



# I-55/75/26 Multimodal Corridor Study

Public Involvement Meeting. January 15, 2020



# Welcome & Agenda



1. Study Purpose
2. The Corridor
3. Study Schedule and Process
4. Anticipated Study Outcomes
5. I-75 Corridor Deficiencies & Issues
6. Potential Solutions



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# Study Purpose

# I-55/75/26 Multimodal Corridor Study

**Corridor planning**  
is a process that comprehensively  
**assesses the ability of a transportation  
corridor to manage travel needs**  
brought about by current development and anticipated growth  
**over the next 20 years.**

The plan will:

- Evaluate existing and future conditions
- Identify potential improvements and management strategies



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# The Corridors

# Study Corridors and Limits



<b>I-55</b>	<b>I-155</b>	<b>I-75</b>	<b>I-26</b>
13 miles	16 miles	162 miles	54 miles

Study website: [www.tn.gov/tdot/government/g/planning-studies/i-55-75-26-multimodal-corridor-study.html](http://www.tn.gov/tdot/government/g/planning-studies/i-55-75-26-multimodal-corridor-study.html)

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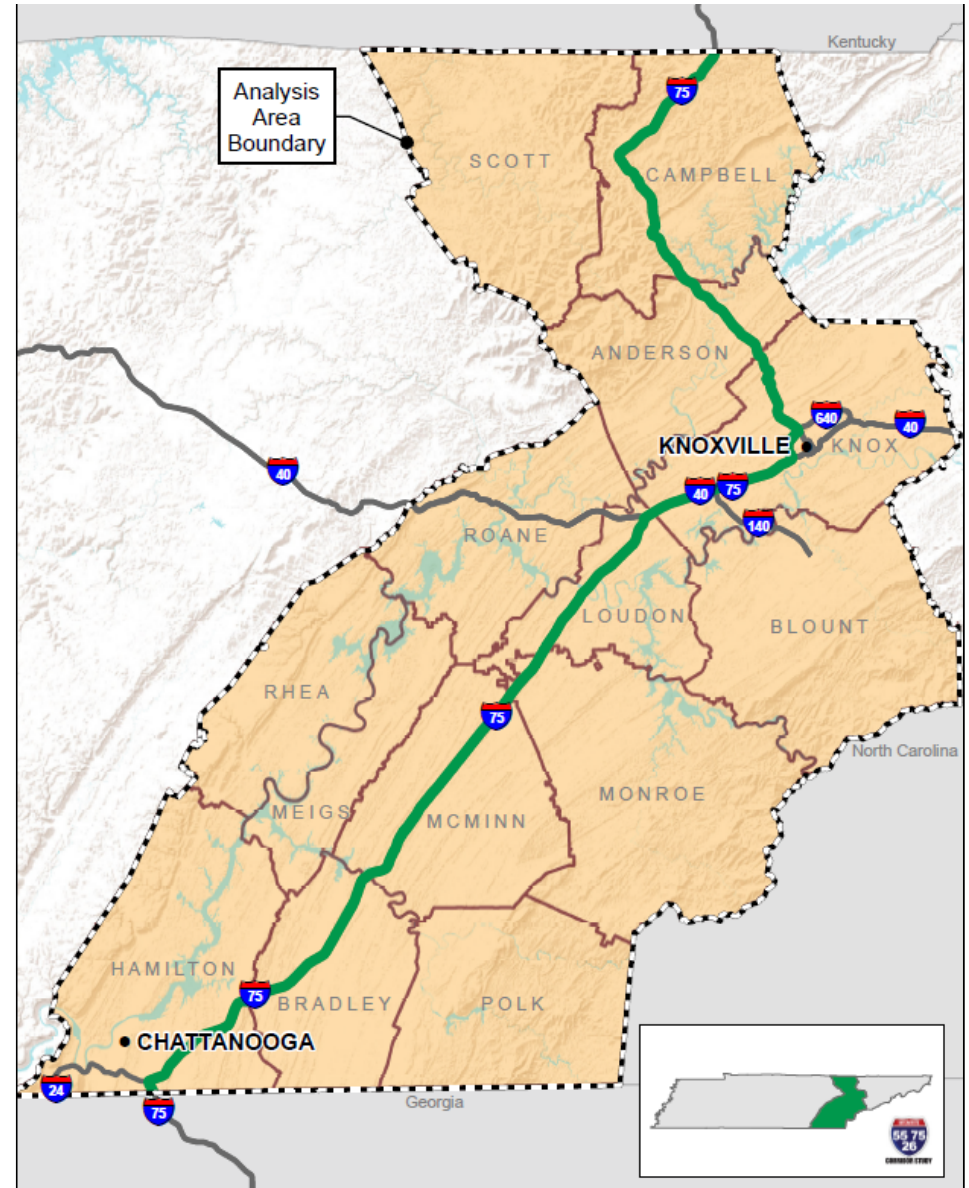
Department of  
Transportation

# I-75

Begin: Kentucky State Line  
End: Georgia State Line

**162 miles**

Counties: Anderson, Blount, Bradley, Campbell, Hamilton, Knox, Loudon, McMinn, Meigs, Monroe, Polk, Rhea, Roane, Scott



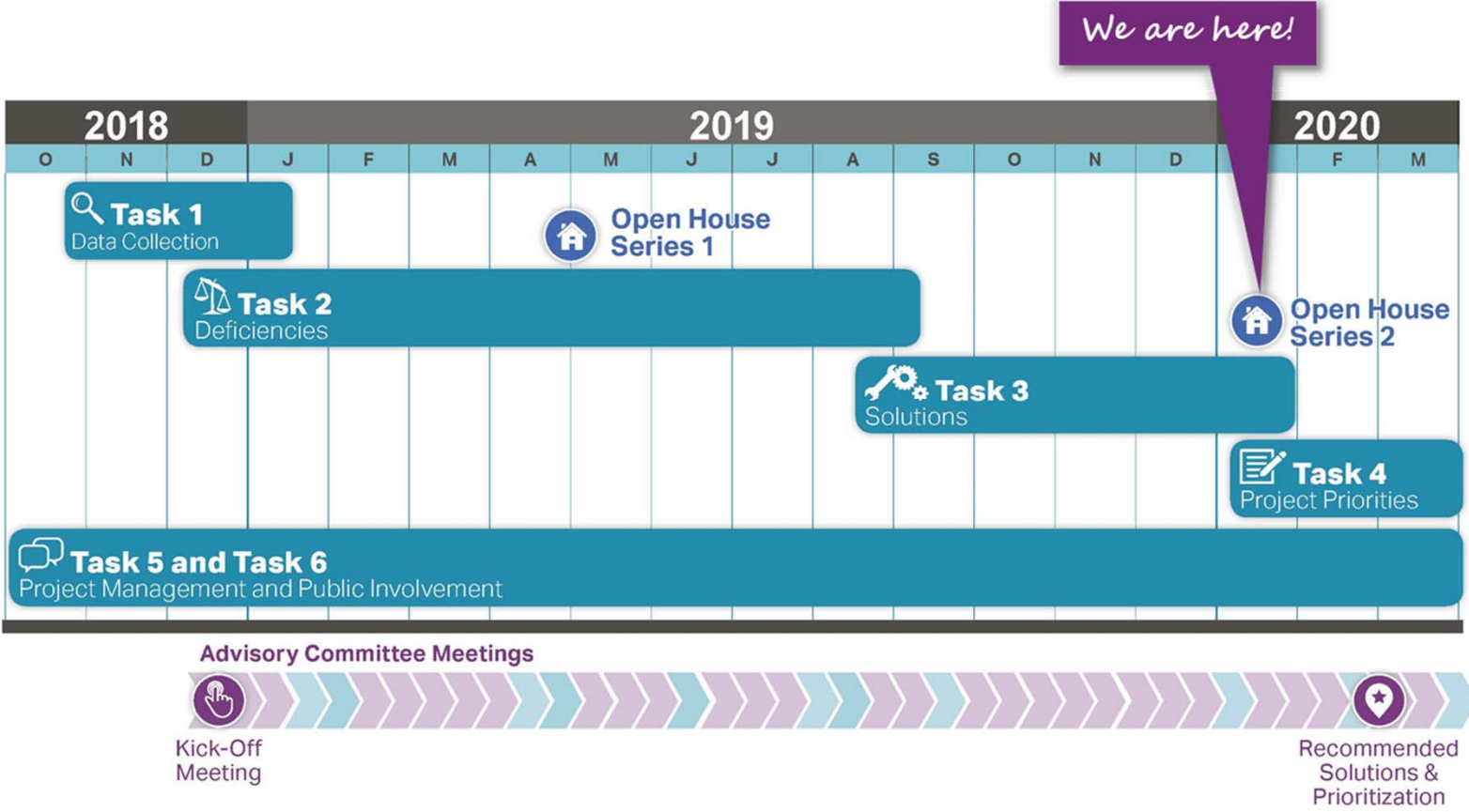


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# Study Schedule and Process



# Study Schedule



We are here!

# Anticipated Study Outcomes

1

Existing and future multimodal corridor deficiencies



2

Goals, objectives, and performance measures by corridor



3

Feasible multimodal solutions examining each focus area



4

Prioritize projects



# Prioritization Process Details










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# Goal, Objectives, & Performance Measures

# Goals & Objectives

Goals	Objectives		
 <b>Provide efficient and reliable travel</b>	Improve travel times and reduce delay	Provide transportation options for people and freight	Optimize freight movement
 <b>Improve safety conditions</b>	Reduce crash rates along the corridor – especially at identified crash “hot spots”	Implement or upgrade technologies that promote safety and effective incident management	Improve bicycle and pedestrian accommodations
 <b>Coordinate transportation investments with economic development plans</b>	Improve interchange on/off ramps	Coordinate with MPOs/RPOs to determine areas where new/improved Interstate access is needed	
 <b>Invest equitably throughout the corridor</b>	Expand transportation options for traditionally underserved populations within the corridor	Consider regional transit options	Identify areas with the greatest data-driven needs
 <b>Protect the natural environment and sensitive resources within the corridor</b>	Identify transportation improvements that are not likely to result in major impacts to environmental, social, and cultural resources		

# Potential Performance Measures

Goal	Performance Measure	Unit	Base (2010)	Trend (2040)	Build (2040)
Traffic Operations	Traffic on interstate operates at LOS D or better	LOS (% of interstate with operations at LOS D or better)	94%	65%	TBD
	Total Daily Vehicle Miles Traveled (VMT)	Miles (1,000s)	38,100	51,400	TBD
	Total Daily Vehicle Hours of Travel (VHT)	Hours (1,000s)	1,070	1,760	TBD
	Total Peak Hour Vehicle Hours of Delay (VHD)	Hours	35.5	54.6	TBD
	Total VMT / Trip	Miles	4.93	4.88	TBD
	Total Vehicle Minutes Traveled / Trip	Minutes	1.68	2.06	TBD
	Average Peak Hour Travel Speed (urban)	MPH	49	40	TBD
Safety	Crash reduction in safety "hot spots"	Significantly Above Average, Above Average, Average or Below Average	See "Safety Recommendations"		
Maintenance	Bridge Condition (Sufficiency Rating)	% of bridges < 50	0	0	TBD
		50 < % of bridges < 80	30%	30%	TBD
Multimodal	Pedestrian and Bicycle Accommodations	% interchanges with bike accommodations	0	0	TBD
		% interchanges with ped. accommodations	9%	9%	TBD

A snapshot of several of the performance measures to be evaluated for potential solutions is shown above. Performance measures are subject to change.



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# Transportation Deficiencies & Issues

# I-75 Deficiencies & Issues



 Forecasted areas of traffic congestion:  
SR-170 to SR-63

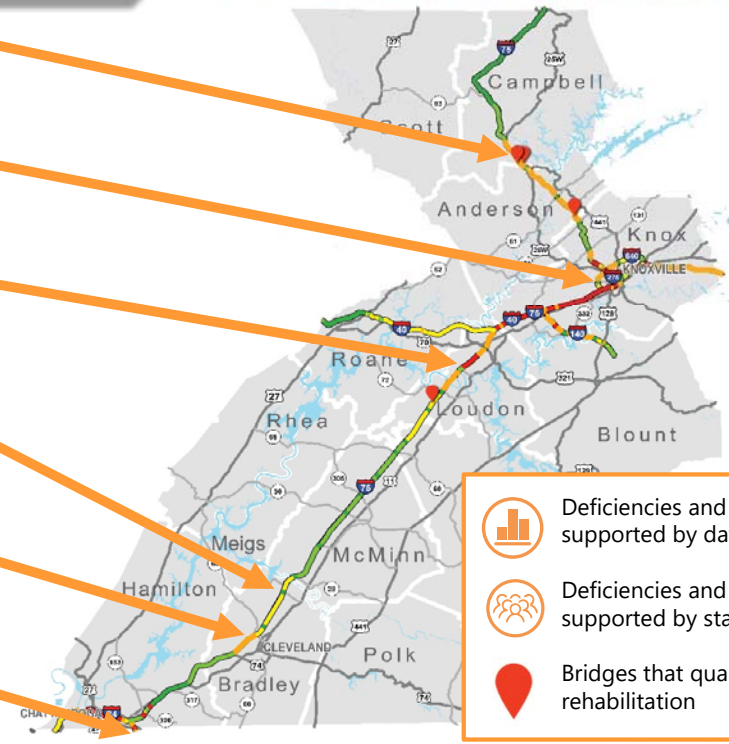
 Forecasted areas of traffic congestion:  
I-75 and I-640/275

 Existing and forecasted areas of traffic congestion:  
SR-72 to I-40

 No opportunity to access alternative route when  
I-75 temporarily closed. Need advanced alerts.

 Forecasted areas of traffic congestion:  
US-64 bypass to SR-60

 Existing and forecasted areas of traffic  
congestion: I-24 to Georgia State Line





# I-75 Deficiencies & Issues



**Limited visibility, narrow inside shoulders, and steep grades in Jellico Mountain Area**

**Short ramps with limited visibility and horizontal curves near Caryville**


**43% of corridor miles are classified as 'hot spots', locations with crash rates above statewide average**


**Peak hour congestion near Merchants Dr. and Western Ave. interchanges**

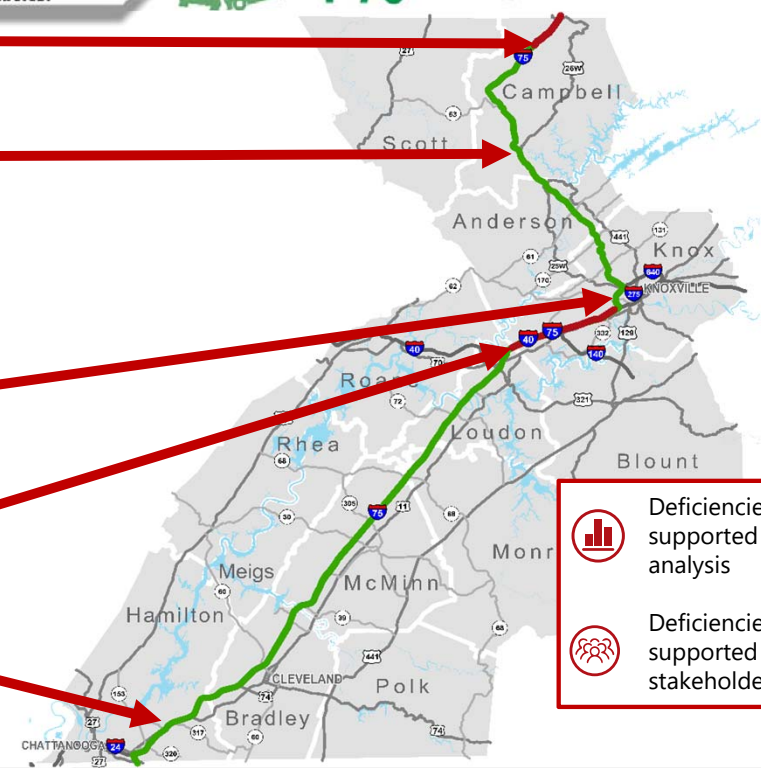
**High density of bicycle/pedestrian crashes at interchanges, parallel facilities & crossovers lack pedestrian/bicyclist infrastructure**

**Peak hour congestion near US-64 and E. Brainerd Rd. interchanges**








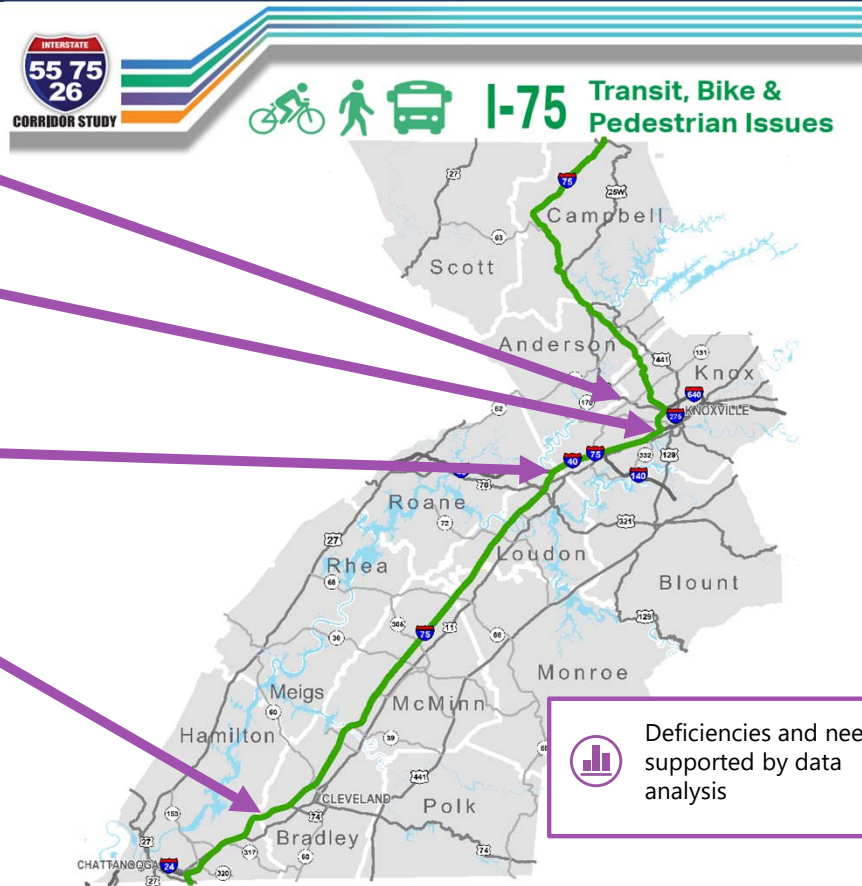
 Deficiencies and needs supported by data analysis

 Deficiencies and needs supported by stakeholder

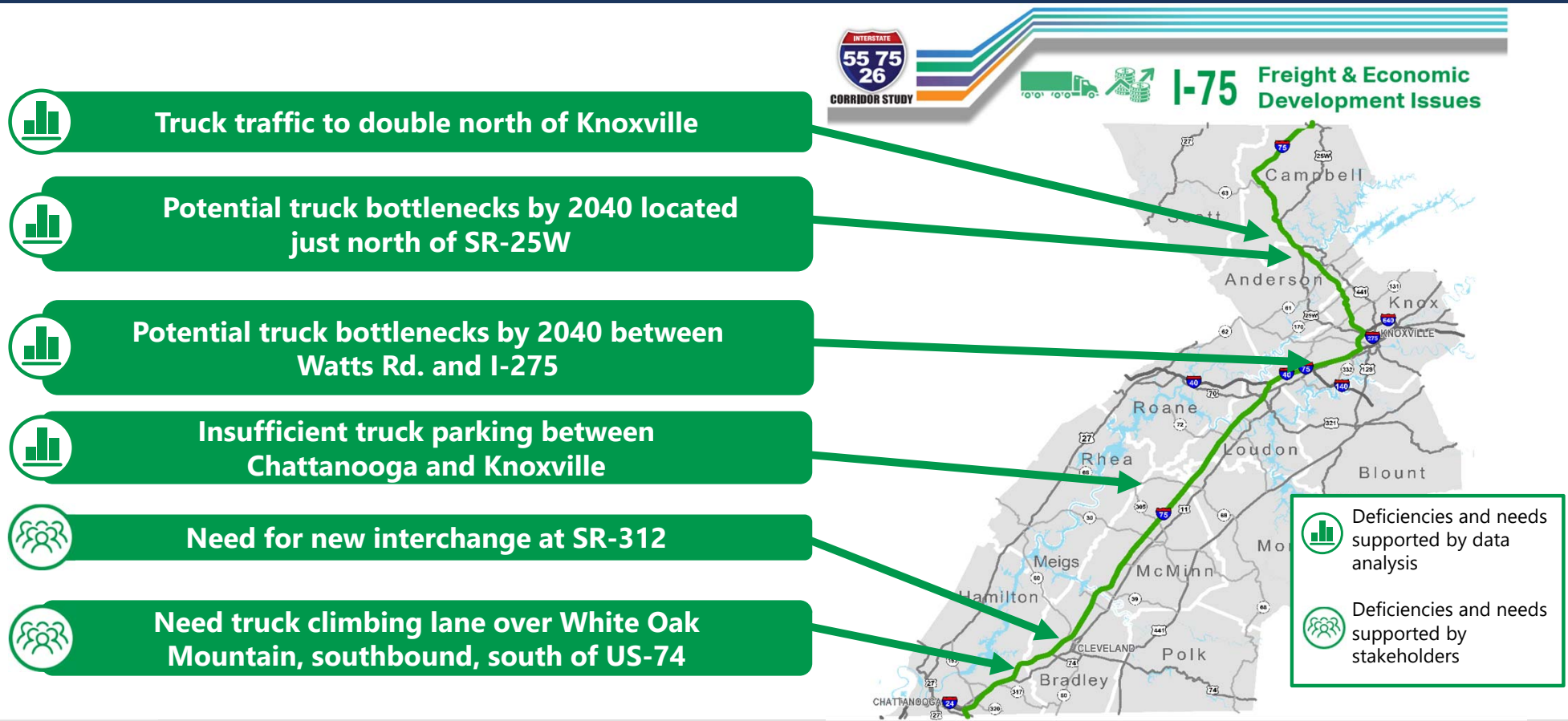


# I-75 Deficiencies & Issues

-  Only one park and ride in Knoxville area
-  Lack of regional transit connection between Knoxville and Oak Ridge and Knoxville and Alcoa (Knoxville Airport)
-  Improved bicycle and pedestrian facilities needed on surface roads near interchanges due to high crash rates
-  Lack of regional transit connection between Cleveland and Chattanooga
-  No sidewalk, wide outside lane, or bicycle lane available through the interchanges at 31 of the 34 U.S. or State Route Crossings



# I-75 Deficiencies & Issues





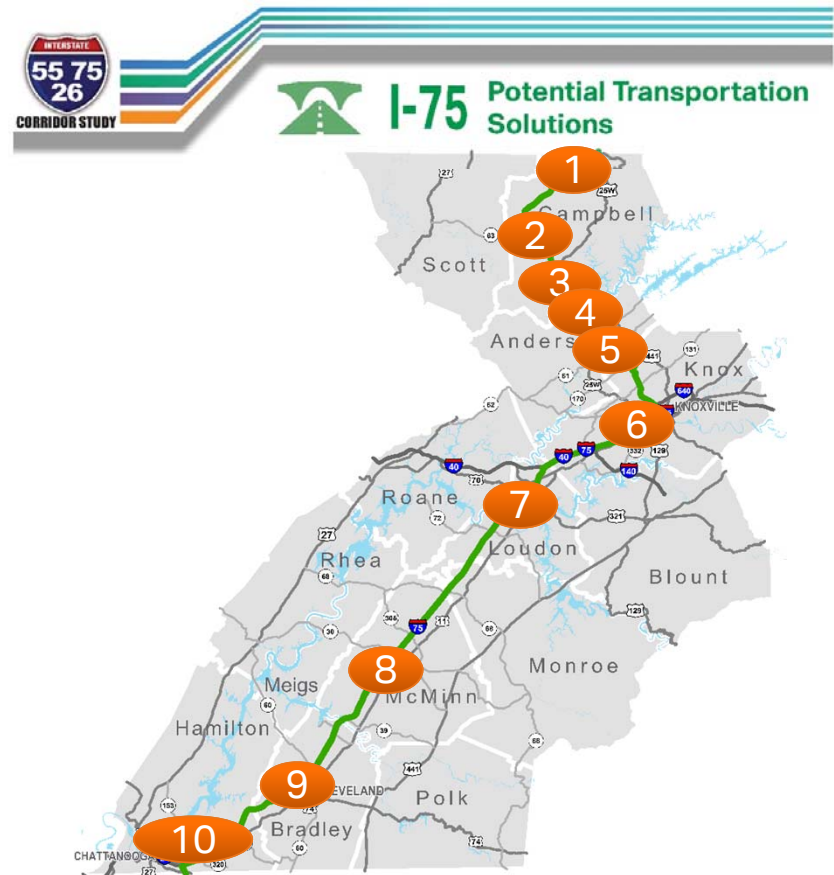
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# Potential Transportation Solutions

# I-75 Potential Solutions

## Potential Safety Solutions

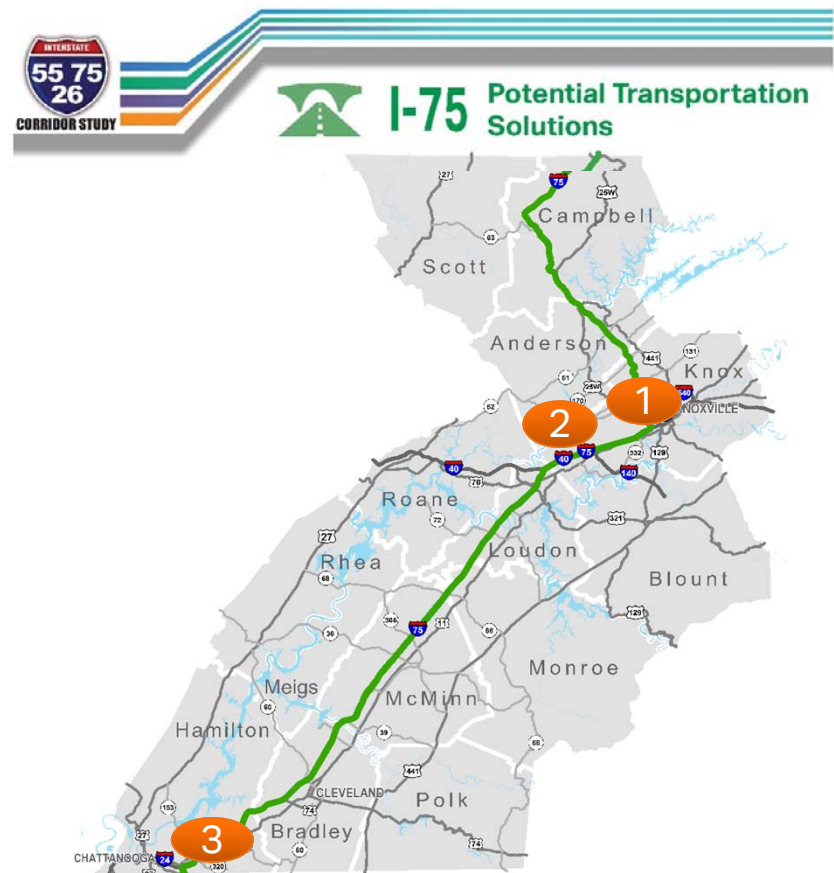
- 1 Guardrail
- 2 Warning signage
- 3 Extend deceleration lane
- 4 Extend deceleration lane
- 5 Increase capacity
- 6 Add pavement markings
- 7 Extend deceleration lane
- 8 Install additional lighting
- 9 Extend deceleration lane
- 10 Install advanced signage



# I-75 Potential Solutions

## Potential ITS / Economic Development Solutions

- 1 Closely coordinate ITS and dynamic messaging with university events
- 2 Interchange improvements to accommodate economic development
- 3 Ramp meters, signal coordination at interchanges, queue detection

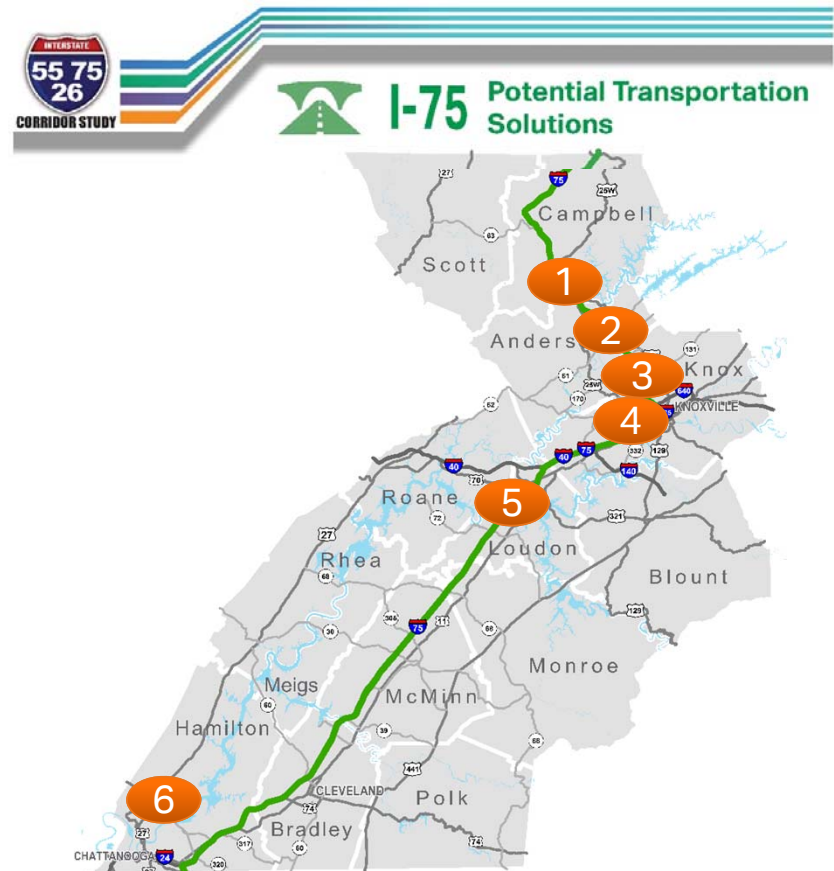


# I-75 Potential Solutions

## Potential Traffic Operations Solutions

Locations to be evaluated for potential widening and possible TSMO / Corridor Management solutions:

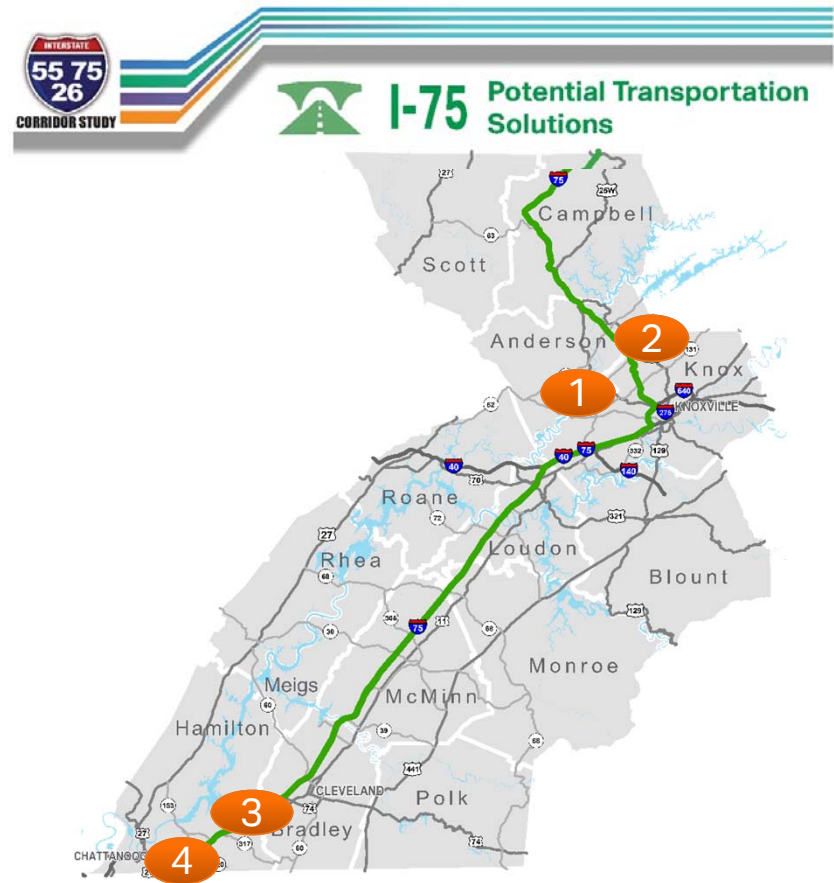
- 1 US-441 and SR-63 NB
- 2 SR-170 and US-441
- 3 Callahan Dr and SR-131
- 4 Western Ave and I-275
- 5 SR 72 and I-40/I-75
- 6 US-74 and SR-60



# I-75 Potential Solutions

## Potential Transit, Bicycle & Pedestrian Solutions

- 1 Create Regional Transit Authority – Knoxville area
- 2 Improve Park and Ride Facilities
- 3 Extend CARTA Route 4/I-75 Express
- 4 Add Greenway Trail Crossing

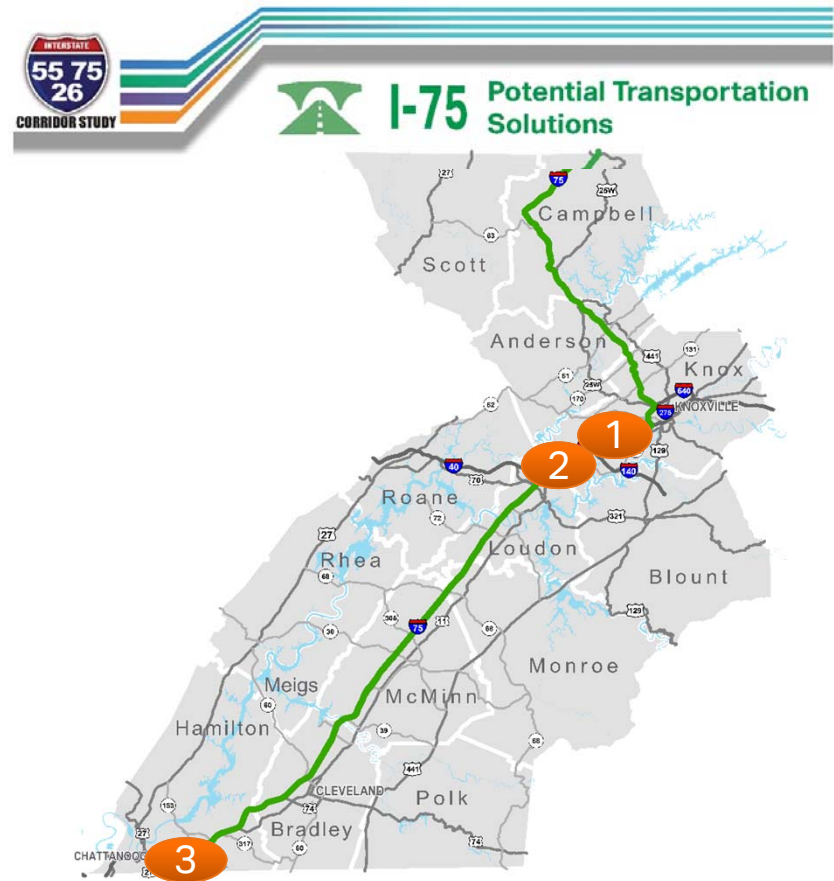




# I-75 Potential Solutions

## Freight Solutions

- 1 I-40/I-75 capacity expansion
- 2 Interchange Expansion
- 3 Additional overnight truck parking





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# Opportunities to Get Involved

# How to Share Your Input Today

**Talk to the court reporter**

**Complete the online survey**

**Speak with a member of the study team**

**Fill out a comment sheet**



**Thank you!**

**Study website:**

<https://www.tn.gov/tdot/government/g/planning-studies/i-55-75-26-multimodal-corridor-study.html>

