY	TDOT	
COUNTY	HENRY						TOTAL PROJECT COST	\$34,000,000
ROUTE	SR-54 (US-641)							
TERMINI	NEAR RISON STREET TO NEAR SMITH ROAD							
PROJECT DESCRIPTION	WIDEN TO 5 LANES							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	18,900,000	15,120,000	3,780,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

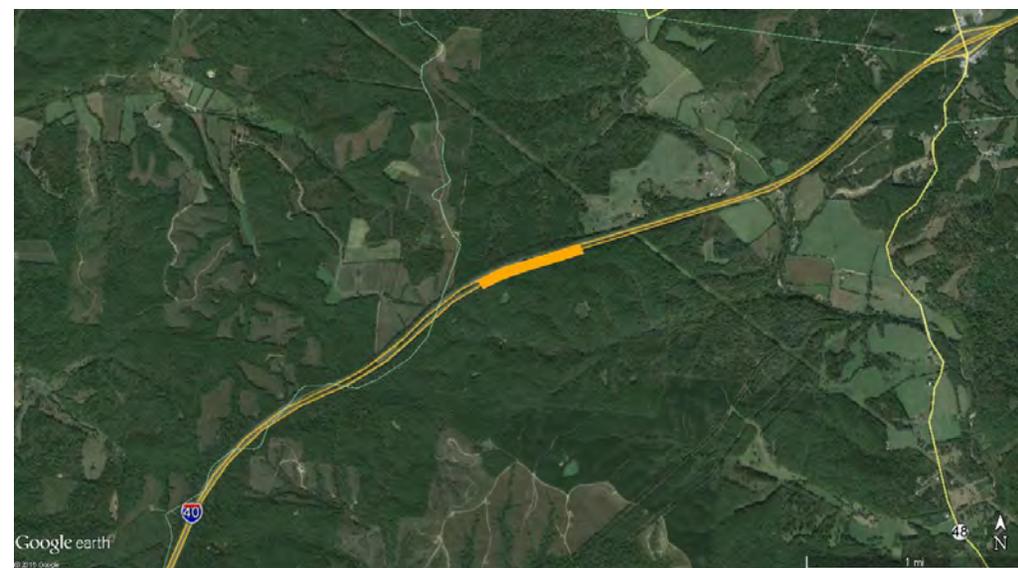
STIP Project List

STIP #	1741000	TDOT PIN #	114156.00	LENGTH IN MILES	2.053	LEAD AGENCY	TDOT	
COUNTY	HICKMAN-HUMPHREYS						TOTAL PROJECT COST	\$19,500,000
ROUTE	I-40							
TERMINI	WESTBOUND NEAR MILE MARKER 161 (TRUCK CLIMBING LANE)							
PROJECT DESCRIPTION	CONSTRUCT TRUCK CLIMBING LANE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHFP	14,900,000	13,410,000	1,490,000	

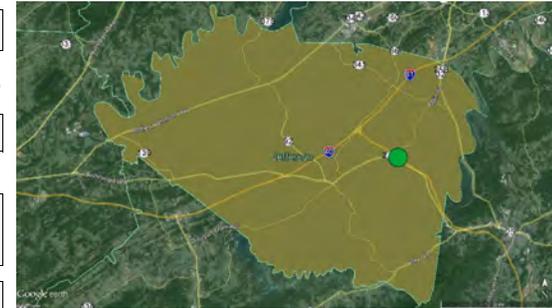


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

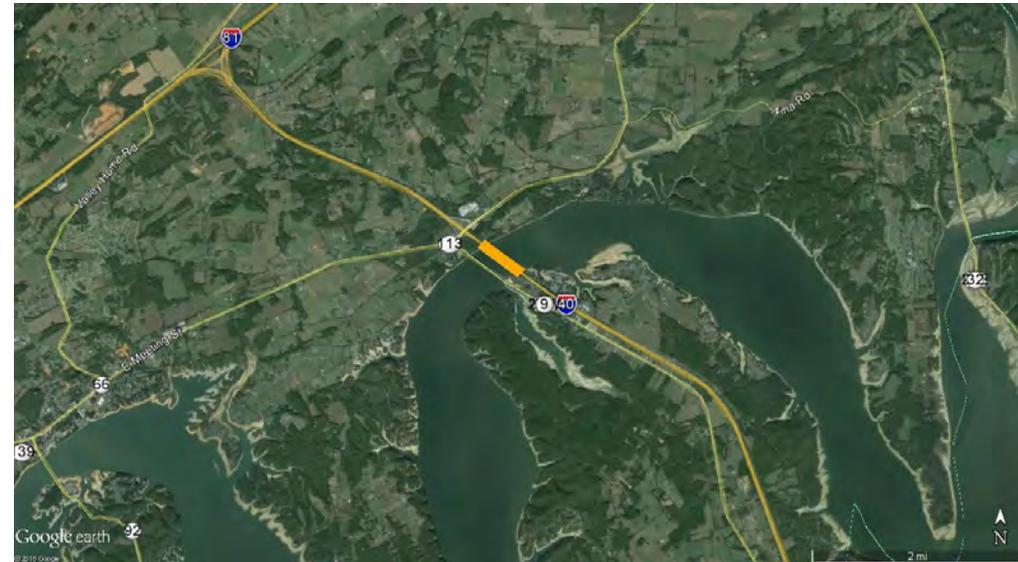
STIP Project List

STIP #	1745010	TDOT PIN #	106301.00	LENGTH IN MILES	1.05	LEAD AGENCY	TDOT	
COUNTY	JEFFERSON						TOTAL PROJECT COST	\$62,287,000
ROUTE	I-40							
TERMINI	BRIDGE OVER FRENCH BROAD RIVER, LM 14.70							
PROJECT DESCRIPTION	BRIDGE REPLACEMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	2,600,000	2,080,000	520,000	

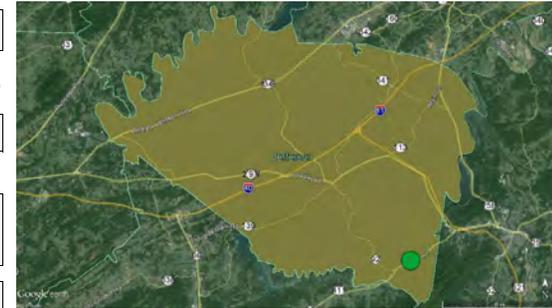


VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

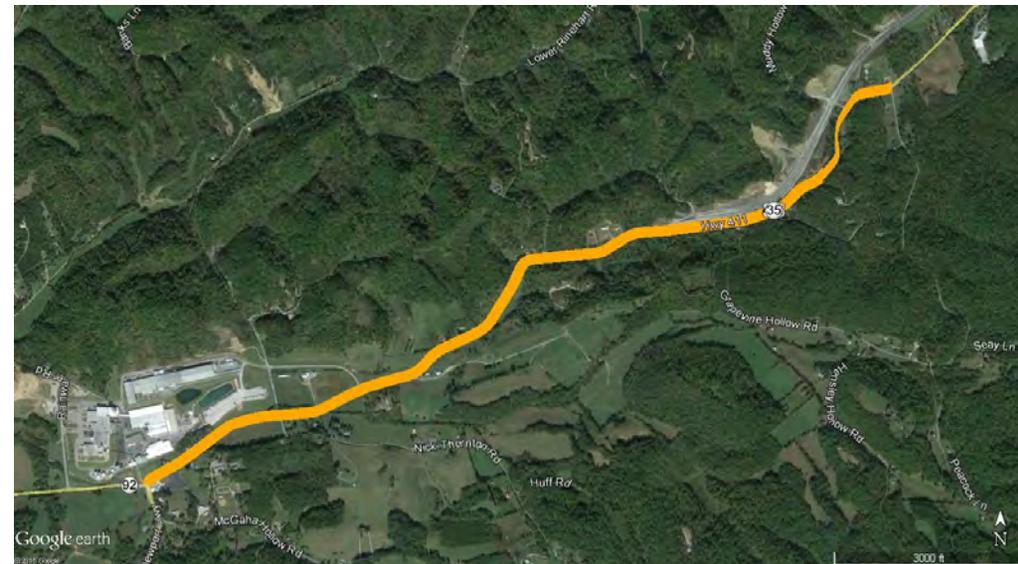
STIP Project List

STIP #	1745025	TDOT PIN #	101401.02	LENGTH IN MILES	2.6	LEAD AGENCY	TDOT	
COUNTY	JEFFERSON						TOTAL PROJECT COST	\$34,900,000
ROUTE	SR-35 (US-411)							
TERMINI	INTERSECTION OF SR-92/DICKEY ROAD TO GRAPEVINE HOLLOW ROAD							
PROJECT DESCRIPTION	CONSTRUCT 5-LN ON 4-LN DIVIDED ROW							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	34,900,000	27,920,000	6,980,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

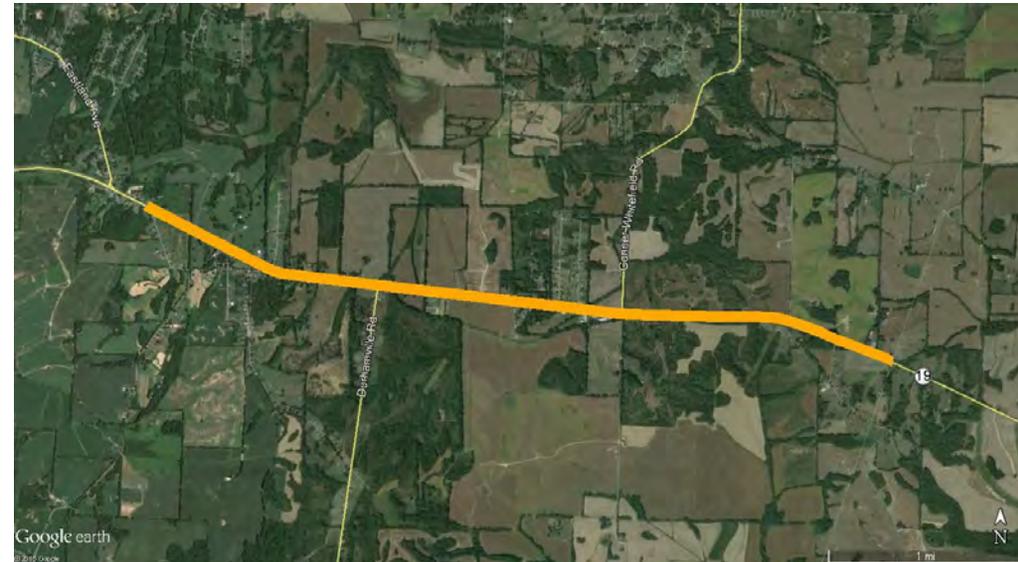
STIP Project List

STIP #	1749020	TDOT PIN #	102251.01	LENGTH IN MILES	3.1	LEAD AGENCY	TDOT	
COUNTY	LAUDERDALE						TOTAL PROJECT COST	\$6,000,000
ROUTE	SR-19							
TERMINI	EAST OF EASTLAND TO HAYWOOD COUNTY LINE							
PROJECT DESCRIPTION	RECONSTRUCT TO 2-LN (12 FOOT LANES WITH 10 FOOT SHOULDERS AND IMPROVE SIGHT DISTANCES)							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	300,000	240,000	60,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

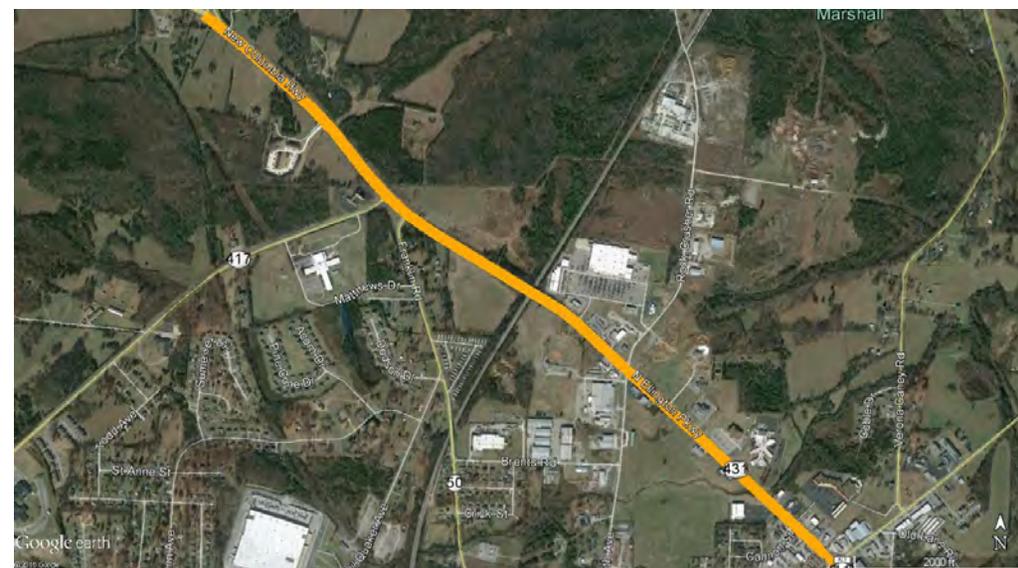
STIP Project List

STIP #	1759020	TDOT PIN #	101887.00	LENGTH IN MILES	1.9	LEAD AGENCY	TDOT	
COUNTY	MARSHALL						TOTAL PROJECT COST	\$34,485,000
ROUTE	SR-50 (US-431)							
TERMINI	SR-106 (US-431, FRANKLIN PIKE) TO SR-11 (US-31A, VERONA AVENUE)							
PROJECT DESCRIPTION	WIDEN 2/3-LN TO 5-LN							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	ACNHPP	21,900,000	0	21,900,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

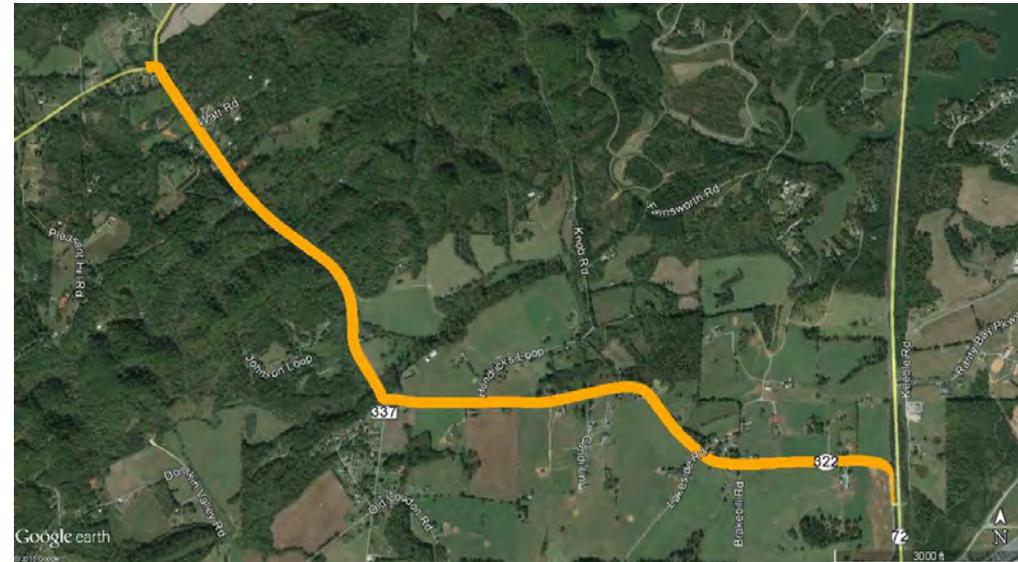
STIP Project List

STIP #	1762010	TDOT PIN #	102380.02	LENGTH IN MILES	2.0	LEAD AGENCY	TDOT	
COUNTY	MONROE						TOTAL PROJECT COST	\$6,900,000
ROUTE	SR-322							
TERMINI	FROM SHEPPARD ROAD TO SR-72 (EPD)							
PROJECT DESCRIPTION	WIDEN EXISTING ROUTE TO 12' TRAVEL LANES AND 8' SHOULDERS. GEOMETRIC IMPROVEMENTS AT THE INTERSECTION OF SR 322 AND SR 72 AND INTERSECTION IMPROVEMENTS AT SR 322 AND OAK GROVE ROAD.							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	ROW	STBG	1,100,000	880,000	220,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

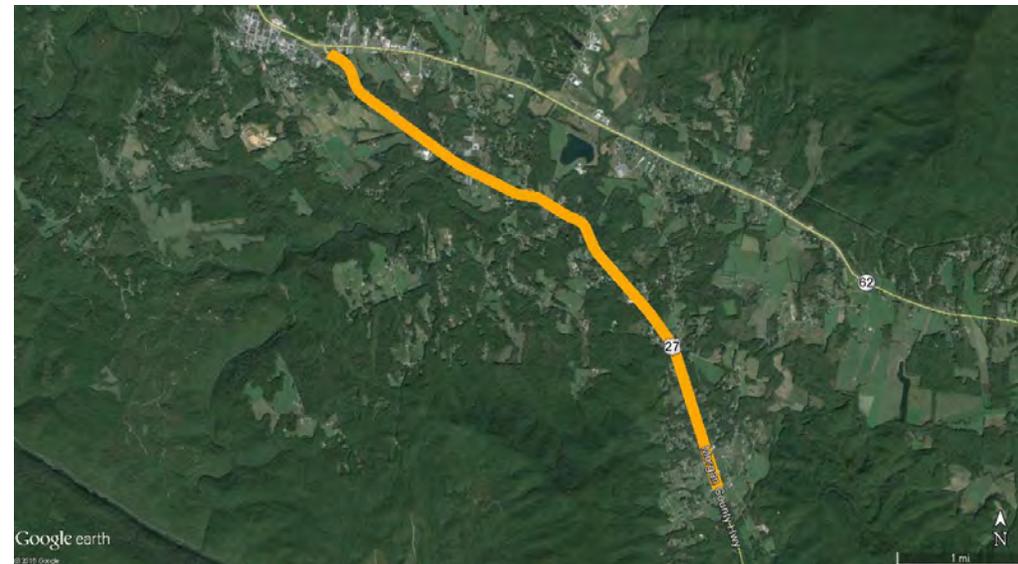
STIP Project List

STIP #	1765011	TDOT PIN #	101411.03	LENGTH IN MILES	4.9	LEAD AGENCY	TDOT	
COUNTY	MORGAN						TOTAL PROJECT COST	\$56,783,093
ROUTE	SR-29 (US-27)							
TERMINI	NORTH OF RAY CROSS RD/MOSSY GROVE RD (FORMERLY WESTMINSTER RD) TO SR-62 IN WARTBURG							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	16,800,000	13,440,000	3,360,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

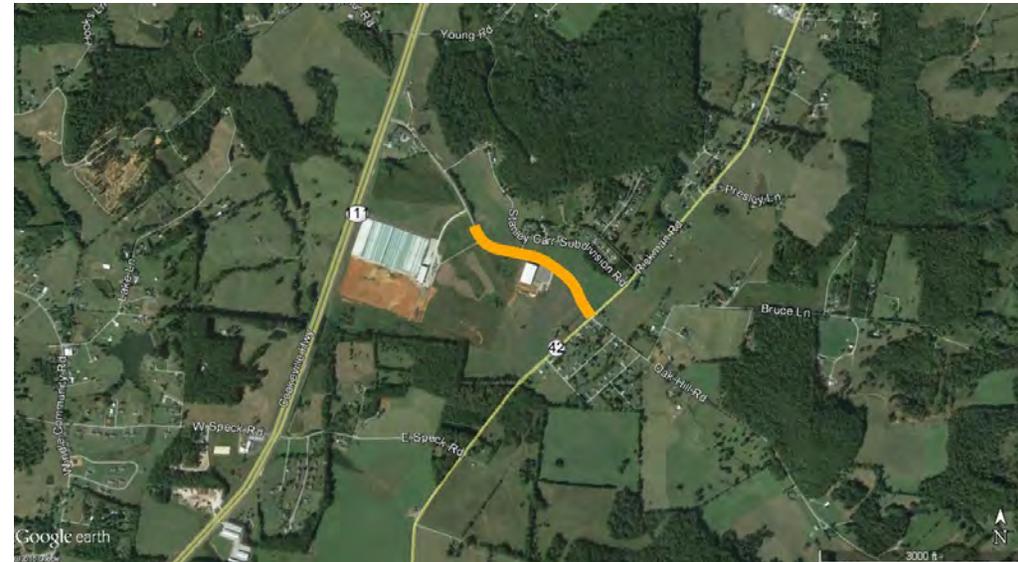
STIP Project List

STIP #	1767030	TDOT PIN #	121893.00	LENGTH IN MILES	0.41	LEAD AGENCY	TDOT	
COUNTY	OVERTON						TOTAL PROJECT COST	\$490,500
ROUTE								
TERMINI	OAK HILL ROAD, FROM RICKMAN ROAD TO NEAR SR-111							
PROJECT DESCRIPTION	WIDENING EXISTING ROAD TO TWO 12' LANES							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	STA	108,440	0	108,440	0
2017	CONST	HPP	337,460	269,968	67,492	0



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

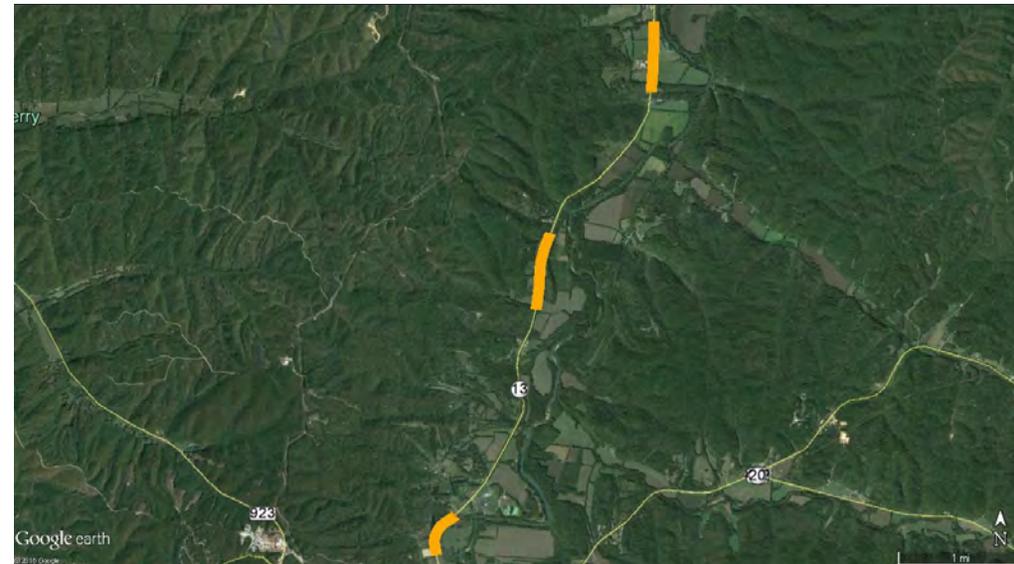
STIP Project List

STIP #	1768010	TDOT PIN #	111109.03	LENGTH IN MILES	2.07	LEAD AGENCY	TDOT	
COUNTY	PERRY						TOTAL PROJECT COST	\$8,500,000
ROUTE	SR-13							
TERMINI	4 SPOT IMPROVEMENTS AT LOCATIONS (B,C,D & F)							
PROJECT DESCRIPTION	WIDENING TO 3-LN. 1 THROUGH LANE IN EACH DIRECTION AND 1 THROUGH LANE IN ALTERNATING DIRECTIONS. PROJECT LENGTH IS TOTAL FOR ALL SPOT IMPROVEMENT LOCATIONS: LOCATION (B) BLM 13.020 - ELM 13.42, LOCATION (C) BLM 16.450 - ELM 16.510, LOCATION (D) BLM 16.910 - ELM 17.940, AND LOCATION (F) BLM 19.130 - ELM 19.380.							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	1,692,000	1,353,600	338,400	
2018	CONST	STBG	5,300,000	4,240,000	1,060,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

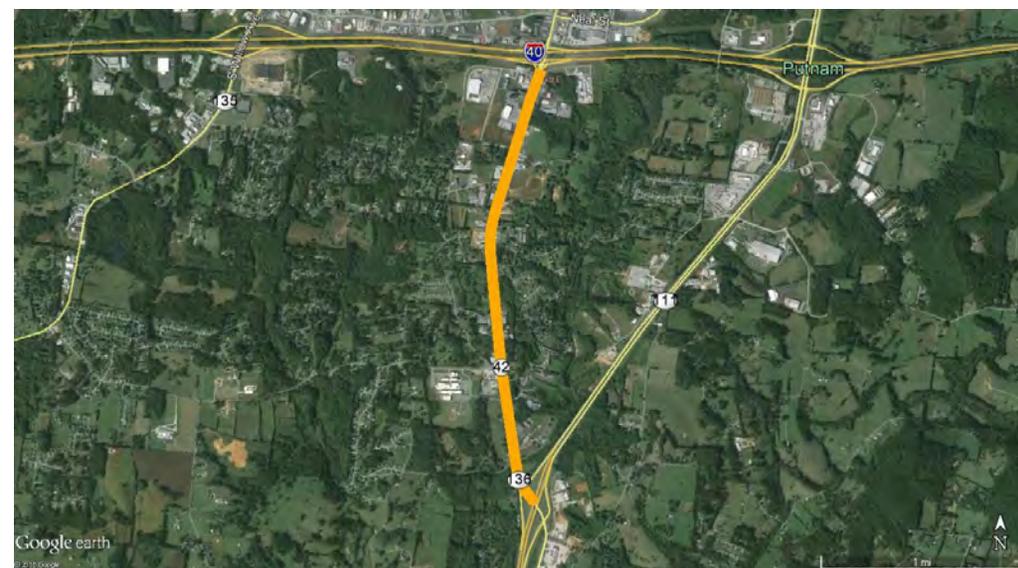
STIP Project List

STIP #	1771000	TDOT PIN #	112538.00	LENGTH IN MILES	2.2	LEAD AGENCY	TDOT	
COUNTY	PUTNAM						TOTAL PROJECT COST	\$29,170,000
ROUTE	SR-136							
TERMINI	I-40 TO SR-111							
PROJECT DESCRIPTION	WIDEN TO 5-LN WITH 11 FOOT LANES, CURB AND GUTTER, AND SIDEWALK							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	8,000,000	6,400,000	1,600,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

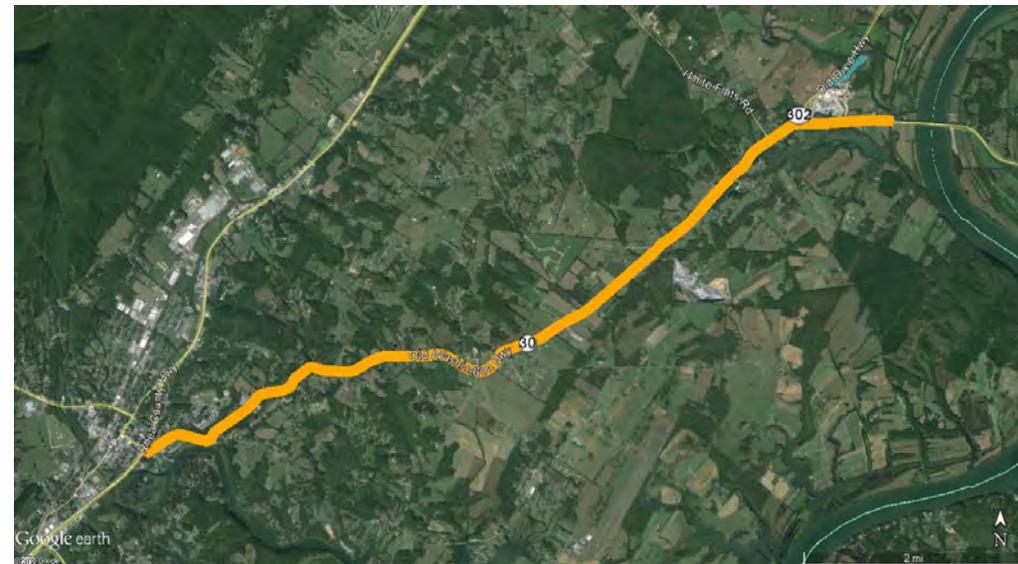
STIP Project List

STIP #	1772000	TDOT PIN #	109410.00	LENGTH IN MILES	8	LEAD AGENCY	TDOT	
COUNTY	RHEA						TOTAL PROJECT COST	\$47,900,000
ROUTE	SR-30							
TERMINI	FROM SR-29 (US-27) TO WEST OF THE TENNESSEE RIVER BRIDGE							
PROJECT DESCRIPTION	IMPROVE EXISTING ROADWAY GEOMETRICS, EXTEND A 0.2-MILE 3-LN SECTION, IMPROVE SHOULDERS TO 2 FEET WIDE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE-D	STBG	3,800,000	3,040,000	760,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

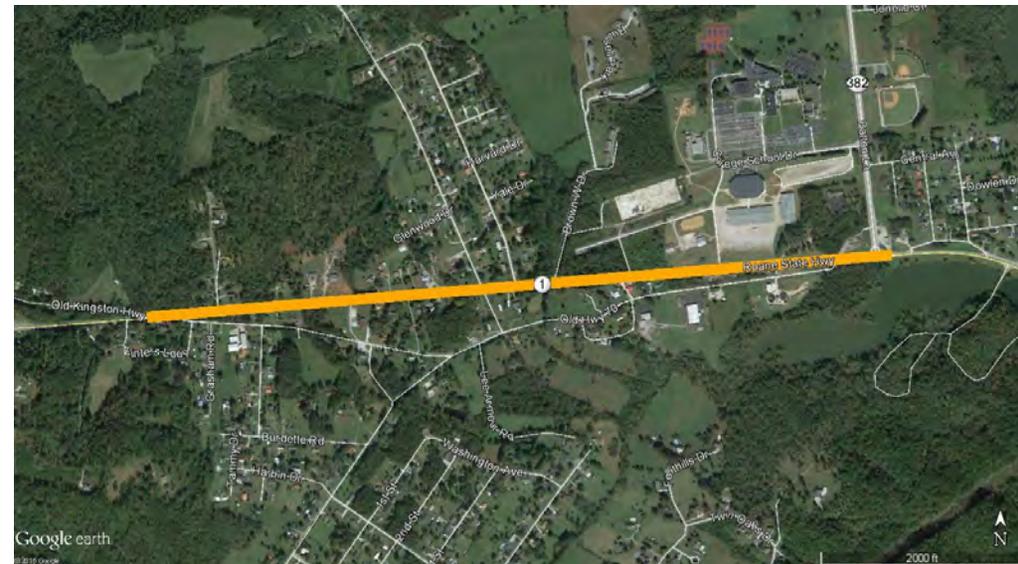
STIP Project List

STIP #	1773002	TDOT PIN #	101244.02	LENGTH IN MILES	2.1	LEAD AGENCY	TDOT	
COUNTY	ROANE						TOTAL PROJECT COST	\$19,124,100
ROUTE	SR-1 (US-70)							
TERMINI	FROM EAST OF KINGSTON AVE TO SR-382							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5-LN							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	12,400,000	9,920,000	2,480,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

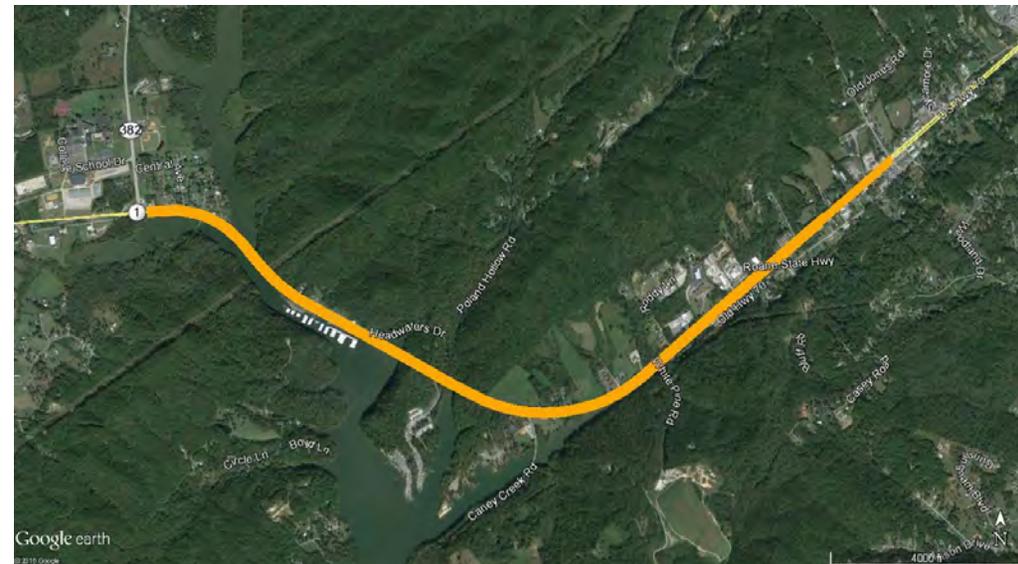
STIP Project List

STIP #	1773015	TDOT PIN #	101244.03	LENGTH IN MILES	3.5	LEAD AGENCY	TDOT	
COUNTY	ROANE						TOTAL PROJECT COST	\$27,900,000
ROUTE	SR-1 (US-70)							
TERMINI	SR-382 TO MIDTOWN (SR-29)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 5 LN WITH CENTER TURN LANE							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	1,400,000	1,120,000	280,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

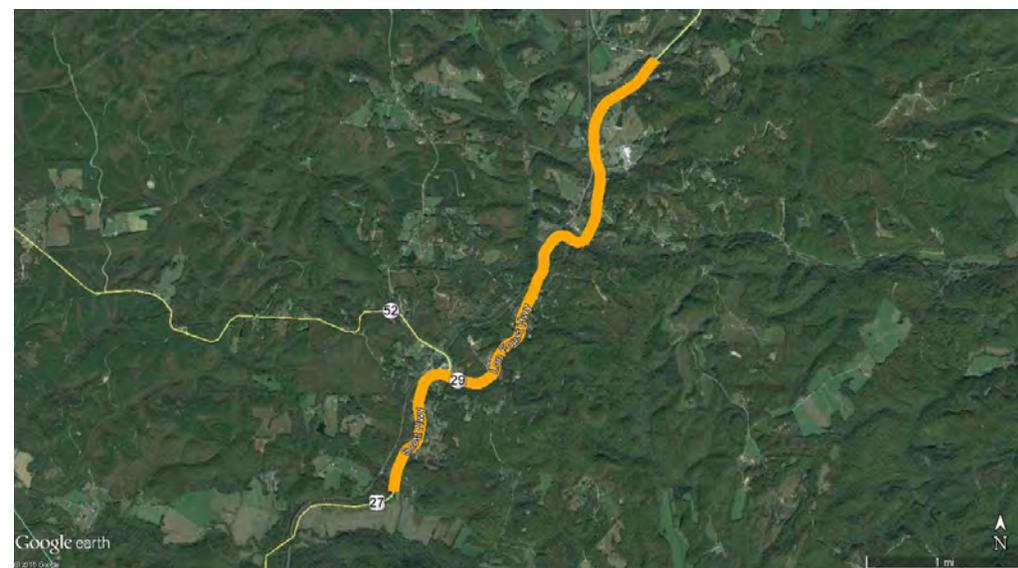
STIP Project List

STIP #	1776010	TDOT PIN #	101414.00	LENGTH IN MILES	3.7	LEAD AGENCY	TDOT	
COUNTY	SCOTT						TOTAL PROJECT COST	\$25,500,000
ROUTE	SR-29 (US-27)							
TERMINI	FROM NORTH OF WOLF CREEK ROAD TO OLD US-27 AT ROBBINS (EPD)							
PROJECT DESCRIPTION	CONSTRUCT 3-LN WITH TRUCK CLIMBING LANE ON NEW ALIGNMENT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	ROW	NHPP	9,400,000	7,520,000	1,880,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

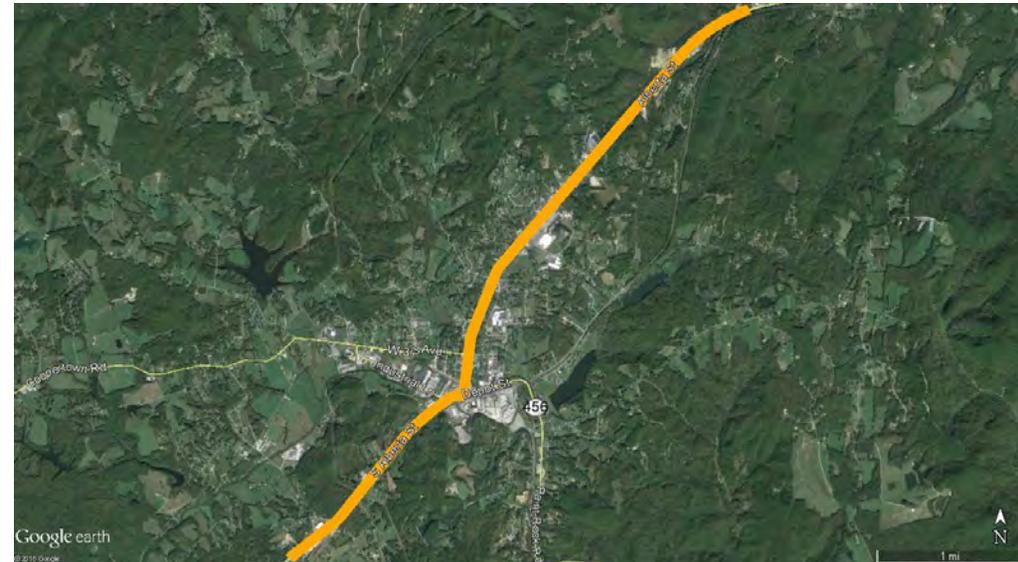
STIP Project List

STIP #	1776015	TDOT PIN #	105764.00	LENGTH IN MILES	2.9	LEAD AGENCY	TDOT	
COUNTY	SCOTT						TOTAL PROJECT COST	\$23,300,000
ROUTE	SR-29 PROP (US-27)							
TERMINI	ONEIDA BYPASS; 5-LN SECTION NORTH OF ONEIDA TO 5-LN SECTION SOUTH OF ONEIDA							
PROJECT DESCRIPTION	INTERSECTION IMPROVEMENTS AND SIGNAL AT SR29 AND DEPOT ST. REMOVE EXISTING SIGNAL, ADD RAISED ISLAND, AND CONVERT INTERSECTION OF SR 29 AND 2ND AVE TO RIGHT-IN/RIGHT-OUT							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	NHPP	2,400,000	1,920,000	480,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1778028	TDOT PIN #	104959.01	LENGTH IN MILES	1.2	LEAD AGENCY	TDOT	
COUNTY	SEVIER						TOTAL PROJECT COST	\$18,242,200
ROUTE	SR-71 (US-441)							
TERMINI	SR-35 AND SR-338 (US-411) TO MACON LANE							
PROJECT DESCRIPTION	WIDEN THE FACILITY TO 4 TRAFIC LANES AND A CONTINUOUS TURN LANE							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	NHPP	9,200,000	7,360,000	1,840,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1778032	TDOT PIN #	100989.00	LENGTH IN MILES	1.4	LEAD AGENCY	TDOT	
COUNTY	SEVIER						TOTAL PROJECT COST	\$30,400,000
ROUTE	SR-73 (US-321)							
TERMINI	BUCKHORN ROAD TO SR-416 (PHASE 2) (EPD)							
PROJECT DESCRIPTION	WIDEN 2-LN TO 4-LN DIVIDED							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE-D	STBG	500,000	400,000	100,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

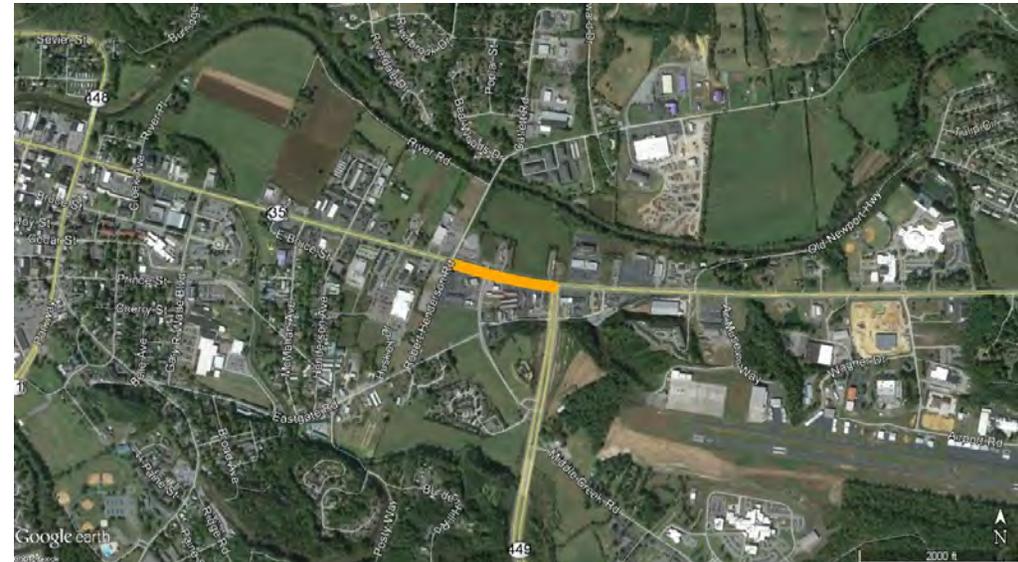
STIP Project List

STIP #	1778179	TDOT PIN #	121620.00	LENGTH IN MILES	0.36	LEAD AGENCY	SEVIER COUNTY	
COUNTY	SEVIER						TOTAL PROJECT COST	\$1,129,395
ROUTE	SR-35							
TERMINI	HPP# TN179 - SEVIER COUNTY, TN, SR-35 NEAR SR-449 INTERSECTION							
PROJECT DESCRIPTION	MISC IMPROVEMENTS							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE, ROW, CONST	STBG-L	65,395	52,316	0	13,079
2017	PE, ROW, CONST	HPP-L	900,000	720,000	0	180,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

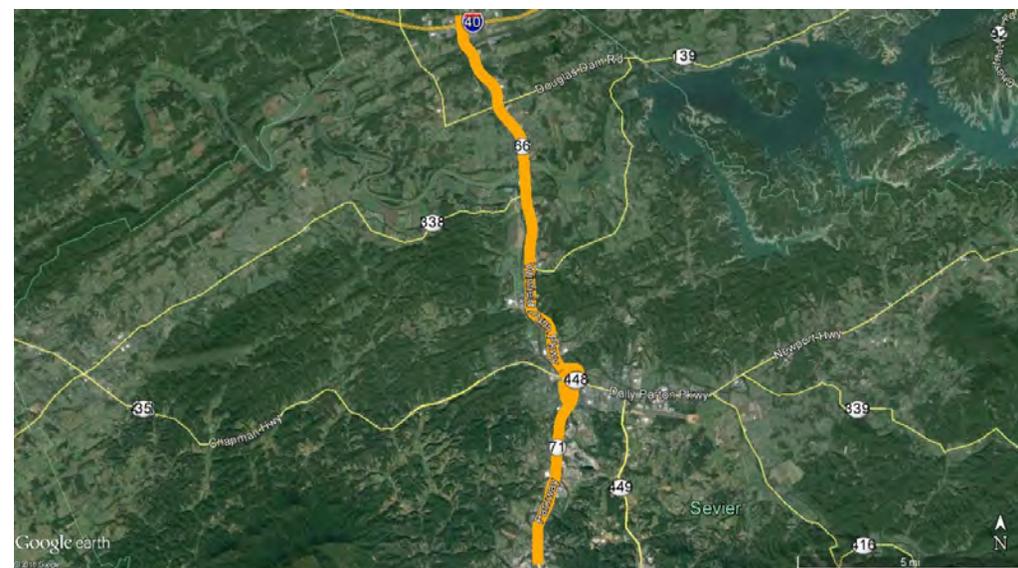
STIP Project List

STIP #	1778205	TDOT PIN #	121434.00	LENGTH IN MILES	0.0	LEAD AGENCY	PIGEON FORGE	
COUNTY	SEVIER						TOTAL PROJECT COST	\$495,750
ROUTE								
TERMINI	SEVIER COUNTY TOURIST CORRIDOR INTELLIGENT TRANSPORTATION SYSTEM							
PROJECT DESCRIPTION	UPGRADE AND RETIME 41 SIGNALIZED INTERSECTIONS LOCATED ALONG THE SEVIER COUNTY TOURIST CORRIDOR							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	CMAQ	215,650	215,650	0	0



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

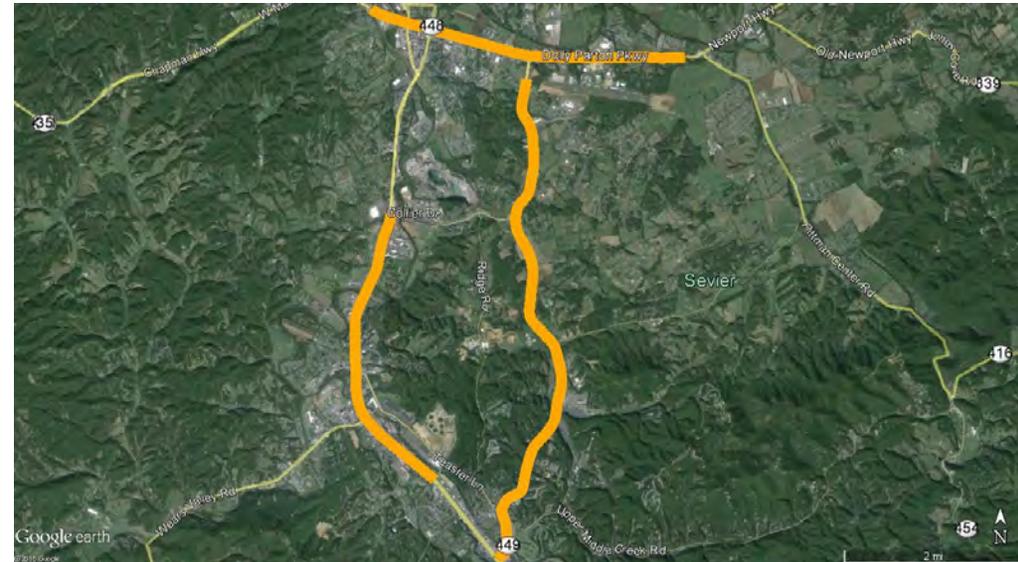
STIP Project List

STIP #	1778215	TDOT PIN #	121434.01	LENGTH IN MILES	0.0	LEAD AGENCY	SEVIERVILLE	
COUNTY	SEVIER						TOTAL PROJECT COST	\$1,095,000
ROUTE								
TERMINI	VARIOUS INTERSECTIONS IN SEVIERVILLE AND PIGEON FORGE, INCLUDING ALONG DOLLY PARTON PARKWAY, VETERANS BOULEVARD, AND PARKWAY							
PROJECT DESCRIPTION	UPGRADE AND RETIME 42 SIGNALIZED INTERSECTIONS IN SEVIERVILLE AND PIGEON FORGE.							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	CMAQ	780,000	780,000		



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

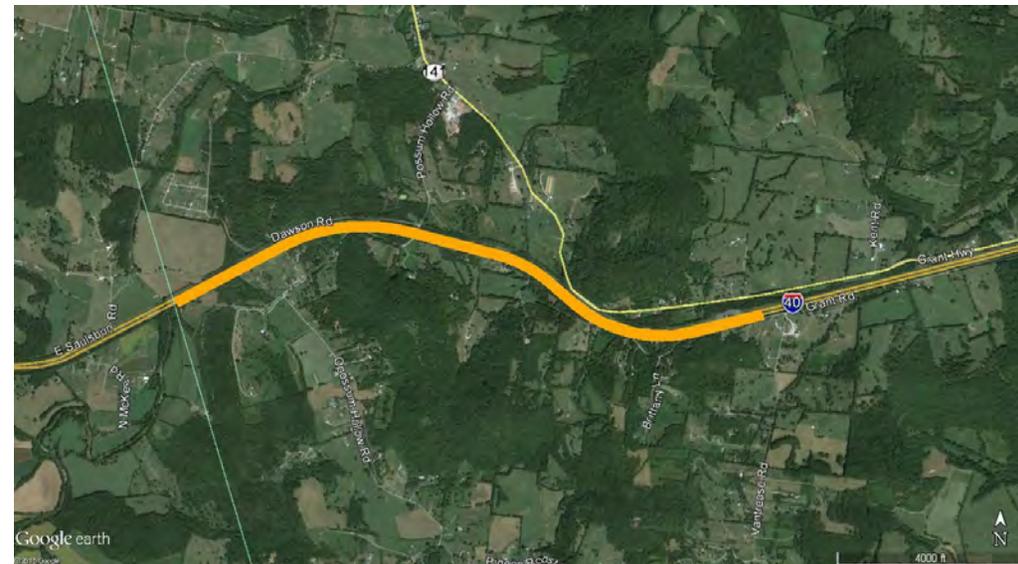
STIP Project List

STIP #	1780000	TDOT PIN #	114170.00	LENGTH IN MILES	2.42	LEAD AGENCY	TDOT	
COUNTY	SMITH						TOTAL PROJECT COST	\$24,100,000
ROUTE	I-40							
TERMINI	EASTBOUND TRUCK CLIMBING LANE NEAR MILE MARKER 250							
PROJECT DESCRIPTION	CONSTRUCT TRUCK CLIMBING LANE							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHFP	24,100,000	21,690,000	2,410,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1793010	TDOT PIN #	118751.00	LENGTH IN MILES	0.1	LEAD AGENCY	TDOT	
COUNTY	WHITE						TOTAL PROJECT COST	\$7,400,000
ROUTE	SR-111							
TERMINI	INTERSECTION AT TAFT CHURCH ROAD, LM 7.95 IN SPARTA							
PROJECT DESCRIPTION	CONSTRUCT NEW GRADE SEPARATED INTERCHANGE FOR TAFT ROAD AND RAMPS ON SR-111							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE-D	APD	75,000	75,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1798040	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$10,955,373
ROUTE								
TERMINI	METROPOLITAN TRANSPORTATION PLANNING							
PROJECT DESCRIPTION	THIS PROGRAM PROVIDES FUNDS TO METROPOLITAN PLANNING ORGANIZATIONS FOR MULTIMODAL TRANSPORTATION PLANNING.							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PLANNING	5303	5,317,573	4,253,973	531,800	531,800
2018	PLANNING	5303	1,841,400	1,473,000	184,200	184,200
2019	PLANNING	5303	1,878,800	1,503,000	187,900	187,900
2020	PLANNING	5303	1,917,600	1,534,000	191,800	191,800



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

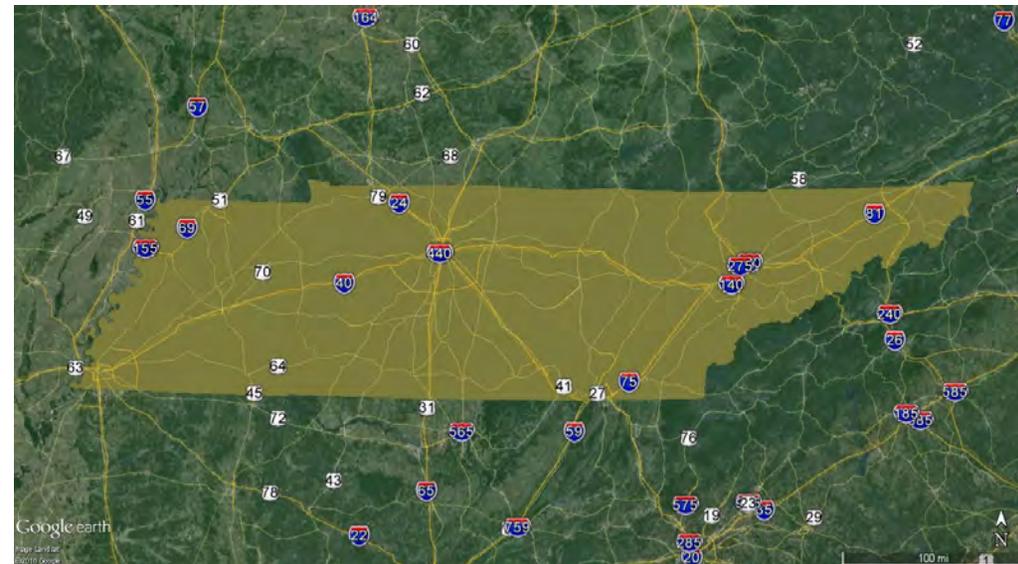
STIP Project List

STIP #	1798050	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$2,300,853
ROUTE								
TERMINI	STATEWIDE TRANSPORTATION PLANNING							
PROJECT DESCRIPTION	THIS PROGRAM PROVIDES FUNDS TO MAKE TRANSPORTATION INVESTMENT DECISIONS IN SUPPORT OF COOPERATIVE, CONTINUOUS AND COMPREHENSIVE PLANNING NEEDS.							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PLANNING	5304	975,753	780,453	195,300	0
2018	PLANNING	5304	432,500	346,000	86,500	0
2019	PLANNING	5304	441,300	353,000	88,300	0
2020	PLANNING	5304	451,300	361,000	90,300	0



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1798075	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - SMALL URBAN						TOTAL PROJECT COST	\$12,827,467
ROUTE								
TERMINI	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL/GRANTS							

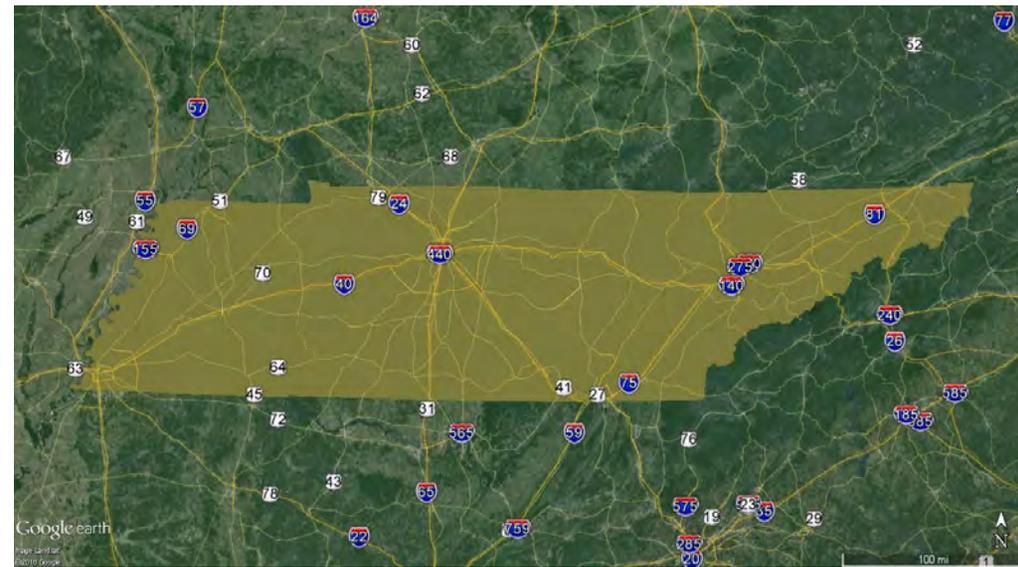


COUNTY MAP

PROJECT DESCRIPTION THIS PROGRAM PROVIDES TRANSIT CAPITAL ASSISTANCE, THROUGH THE STATE, TO PRIVATE NON-PROFIT ORGANIZATIONS AND PUBLIC BODIES THAT PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND/OR PERSONS WITH DISABILITIES. ANNUALLY, ELIGIBLE APPLICANTS APPLY TO THE DIVISION FOR FUNDING TO ACQUIRE EQUIPMENT TO PROVIDE SPECIALIZED TRANSPORTATION NEEDS OF ELDERLY AND/OR PERSONS WITH DISABILITIES. FUNDS APPORTIONED AFTER 2013 ARE ALSO ELIGIBLE FOR ALLOWABLE SAFETEA-LU 5317 ACTIVITIES. THESE ACTIVITIES ADDRESS THE TRANSPORTATION NEEDS OF PERSONS WITH DISABILITIES THAT GO BEYOND THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.

REMARKS

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ACQ/AD/CA/OP	5310	6,468,467	5,172,467	648,000	648,000
2018	ACQ/AD/CA/OP	5310	1,920,000	1,536,000	192,000	192,000
2019	ACQ/AD/CA/OP	5310	2,114,000	1,690,000	212,000	212,000
2020	ACQ/AD/CA/OP	5310	2,325,000	1,859,000	233,000	233,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1798080	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$18,658,361
ROUTE								
TERMINI	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL/GRANTS							

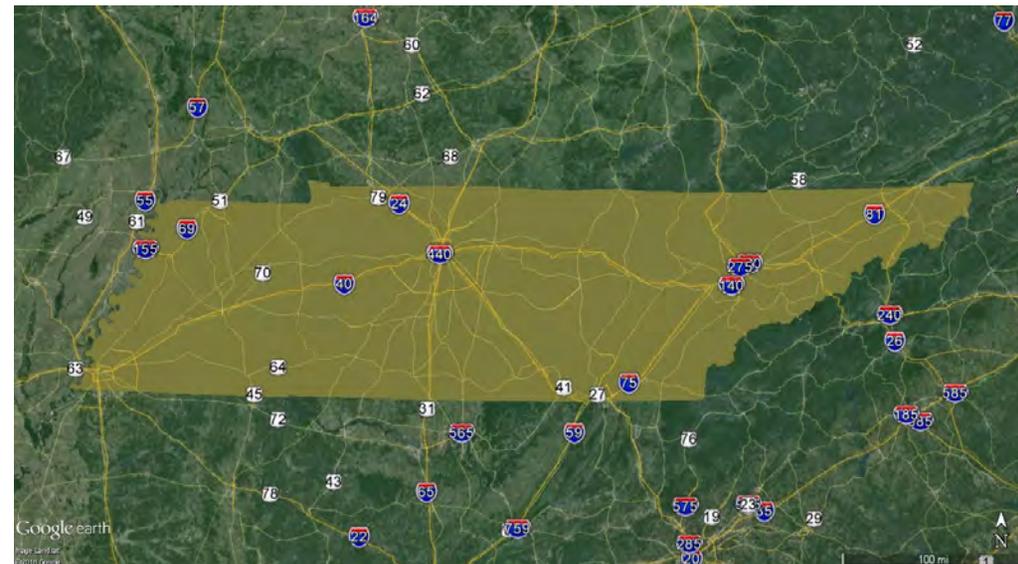


COUNTY MAP

PROJECT DESCRIPTION THIS PROGRAM PROVIDES TRANSIT CAPITAL ASSISTANCE, THROUGH THE STATE, TO PRIVATE NON-PROFIT ORGANIZATIONS AND PUBLIC BODIES THAT PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND/OR PERSONS WITH DISABILITIES. ANNUALLY, ELIGIBLE APPLICANTS APPLY TO THE DIVISION FOR FUNDING TO ACQUIRE EQUIPMENT TO PROVIDE SPECIALIZED TRANSPORTATION NEEDS OF ELDERLY AND/OR PERSONS WITH DISABILITIES. FUNDS APPORTIONED AFTER 2013 ARE ALSO ELIGIBLE FOR ALLOWABLE SAFETEA-LU 5317 ACTIVITIES. THESE ACTIVITIES ADDRESS THE TRANSPORTATION NEEDS OF PERSONS WITH DISABILITIES THAT GO BEYOND THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.

REMARKS

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	ACQ/AD/CA/OP	5310	9,469,361	7,813,361	828,000	828,000
2018	ACQ/AD/CA/OP	5310	2,777,000	2,359,000	209,000	209,000
2019	ACQ/AD/CA/OP	5310	3,053,000	2,595,000	229,000	229,000
2020	ACQ/AD/CA/OP	5310	3,359,000	2,855,000	252,000	252,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

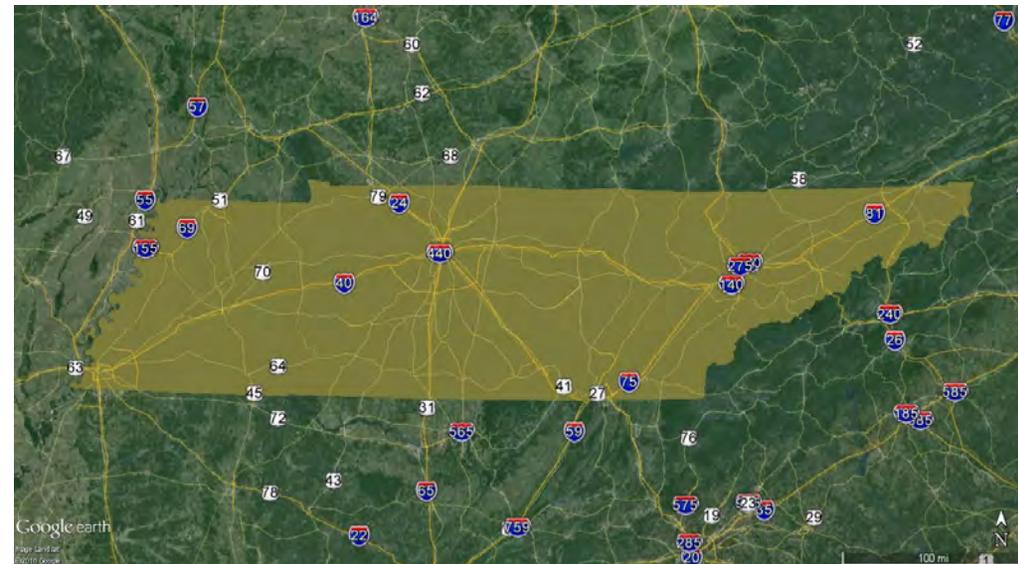
STIP Project List

STIP #	1798100	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$210,251,500
ROUTE								
TERMINI	5311 RURAL TRANSPORTATION PROGRAM							
PROJECT DESCRIPTION	FUNDS ALLOCATED TO STATE OF TENNESSEE FOR TRANSPORTATION IN RURAL AREAS							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	AD/CA/OP	5311	82,796,500	41,397,750	20,699,375	20,699,375
2018	AD/CA/OP	5311	38,507,000	19,253,000	9,627,000	9,627,000
2019	AD/CA/OP	5311	42,356,000	21,178,000	10,589,000	10,589,000
2020	AD/CA/OP	5311	46,592,000	23,296,000	11,648,000	11,648,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1798110	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$36,685,827
ROUTE								
TERMINI	5311(F) INTERCITY BUS PROGRAM (SUB-PART OF THE RURAL TRANSPORTATION PROGRAM)							
PROJECT DESCRIPTION	FUNDS ALLOCATED TO STATE TO HELP WITH THE INTERCITY TRAVEL NEEDS OF RESIDENTS AND PERSONS IN NON-URBANIZED AREAS OF THE STATE							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	AD/CA/OP	5311(F)	14,189,827	7,094,413	3,547,707	3,547,707
2018	AD/CA/OP	5311(F)	6,796,000	3,398,000	1,699,000	1,699,000
2019	AD/CA/OP	5311(F)	7,476,000	3,738,000	1,869,000	1,869,000
2020	AD/CA/OP	5311(F)	8,224,000	4,112,000	2,056,000	2,056,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

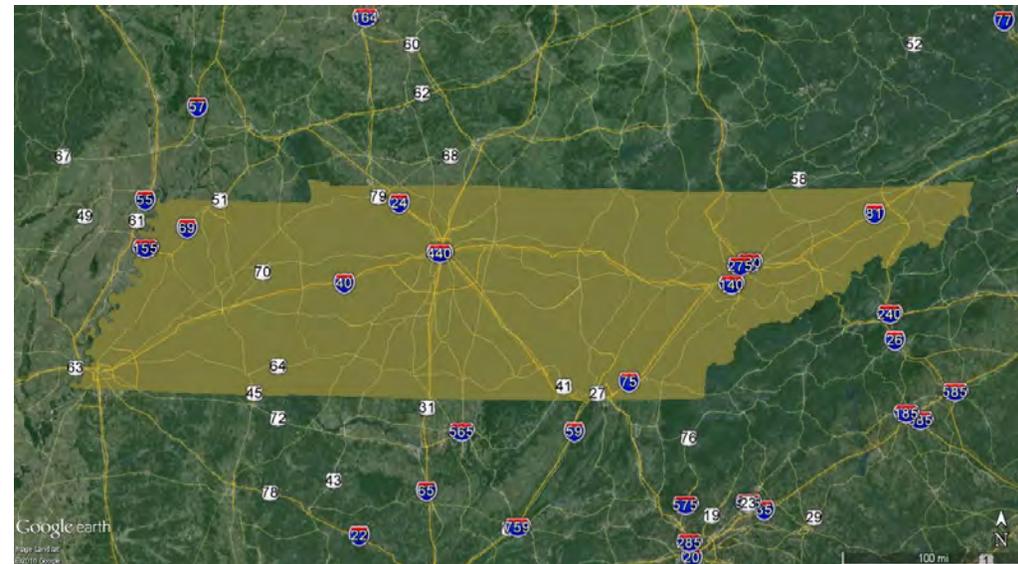
STIP Project List

STIP #	1798120	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE -RURAL						TOTAL PROJECT COST	\$1,937,805
ROUTE								
TERMINI	RURAL TRANSPORTATION ASSISTANCE PROGRAM (SUB-PART OF THE 5311 RURAL TRANSPORTATION PROGRAM)							
PROJECT DESCRIPTION	FUNDING ALLOCATED TO THE STATE TO PROVIDE TRAINING AND TECHICANAL ASSISTANCE IN RURAL TRANSPORTATION AREAS							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	AD/TRNG	5311(RTAP)	739,805	739,805	0	0
2018	AD/TRNG	5311(RTAP)	362,000	362,000	0	0
2019	AD/TRNG	5311(RTAP)	398,000	398,000	0	0
2020	AD/TRNG	5311(RTAP)	438,000	438,000	0	0



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

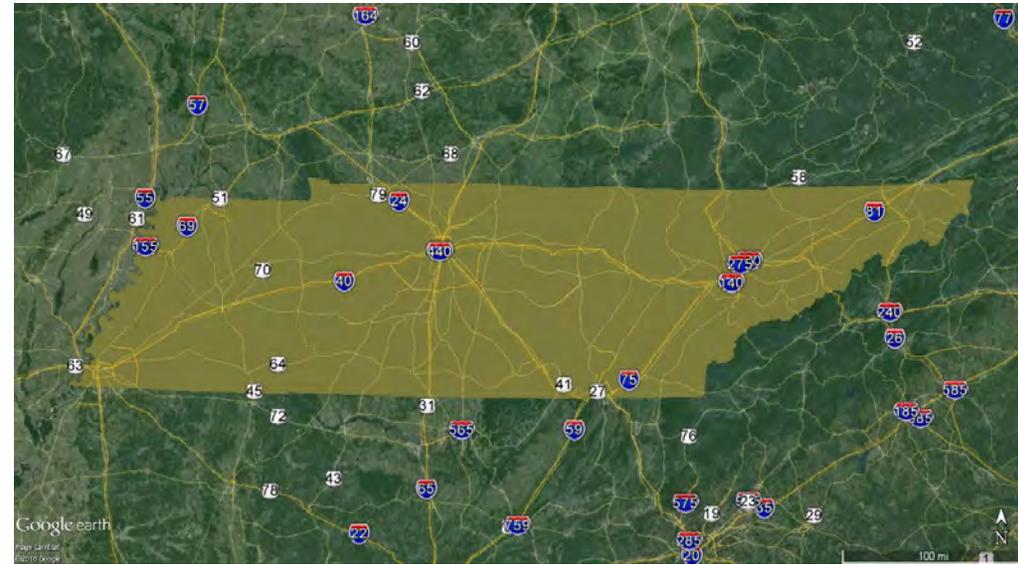
STIP Project List

STIP #	1798130	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - APPALACHIAN AREAS						TOTAL PROJECT COST	\$14,298,028
ROUTE								
TERMINI	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM (SUB-PART OF THE 5311 RURAL TRANSPORTATION PROGRAM)							
PROJECT DESCRIPTION	FUNDS ALLOCATED FROM MAP 21 TO HELP THE APPALACHIAN MOUNTAIN REGION WITH TRANSPORTATION NEEDS							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	AD/CA/OP	5311(APP)	5,405,028	2,702,014	1,351,507	1,351,507
2018	AD/CA/OP	5311(APP)	2,687,000	1,343,000	672,000	672,000
2019	AD/CA/OP	5311(APP)	2,955,000	1,477,000	739,000	739,000
2020	AD/CA/OP	5311(APP)	3,251,000	1,625,000	813,000	813,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

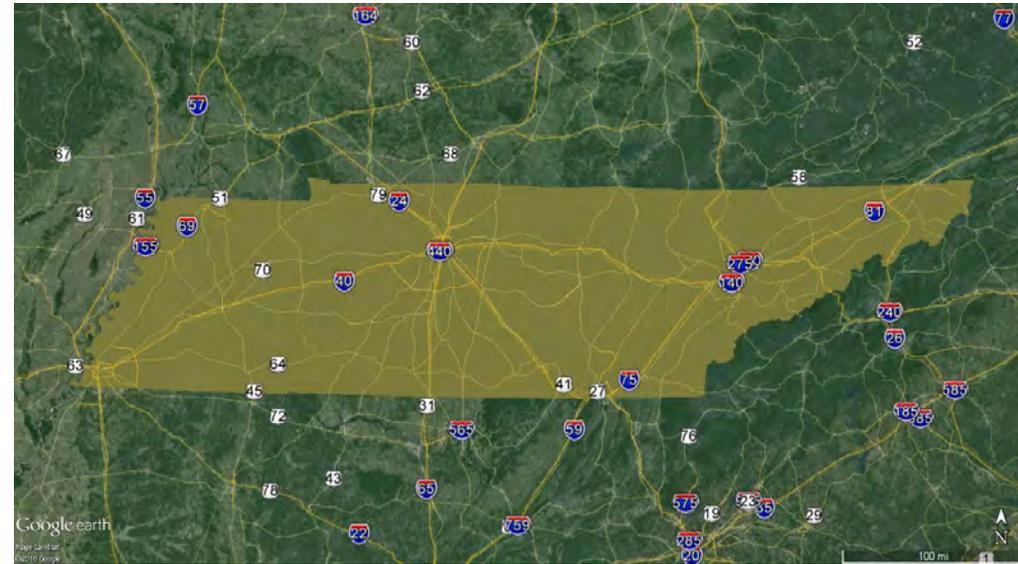
STIP Project List

STIP #	1798400	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - HAMILTON AND SHELBY COUNTIES						TOTAL PROJECT COST	\$3,379,120
ROUTE								
TERMINI	STATE SAFETY OVERSIGHT PROGRAM							
PROJECT DESCRIPTION	THIS GRANT PROGRAM PROVIDES FUNDING FOR STATES TO OVERSEE SAFETY AT RAIL TRANSIT SYSTEMS IN THEIR JURISDICTION.							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	OVERSIGHT	5329	1,669,120	1,333,120	168,000	168,000
2018	OVERSIGHT	5329	516,000	412,000	52,000	52,000
2019	OVERSIGHT	5329	568,000	454,000	57,000	57,000
2020	OVERSIGHT	5329	626,000	500,000	63,000	63,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

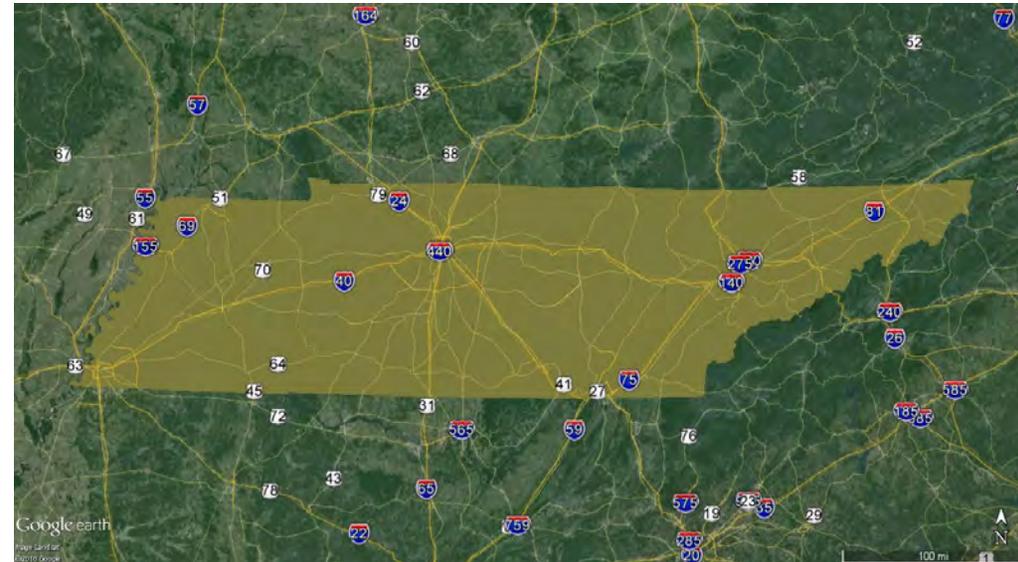
STIP Project List

STIP #	1798410	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$18,049,500
ROUTE								
TERMINI	BUS AND BUS FACILITIES GRANTS							
PROJECT DESCRIPTION	THIS PROGRAM PROVIDES FOR CAPITAL FUNDING TO REPLACE, REHABILITATE AND PURCHASE BUSES, VANS, AND RELATED EQUIPMENT AND TO CONSTRUCT BUS RELATED FACILITIES.							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CAPITAL	5339	9,282,500	7,422,500	930,000	930,000
2018	CAPITAL	5339	2,648,000	2,118,000	265,000	265,000
2019	CAPITAL	5339	2,914,000	2,330,000	292,000	292,000
2020	CAPITAL	5339	3,205,000	2,563,000	321,000	321,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

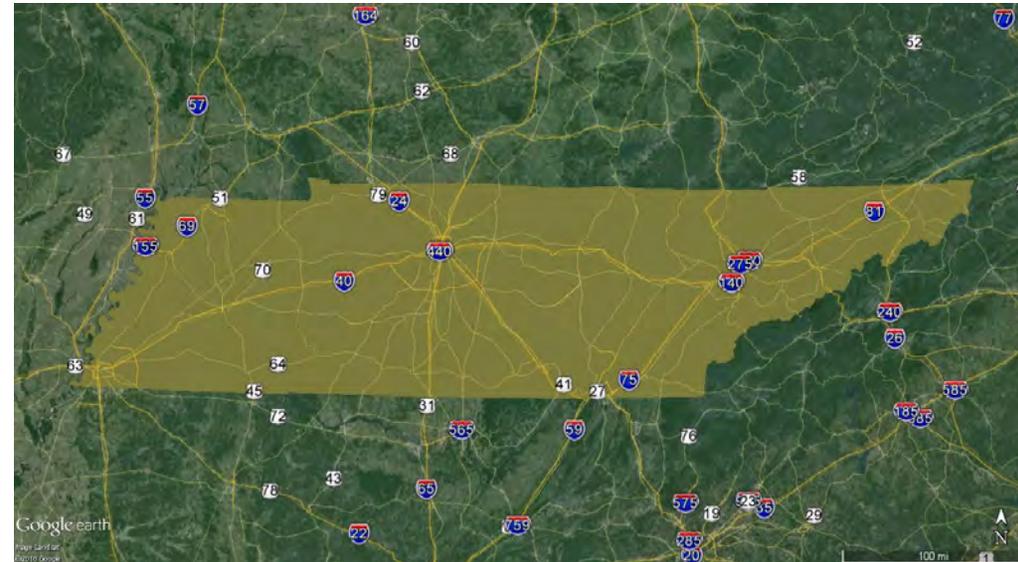
STIP Project List

STIP #	1798420	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - SMALL URBAN						TOTAL PROJECT COST	\$10,161,822
ROUTE								
TERMINI	BUS AND BUS FACILITIES GRANTS							
PROJECT DESCRIPTION	THIS PROGRAM PROVIDES FOR CAPITAL FUNDING TO REPLACE, REHABILITATE AND PURCHASE BUSES, VANS, AND RELATED EQUIPMENT AND TO CONSTRUCT BUS RELATED FACILITIES.							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CAPITAL	5339	5,800,822	4,638,822	581,000	581,000
2018	CAPITAL	5339	1,317,000	1,053,000	132,000	132,000
2019	CAPITAL	5339	1,449,000	1,159,000	145,000	145,000
2020	CAPITAL	5339	1,595,000	1,275,000	160,000	160,000



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

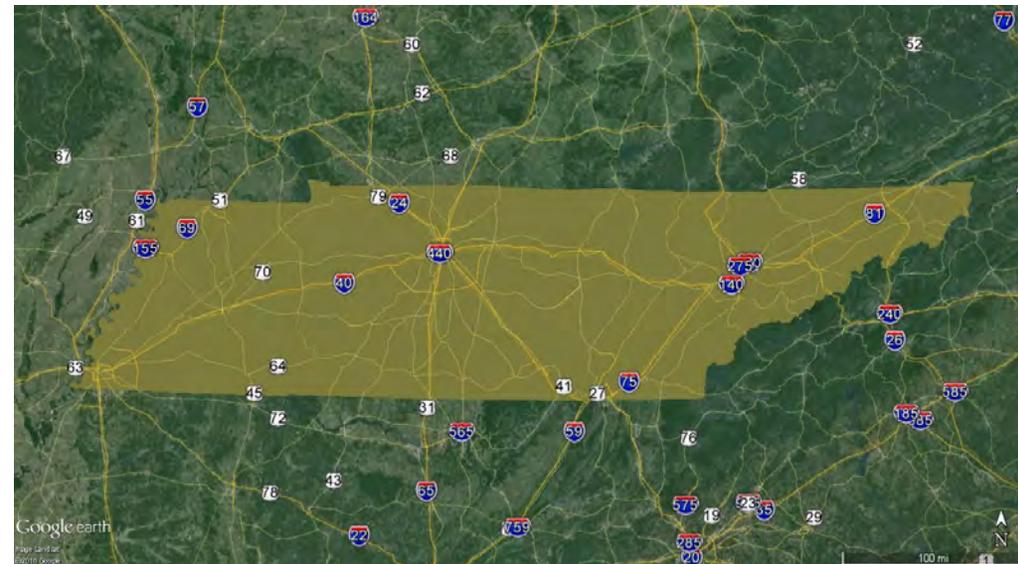
STIP Project List

STIP #	1799001	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$426,000,000
ROUTE								
TERMINI	SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) - GROUPING							
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CONST	STBG	106,500,000	85,200,000	21,300,000	
2018	PE, ROW, CONST	STBG	106,500,000	85,200,000	21,300,000	
2019	PE, ROW, CONST	STBG	106,500,000	85,200,000	21,300,000	
2020	PE, ROW, CONST	STBG	106,500,000	85,200,000	21,300,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

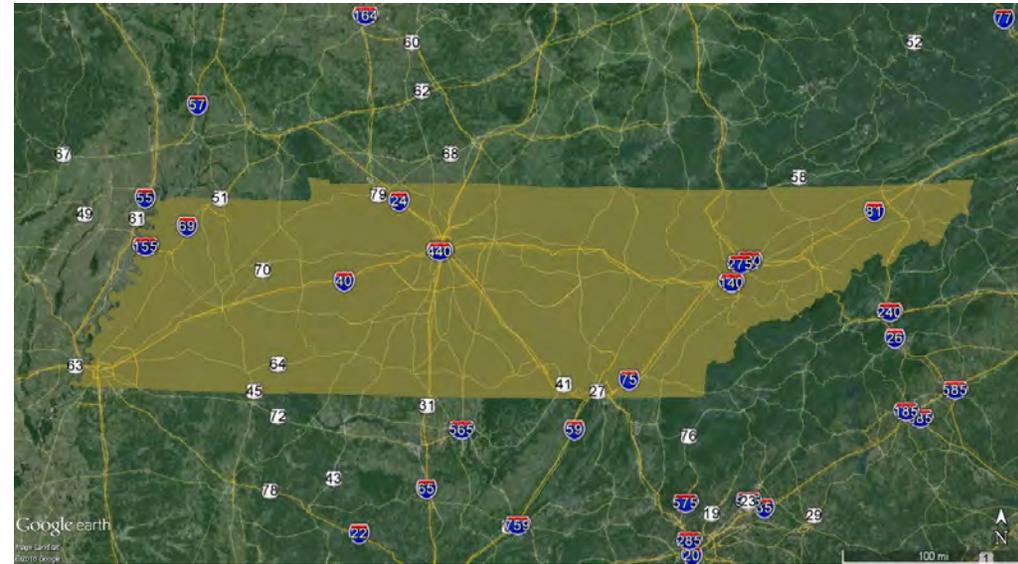
STIP Project List

STIP #	1799002	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$0
ROUTE								
TERMINI	STATE ROUTE MULTI-MODAL ACCESS INITIATIVE							
PROJECT DESCRIPTION								
REMARKS	THIS INITIATIVE IS FUNDED BY 95% STA AND 5% LOCAL FUNDS.							



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	STA	0	0	0	0
2018	CONST	STA	0	0	0	0
2019	CONST	STA	0	0	0	0
2020	CONST	STA	0	0	0	0



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

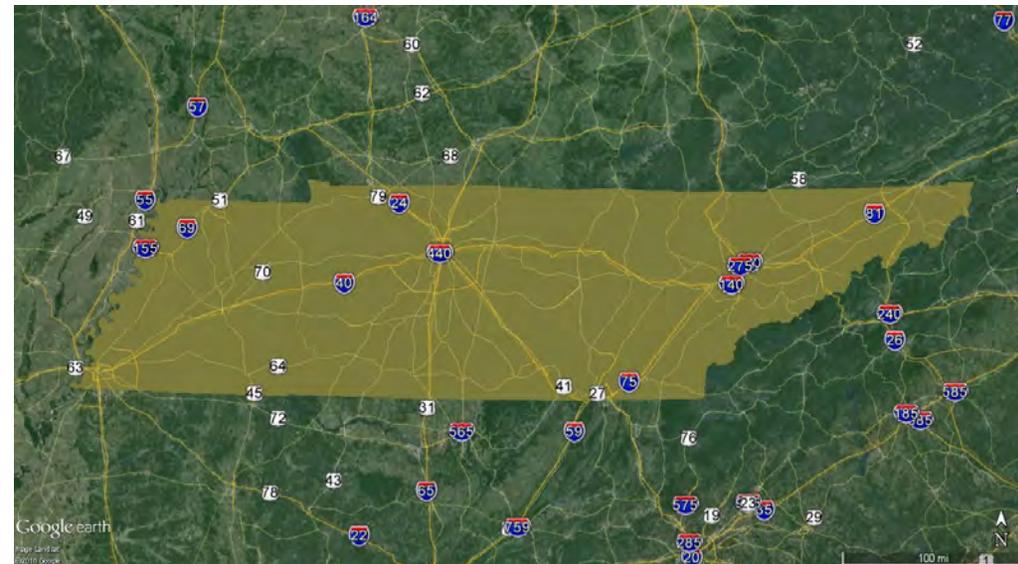
STIP Project List

STIP #	1799003	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$671,200,000
ROUTE								
TERMINI	NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) - GROUPING							
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2018	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2019	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2020	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

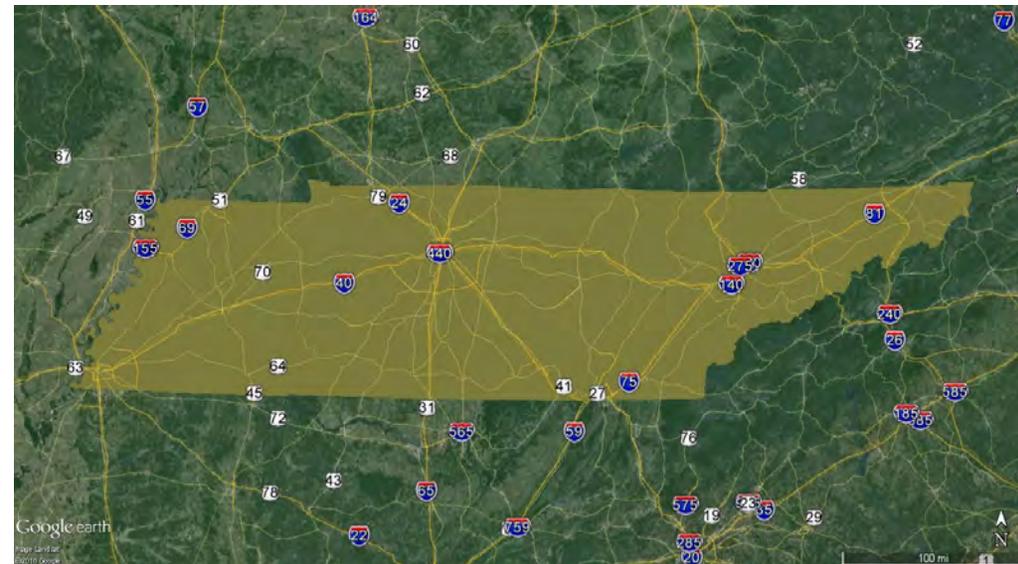
STIP Project List

STIP #	1799009	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$64,998,516
ROUTE								
TERMINI	TRANSPORTATION ALTERNATIVES PROGRAM (TAP) - GROUPING							
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	TAP	16,249,629	12,999,703	3,249,926	
2018	CONST	TAP	16,249,629	12,999,703	3,249,926	
2019	CONST	TAP	16,249,629	12,999,703	3,249,926	
2020	CONST	TAP	16,249,629	12,999,703	3,249,926	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

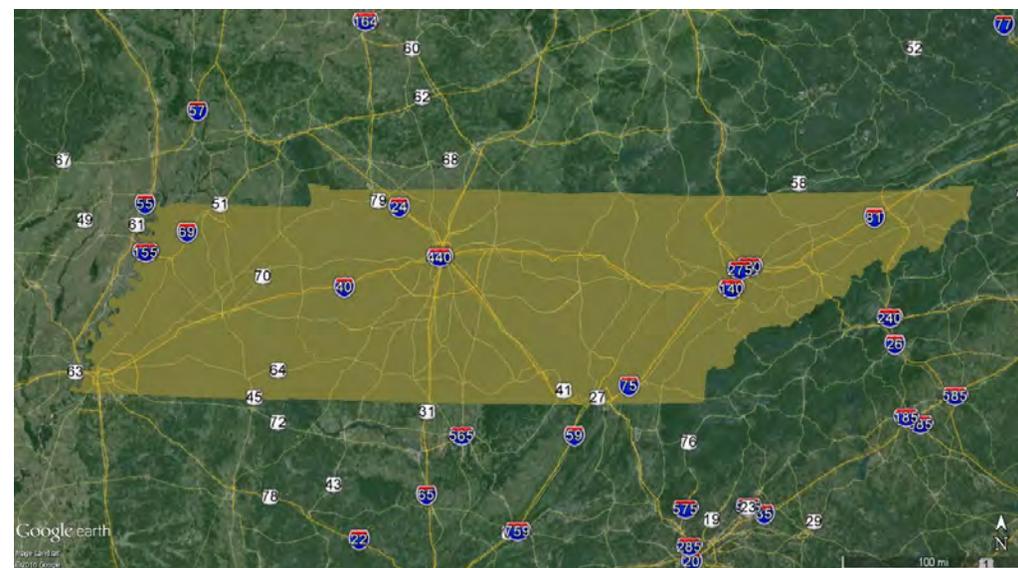
STIP Project List

STIP #	1799012	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$2,800,000
ROUTE								
TERMINI	FERRY SERVICE ACROSS THE TENNESSEE RIVER							
PROJECT DESCRIPTION								
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	OPERATIONS	STA	700,000	0	700,000	
2018	OPERATIONS	STA	700,000	0	700,000	
2019	OPERATIONS	STA	700,000	0	700,000	
2020	OPERATIONS	STA	700,000	0	700,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

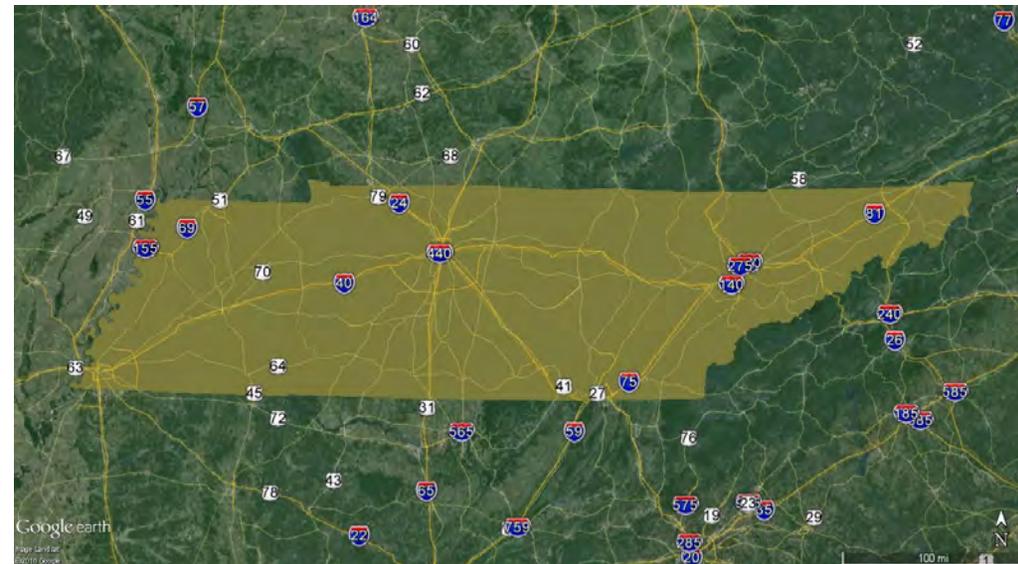
STIP Project List

STIP #	1799080	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$12,800,000
ROUTE								
TERMINI	ADVANCE ENGINEERING, FUNCTIONAL DESIGN, AERIAL SURVEY, MAPPING, ETC.							
PROJECT DESCRIPTION								
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE-D	STA	3,200,000	0	3,200,000	
2018	PE-D	STA	3,200,000	0	3,200,000	
2019	PE-D	STA	3,200,000	0	3,200,000	
2020	PE-D	STA	3,200,000	0	3,200,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

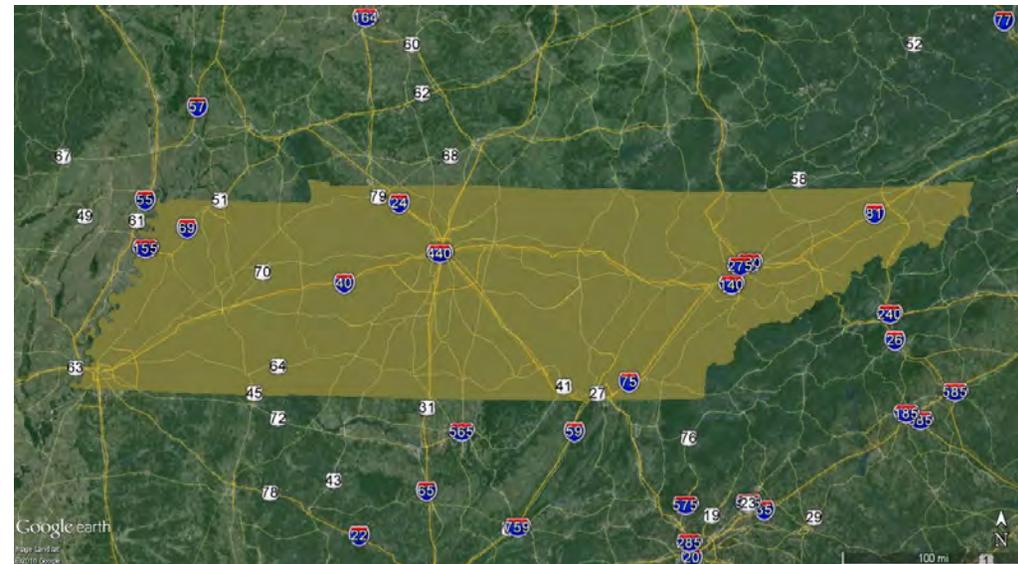
STIP Project List

STIP #	1799270	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDEC	
COUNTY	STATEWIDE						TOTAL PROJECT COST	\$6,000,000
ROUTE								
TERMINI	RECREATIONAL TRAILS							
PROJECT DESCRIPTION	CREATION, REHABILITATION & MAINTENANCE OF MULTI-USE RECREATIONAL TRAILS							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CONST	RTP	1,500,000	1,200,000	300,000	
2018	PE, ROW, CONST	RTP	1,500,000	1,200,000	300,000	
2019	PE, ROW, CONST	RTP	1,500,000	1,200,000	300,000	
2020	PE, ROW, CONST	RTP	1,500,000	1,200,000	300,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

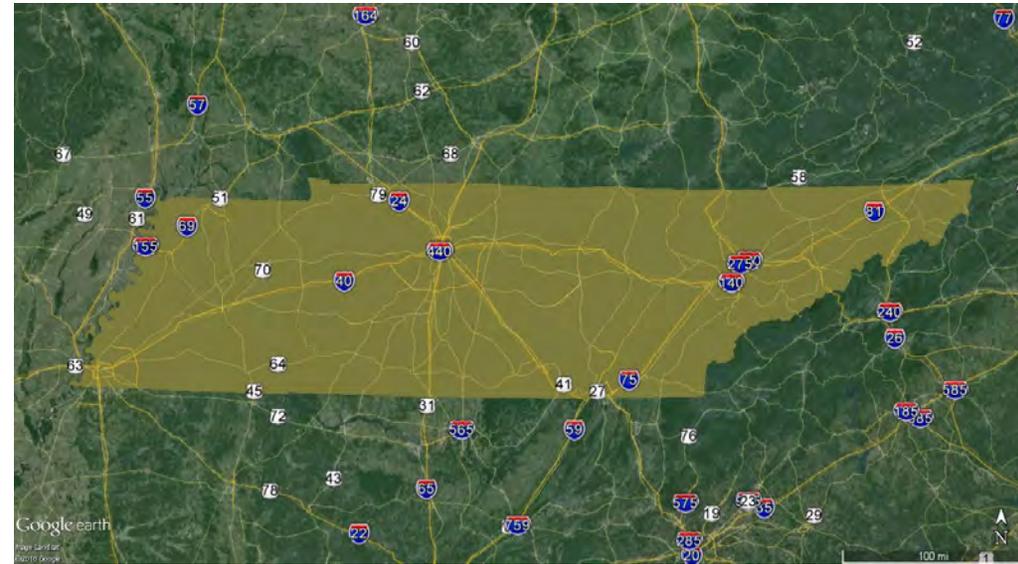
STIP Project List

STIP #	1799300	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$181,200,000
ROUTE								
TERMINI	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP, HRRR, PHSIP) - GROUPING							
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							
REMARKS								



COUNTY MAP

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE, ROW, CONST	HSIP	40,000,000	36,000,000	4,000,000	
2017	PE, ROW, CONST	PHSIP	5,000,000	5,000,000	0	
2017	PE, ROW, CONST	HRR	1,200,000	1,080,000	120,000	
2018	PE, ROW, CONST	HSIP	40,000,000	36,000,000	4,000,000	
2018	PE, ROW, CONST	PHSIP	5,000,000	5,000,000	0	
2019	PE, ROW, CONST	HSIP	40,000,000	36,000,000	4,000,000	
2019	PE, ROW, CONST	PHSIP	5,000,000	5,000,000	0	
2020	PE, ROW, CONST	HSIP	40,000,000	36,000,000	4,000,000	
2020	PE, ROW, CONST	PHSIP	5,000,000	5,000,000	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1799555	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$28,924,711
ROUTE								
TERMINI	NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP) - GROUPING							
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	NHFP	28,924,711	23,139,769	5,784,942	
2018	CONST	NHFP	0	0	0	
2019	CONST	NHFP	0	0	0	
2020	CONST	NHFP	0	0	0	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STIP Project List

STIP #	1799700	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT	
COUNTY	STATEWIDE - RURAL						TOTAL PROJECT COST	\$1,700,000
ROUTE								
TERMINI	WORKFORCE DEVELOPMENT, TRAINING AND EDUCATION ACTIVITIES - GROUPING							
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							
REMARKS								



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	TRAINING	STBG	425,000	425,000		
2018	TRAINING	STBG	425,000	425,000		
2019	TRAINING	STBG	425,000	425,000		
2020	TRAINING	STBG	425,000	425,000		



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Chapter 5: Appendices

External Resources

Metropolitan, Non-Metropolitan, and Rural Areas

A map of metropolitan, non-metropolitan, and rural areas is provided by TDOT and available at:

<https://www.tn.gov/assets/entities/tdot/attachments/MPORPOTPO2010.PDF>

Regional Significance and Air Quality Attainment Status

A regionally significant project is a transportation project that is located on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel, per 23 CFR 450.104. Regional significance is collaboratively determined by each non-attainment and/or maintenance area's respective Interagency Consultation group, per 40 CFR 93.105. The EPA's "Green Book" of non-attainment and maintenance statuses is available at: <https://www3.epa.gov/airquality/greenbook/>.

NHPP and STBGP Funding Qualifications

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the USC. FHWA's NHS maps are available at:

http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/

Surface Transportation Block Grant Program (STBG) funds can only be used on Federal-aid Highways – any functionally-classified road except local roads and rural minor collectors – unless otherwise noted in Title 23 of the USC. TDOT's functional classification maps are available at:

<https://www.tn.gov/tdot/topic/maps-functional-classification>

Statewide Grouping Descriptions

Activities delivered from TDOT's statewide groupings are limited to work types that are:

1. Located in non-metropolitan or rural areas – any located in a metropolitan area must be programmed in the MPO's TIP,
2. Not considered to be of appropriate scale for individual identification in a given program year,
3. Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d),
4. Non-regionally significant, in non-attainment and maintenance areas, and
5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non-attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Railroad Grade Crossing Grouping</p> <p>STIP# 1799050</p>	<p>Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.</p>	<ul style="list-style-type: none"> ● Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings ● Reconstruction of existing railroad grade crossing structures ● Relocation of highways to eliminate grade crossings ● Installation of protective devices

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Safety Improvement Program(HSIP) Grouping</p> <p>STIP# 1799300</p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the USC, and • State’s strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. 	<ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones • Construction and operational improvements on high risk rural roads • Geometric improvements to a road for safety purposes that improve safety • Road safety audits • Roadway safety infrastructure improvements consistent with FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Workforce development, training, and education activities

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Freight Program (NHFP) Grouping</p> <p>STIP #1799009</p>	<p>Projects designed to contribute to the efficient movement of freight on the National Highway Freight Network</p>	<ul style="list-style-type: none"> ● Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. ● Reconstruction, rehabilitation, construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance. ● Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems. ● Efforts to reduce the environmental impacts of freight movement. ● Environmental and community mitigation for freight movement. ● Railway-highway grade separation. ● Geometric improvements to interchanges and ramps. ● Truck-only lanes. ● Climbing and runaway truck lanes. ● Adding or widening of shoulders. ● Truck parking facilities ● Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems. ● Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies. ● Traffic signal optimization, including synchronized and adaptive signals. ● Work zone management and information systems. ● Highway ramp metering. ● Electronic cargo and border security technologies that improve truck freight movement. ● Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities. ● Addressing freight bottlenecks (no additional travel lanes) ● Physical separation of passenger vehicles from commercial motor freight. ● Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight. ● A highway or bridge project (no additional travel lanes), other than a project described above, to improve the flow of freight on the NHFN. ● Any other surface transportation project (no additional travel lanes) to improve the flow of freight into and out of an eligible intermodal freight facility. ● Diesel retrofit or alternative fuel projects under the CMAQ for class 8 vehicles. ● Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets, and reporting to the Administrator to comply with the freight performance target.

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program (NHPP) Grouping</p> <p>STIP# 1799003</p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> ● Rehabilitation, resurfacing, restoration, preservation, and operational improvements, ● Traffic operations, ● Bridge and tunnel improvements, ● Safety improvements, ● Bicycle and pedestrian improvements, and ● Environmental mitigation. 	<ul style="list-style-type: none"> ● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance ● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition ● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps ● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information ● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures ● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure ● Rail-highway grade crossing improvements ● Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements ● Sidewalk improvements ● Pedestrian and/or bicycle facilities ● Traffic calming and traffic diversion improvements ● Noise walls ● Wetland and/or stream mitigation ● Environmental restoration and pollution abatement ● Control of noxious weeds and establishment of native species

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>STIP# 1799001</p>	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> ● Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501, ● Traffic operations on Federal-aid highways, ● Bridge and tunnel improvements on public roads, ● Safety improvements on public roads, ● Environmental mitigation ● Scenic and historic highway programs, ● Landscaping and scenic beautification, 	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> ● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance ● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition ● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps ● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information ● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures ● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure ● Rail-highway grade crossing improvements ● Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements ● Sidewalk improvements ● Pedestrian and/or bicycle facilities ● Traffic calming and traffic diversion improvements ● Transportation Alternatives as defined by 23 USC 213(B), 23 USC. 101(A)(29), and Section 1122 of MAP-21 ● Noise walls ● Wetland and/or stream mitigation ● Environmental restoration and pollution abatement ● Control of noxious weeds and establishment of native species <p>Activities previously authorized under the Transportation Enhancement Program:</p>

Appendices

<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>(continued)</p> <p>STIP# 1799001</p>	<ul style="list-style-type: none"> ● Historic preservation, ● On- and off-road pedestrian and bicycle facilities, ● Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, ● Community improvement activities, ● Recreational Trail Program projects, ● Safe Routes to School (SRTS) projects, ● Transportation Enhancement projects, ● Transportation Alternatives projects, ● Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails. 	<ul style="list-style-type: none"> ○ Pedestrian and bicycle facilities, safety, and educational activities ○ Acquisition of scenic easements and scenic or historic sites ○ Scenic or historic highway programs ○ Landscaping and other scenic beautification activities ○ Historic preservation ○ Rehabilitation and operation of historic transportation buildings, structures, or facilities ○ Preservation of abandoned railway corridors ○ Inventory, control, and removal of outdoor advertising ○ Archaeological planning and research ○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity ○ Establishment of transportation museums ○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage <p>Activities previously authorized under the Safe Routes to School Program (SRTS):</p> <ul style="list-style-type: none"> ● Sidewalk improvements ● Traffic calming and speed reduction improvements ● Pedestrian and bicycle crossing improvements ● On-street bicycle facilities ● Off-street bicycle and pedestrian facilities ● Secure bicycle parking facilities ● Traffic diversion improvements approximately within 2 miles of a school location ● Non-infrastructure related activities: <ul style="list-style-type: none"> ○ Public awareness campaigns and outreach to press and community leaders ○ Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> • Student sessions on bicycle and pedestrian safety, health, and environment • Funding for training, volunteers, and managers of safe routes to school program <p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> ● Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ○ Sidewalk improvements ○ Bicycle infrastructure ○ Pedestrian and bicycle signals ○ Traffic calming techniques ○ Lighting and other safety-related infrastructure
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Public Involvement Documentation

To Be Updated

Title VI and Environmental Justice Analysis

To Be Updated

Tennessee RPO Contacts

East Tennessee RPO North	Don Brown, RPO Coordinator East Tennessee Development District P.O. Box 249 (Mailing) Alcoa TN 37701-0249 216 Corporate Place (Physical) Alcoa, TN 37701	Phone: (865) 273-6003 Fax: (865) 273-6010 Email: dbrown@etdd.org
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Appendices

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Tennessee MPO Contacts

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Clarksville MPO	Stan Williams Transportation Planning Coordinator Clarksville-Montgomery County Regional Planning Commission 329 Main Street Clarksville, TN 37040	Phone: (931) 645-7448 Ext. 16 Fax: (931) 645-7481 Email: stanwilliams@cityofclarksville.com Website: www.cuampo.com
Cleveland MPO	Greg Thomas Transportation Planning Coordinator 185 2nd St., N.E. Cleveland, TN 37311	Phone: (423) 479-1913 Ext. 223 Fax: (423) 559-3373 Email: gthomas@clevelandtn.com Website: www.cityofclevelandtn.com/MPO/mpo.html
Jackson MPO	James Matthews Transportation Planning Coordinator Jackson Municipal Regional Planning Commission 111 East Main Street, Suite 201 Jackson, TN 38301	Phone: (731) 425-8275 Fax: (731) 425-8281 Email: jmatthews@cityofjackson.net Website: http://www.cityofjackson.net/jackson-mpo#

Appendices

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Appendices



FY2016 - FY2019 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 Mid-Year Update (Reflects Additional Projects Since October 1, 2015)

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION
LIS_10(1)	FY2016	TN	Lake	Lake Isom National Wildlife Refuge	Rehabilitate Boundary Line Road Phase 1 and Phase 2	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Under Construction	TN-08	FWS_R4
FW_TENN_12(1)	FY2018	TN	Henry, Benton	Tennessee National Wildlife Refuge	Rehabilitate Big Sandy Road (Route 12)	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	TN-08	FWS_R4
NATR_1A15_1B10	FY2016	TN	Wayne, Williamson, Davidson	Natchez Trace Parkway	Overlay Park Road-PM Project from MP 428 to 447 (19.00 Miles)	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	_VARIOUS	NPS_SE
NATR_1G10	FY2016	TN	Wayne	Natchez Trace Parkway	Overlay Park Road-PM Project from MP 371 to 378 (7.15 Miles)	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_SE
SHIL_18(1)	FY2016	TN	Hardin	Shiloh National Military Park	Repair Road Surface on Hamburg-Purdy and Corinth-Pittsburg Landing roads	3RL_2R	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	In Acquisition	TN-07	NPS_SE
FOOT_8E21_F9	FY2017	TN	Sevier, Blount	Foothills Parkway	Rehabilitation of the Foothills Parkway Sections 8E and 8F	3RL	OTHER	More than \$10,000,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_SE
GRSM_11(2)	FY2017	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation of Gatlinburg Spur (US 441)	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	TN-01	NPS_SE
GRSM_1A29	FY2017	TN	Sevier	Great Smoky Mountains National Park	Rehabilitate Newfound Gap Road from Milepost 0.0 to 2.0	3RL_2R	FLTP	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	TN-01	NPS_SE
GRSM_13(1)14(2)18(1)	FY2018	TN	Sevier, Blount	Great Smoky Mountains National Park	Pavement Preservation of Fighting Creek Gap, Little River Gorge and Elkmont Roads	2R	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	TN-02	NPS_SE
GRSM_15(2)_16(1)	FY2018	TN	Blount, Sevier	Great Smoky Mountains National Park	Pavement Preservation for Laurel Creek, Tremont and Townsend Entrance Roads	2R	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	TN-02	NPS_SE
GRSM_15(1)	FY2019	TN	Blount	Great Smoky Mountains National Park	Repair Bote Mountain Tunnel	TUN	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	TN-01	NPS_SE
TN_FLAP_SN_VAHC(1)	FY2016	TN	Washington	Dept. of Veterans Affairs, James H. Quillen VA Medical Center	Construction of the VA Hospital Connector to improve access to James H. Quillen VA Medical Center	NEW	FLAP	Between \$500,000 and \$1,000,000	Title 23	LOCAL	Planned	TN-01	X_NA_OTH
TN_FLAP_MTGMRYLAF(1)	FY2016	TN	Montgomery	Department of the Army Fort Campbell	Reconstruction and widening of 1,100 feet of Lafayette Road	3RH_NEW	FLAP	Between \$1,000,000 and \$5,000,000	Title 23	LOCAL	Planned	TN-07	X_NA_OTH



FY2016 - FY2019 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 Mid-Year Update (Reflects Additional Projects Since October 1, 2015)

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION
TN/KY -- Tennessee/Kentucky													
FW_REEL_100(1)	FY2016	TN/KY	Obion/Fulton	Reelfoot National Wildlife Refuge	Rehabilitate Running Slough Road (Route 100)	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	_VARIOUS	FWS_R4
TN/NC -- Tennessee/North Carolina													
GRSM_ES(3)	FY2016	TN/NC	Various	Great Smoky Mountains National Park	Conduct Slope Stability Study FY16	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	_VARIOUS	NPS_SE



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