



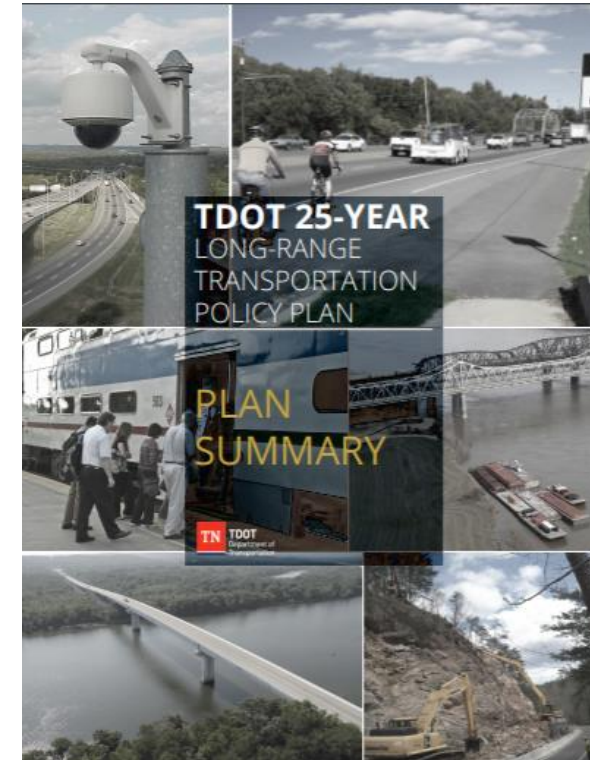
CORRIDOR STUDY

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TDOT Region 1 Office of Community Transportation

Why are we doing this study?

- As identified in the Tennessee **Long Range Transportation Plan**, the **strategic highway system** includes routes the state considers critical to statewide mobility and regional connectivity
- The transportation plan classified routes needing **improvement**, while **protecting and maximizing capacity** over the next decade
- **Interstates 40 and 81** are a part of this system and classification



What will be studied?



- Meeting the future travel demands of the I-40/I-81 corridors
- Exploring the multimodal issues and opportunities available to TDOT to address:
 - Capacity and congestion
 - Enhance operational efficiency
 - Improve safety and security
 - Expand transportation choices
 - Support economic growth and competitiveness

What is included in the Scope of Services?

The Scope of Services will provide us with technical memos broken down by:

- Systems inventory and data collection
- Assessment of deficiencies
- Development and refinement of feasible multimodal solutions
- Prioritized list of projects
- Overall project management

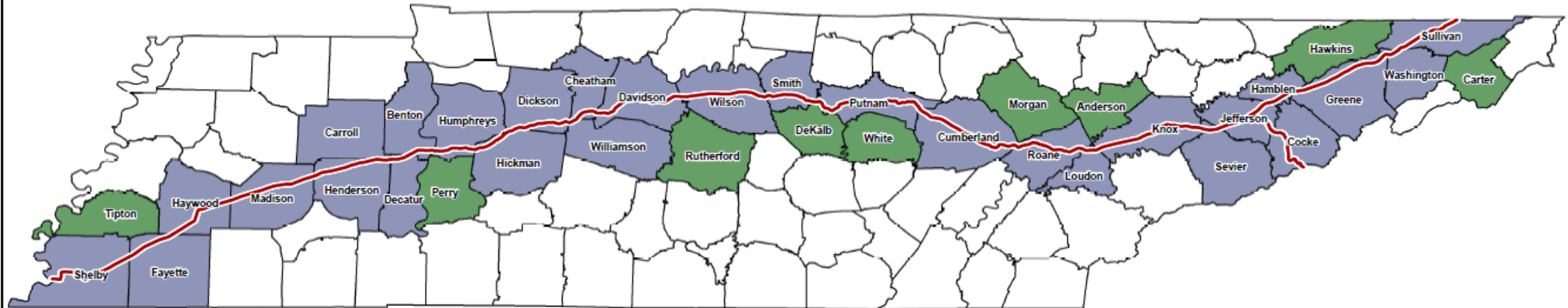


Who will be involved?

- The Federal Highway Administration
- MPOs through which either corridor runs (8)
- RPOs through which the corridor runs (9)
- Counties and cities through which either corridor runs, and several that are impacted by the corridor but not intersected
- Many stakeholders
- The public
- YOU!



I-40/81 Multimodal Corridor Study



Legend

— I-40/I-81 Corridor

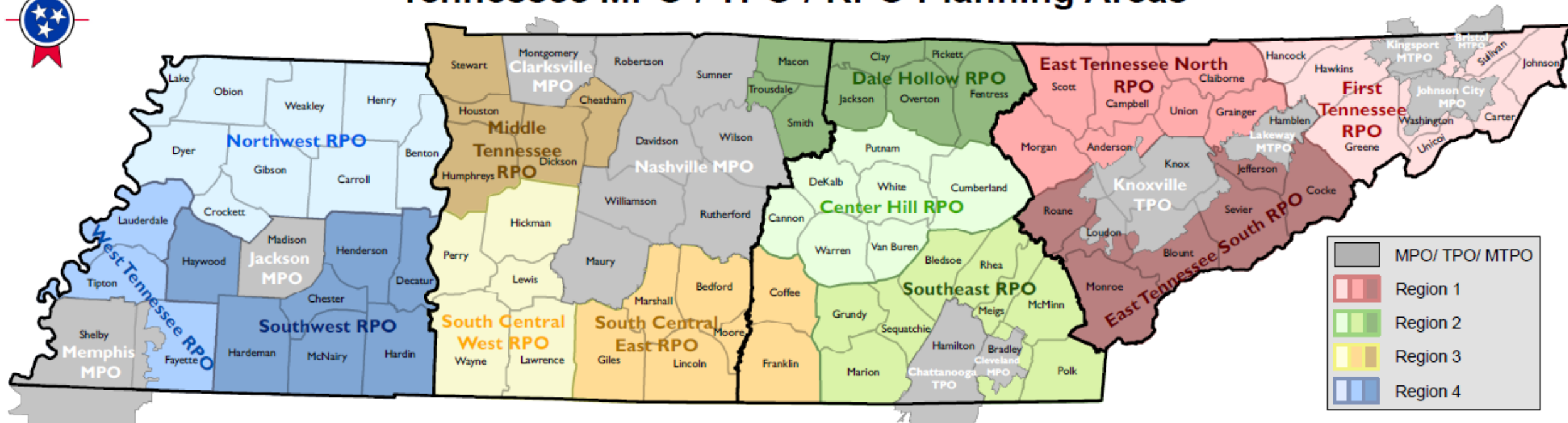
Study Area

- Counties Along Corridor
- Counties Outside Corridor





Tennessee MPO / TPO / RPO Planning Areas



How will the public be involved?

- An Advisory Committee consisting of MPOs and TDOT staff will work together to review information and documents throughout the study as well as aid in public meetings
- Meetings will be established with various stakeholders across the corridors
- There will be a total of 6 official public meetings (3 at the beginning of the study, and 3 near the end)
- There will be many unofficial public meetings set up by OCT as well



When will the public meetings start?



- Meetings are expected to begin in February of 2020
- Information on date, locations, and times will be posted to the TDOT website when scheduled

How will the rural areas be engaged?

- The TDOT Research Office is working with East Tennessee State University to determine the best ways to engage the rural areas of the state
- Identify best practices for working with rural community leaders including building consensus between county government and rural community, personnel and staffing shortages that may impact community engagement, and guidelines for interacting with community leaders who may not use community technology like emails or computers.
- As a result, we will ultimately incorporate rural community engagement strategies within TDOT's existing public involvement plan



How can I get involved?

- Both technical analysis and input from local officials and individuals are needed to provide as much data as possible
- By mid-December, we will have the 40/81 website online with an interactive webmap and link to a public survey
- We will be seeking as much feedback as possible on segments and interchanges along the corridor that you use regularly
- This information will be used to identify deficiencies along the route that will guide final recommendations



Is TDOT working on any related studies?

Study Location Map



I-55	I-155	I-75	I-26
13 miles	16 miles	162 miles	31 miles

Where can I get more information?

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865-594-0211

[Previous I-81/40 Study \(2009\)](#)

[Previous I-81/40 Study Library](#)

[I-75/I-55/I-155/I-26 Study](#)





TDOT Update

Incident Management

The Way It Used To Be

1 = C
Slowly, Pop

Key: G minor
intro Am

Original keys: G minor & G major

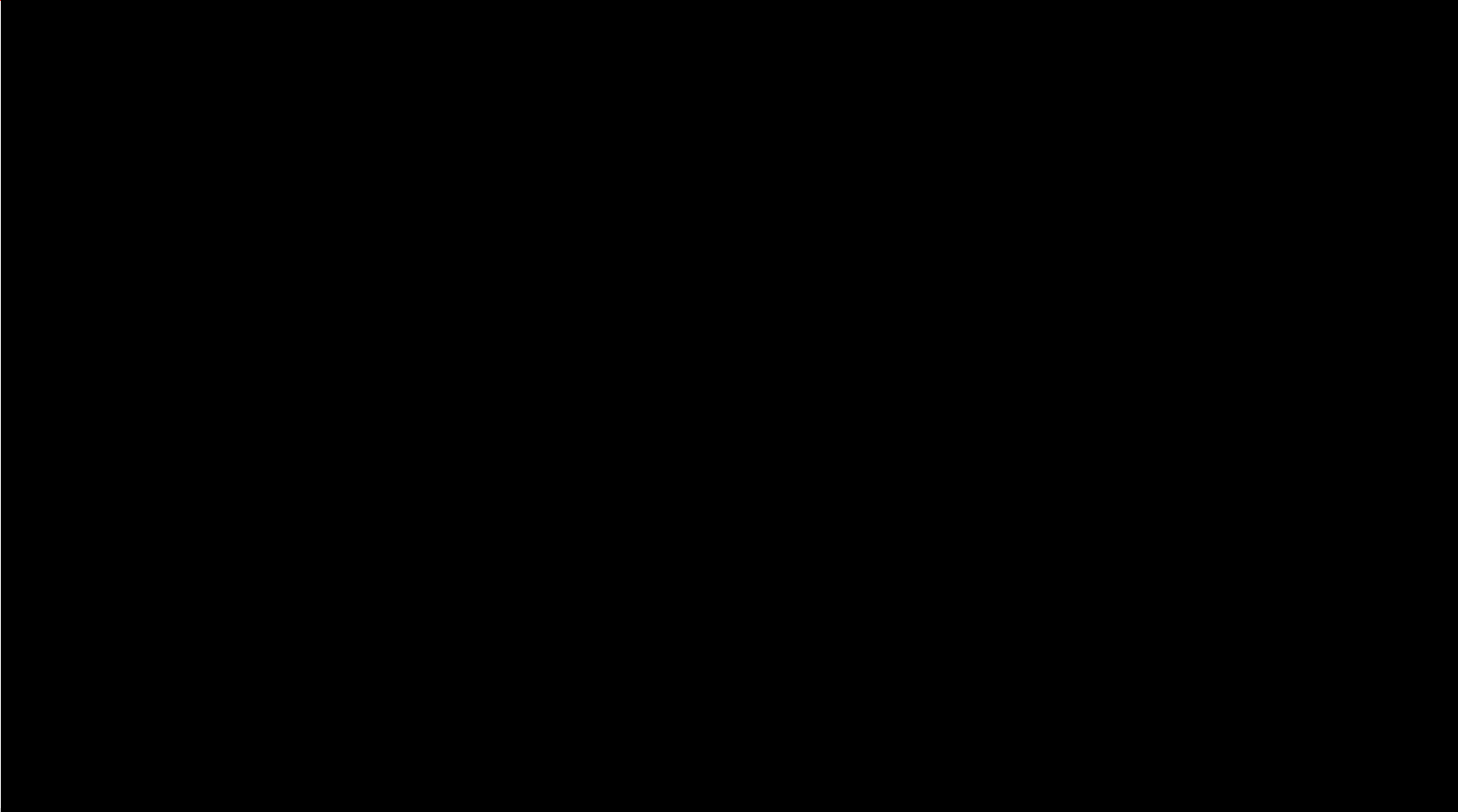
The musical score is written on two staves in treble clef with a key signature of one flat (F major or D minor). The tempo is 'Slowly, Pop' and the key is 'G minor'. The score includes an introduction and two lines of music. The first line of music has a blacked-out section in the middle. The second line of music has the lyrics 'Lone - ly ta - ble... just for one... in a bright and crow - ded room' written below it. Chord symbols (Am, Dm, E) are placed above the notes. Fingering numbers (1-7) are written above the notes. The score is presented on a light purple background.

Lone - ly ta - ble... just for one... in a bright and crow - ded room

Hands On Training

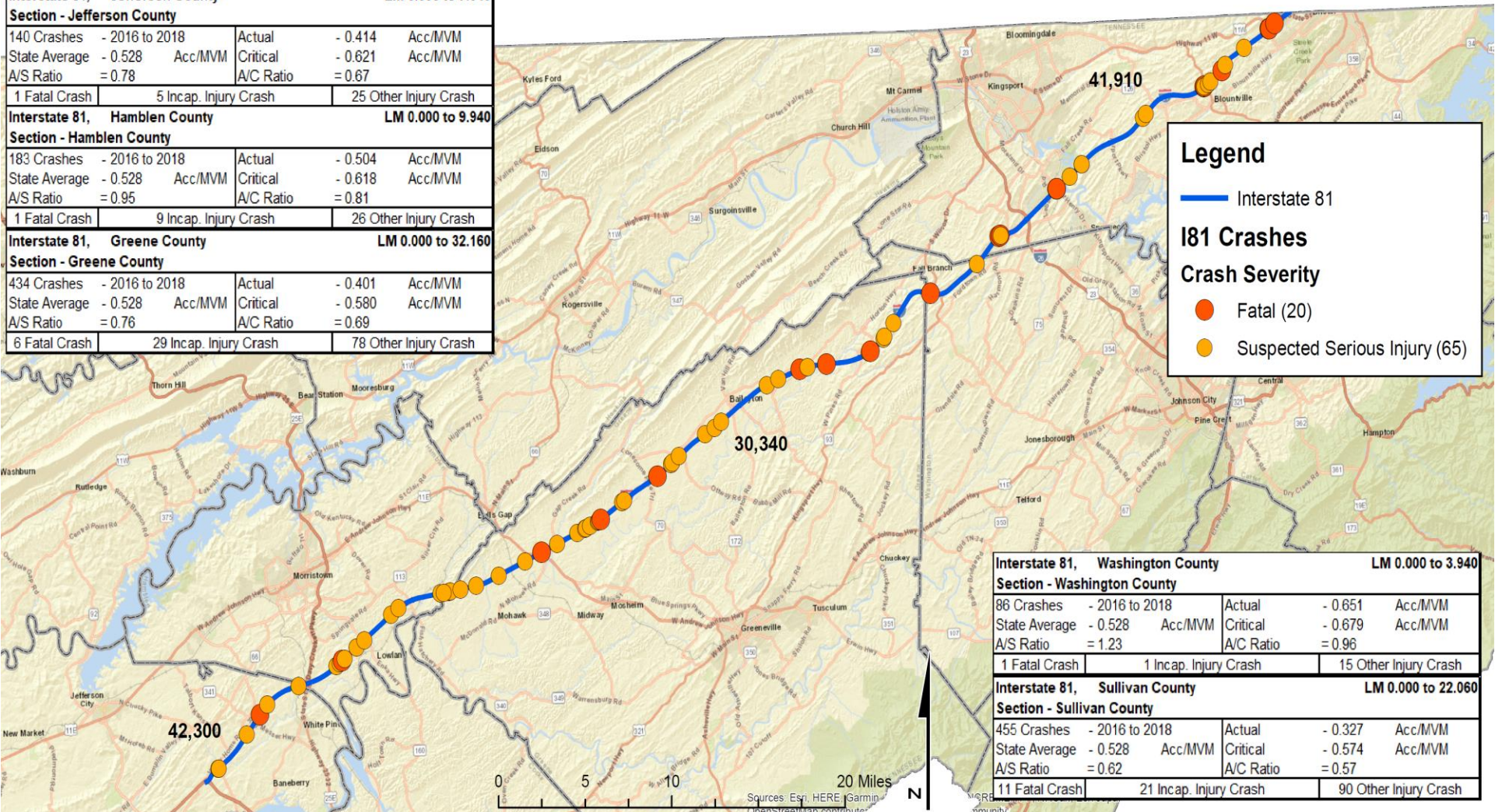


The Way it is Now!



I-81 Update

Interstate 81, Jefferson County				LM 0.000 to 7.540	
Section - Jefferson County					
140 Crashes	- 2016 to 2018	Actual	- 0.414	Acc/MVM	
State Average	- 0.528	Acc/MVM	Critical	- 0.621	Acc/MVM
A/S Ratio	= 0.78	A/C Ratio	= 0.67		
1 Fatal Crash	5 Incap. Injury Crash		25 Other Injury Crash		
Interstate 81, Hamblen County				LM 0.000 to 9.940	
Section - Hamblen County					
183 Crashes	- 2016 to 2018	Actual	- 0.504	Acc/MVM	
State Average	- 0.528	Acc/MVM	Critical	- 0.618	Acc/MVM
A/S Ratio	= 0.95	A/C Ratio	= 0.81		
1 Fatal Crash	9 Incap. Injury Crash		26 Other Injury Crash		
Interstate 81, Greene County				LM 0.000 to 32.160	
Section - Greene County					
434 Crashes	- 2016 to 2018	Actual	- 0.401	Acc/MVM	
State Average	- 0.528	Acc/MVM	Critical	- 0.580	Acc/MVM
A/S Ratio	= 0.76	A/C Ratio	= 0.69		
6 Fatal Crash	29 Incap. Injury Crash		78 Other Injury Crash		



Interstate 81, Washington County				LM 0.000 to 3.940	
Section - Washington County					
86 Crashes	- 2016 to 2018	Actual	- 0.651	Acc/MVM	
State Average	- 0.528	Acc/MVM	Critical	- 0.679	Acc/MVM
A/S Ratio	= 1.23	A/C Ratio	= 0.96		
1 Fatal Crash	1 Incap. Injury Crash		15 Other Injury Crash		
Interstate 81, Sullivan County				LM 0.000 to 22.060	
Section - Sullivan County					
455 Crashes	- 2016 to 2018	Actual	- 0.327	Acc/MVM	
State Average	- 0.528	Acc/MVM	Critical	- 0.574	Acc/MVM
A/S Ratio	= 0.62	A/C Ratio	= 0.57		
11 Fatal Crash	21 Incap. Injury Crash		90 Other Injury Crash		

Truck Parking

- Lack of parking is a problem across Tennessee
- UTK performed a study
 - Located ramps where truck parking was common
- Based on study, No Parking signs have been installed on several ramps with more to come!





Questions?