

# APPENDIX B

## Constructability

A segment-by-segment assessment of constructability follows below. Images were extracted from the TRIMS database and reflect either a typical cross-section for the segment or the most challenging example for widening along that segment. Interchanges are counted at the beginning of the segment.



**Segment 1A, LM 25.798, Shelby County is generally a good candidate for widening.**

Segment 1A is approximately 4.75 miles in length and extends from LM 22.35 to LM 27.10 in Shelby County. The segment begins just east of Exit 18 at the 4-lane cross-section and ends at Exit 24 (SR-385). The cross-section generally maintains a 52-foot wide grass median and center drain within 300 foot of ROW. Construction of this rural segment should be relatively typical for rolling terrain. There are two stream overpasses, two road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1B is generally a good candidate for widening. (LM 5.147, Fayette County shown)**

Segment 1B is approximately 11.73 miles in length and extends from Exit 24 (SR-385) to Exit 35 (SR-59) in Shelby and Fayette Counties. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. There are seven small stream overpasses, two road overpasses and two road underpasses that would require modifications or replacement due to widening the segment. There are also two interchanges; a full clover leaf and a diamond interchange within the segment.



**Segment 1C has many stream crossings but is otherwise a good candidate for widening. (LM 14.053, Fayette County shown)**

Segment 1C is approximately 6.75 miles in length and extends from Exit 35 (SR-59) to Exit 42 (SR-222) in Fayette County. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300-500 foot of ROW. There are three road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1D is generally a good candidate for widening. (LM 1.446, Haywood County shown)**

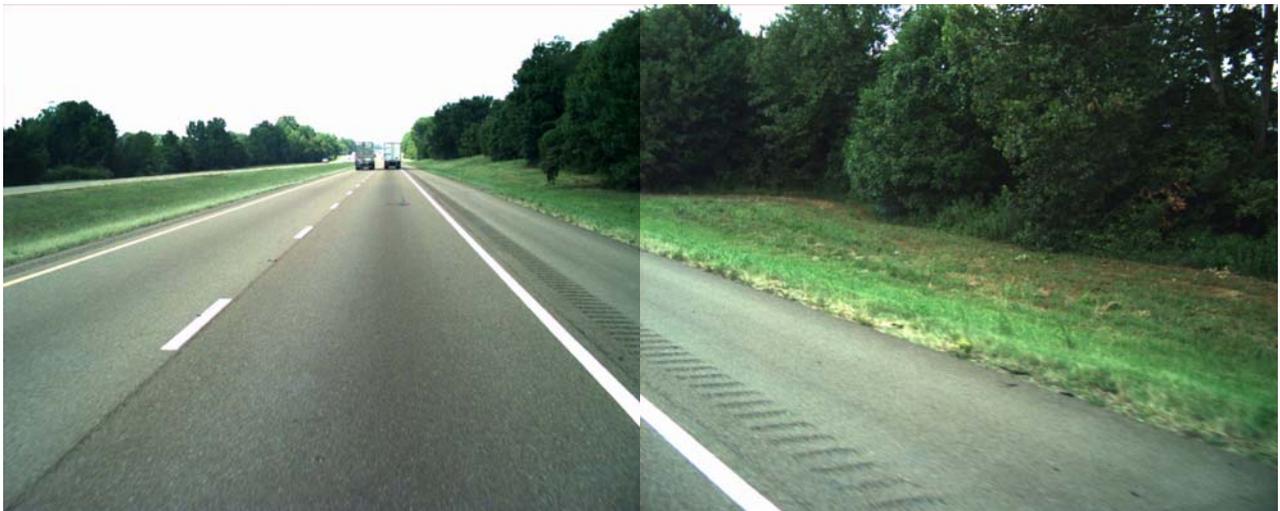
Segment 1D is approximately 5.15 miles in length and extends from Exit 42 (SR-222) to Exit 47 (SR-179) in Fayette and Haywood Counties. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with

center drain within 300 foot of ROW. There is one stream overpass, three road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1E has many stream crossings but is otherwise a good candidate for widening. (LM 9.686, Haywood County shown)**

Segment 1E is approximately 9.08 miles in length and extends from Exit 47 (SR-179) to Exit 56 (SR-76) in Haywood County. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 52-foot wide grass median and center drain within 300 foot of ROW. There is one large stream overpass (Hatchie River), four smaller stream overpasses and one road underpass within the segment. There are two weigh stations, one diamond interchange and one half-clover interchange that would require modifications or replacement due to widening the segment.



**Segment 1F is generally a good candidate for widening. (LM 16.299, Haywood County shown)**

Segment 1F is approximately 9.39 miles in length and extends from Exit 56 (SR-76) to Exit 66 (SR-1/US-70) in Haywood County. The shoulder is mostly tree-lined on relatively level topography. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. There are three road underpasses and two diamond interchanges that would require modifications or replacement due to widening the segment.



**Segment 1G is generally a good candidate for widening. (LM 3.370, Madison County shown)**

Segment 1G is approximately 8.97 miles in length and extends from Exit 66 (SR-1/US-70) in Haywood County to Exit 74 (Lower Brownsville Road) in Madison County. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. Wellwood Road runs adjacent to the westbound ROW for approximately 2 miles, and SR-1/US-70 abuts the eastbound ROW for approximately 1,000 ft (see photos above). There are two stream overpasses, three road underpasses, two rest areas and two diamond interchanges that would require modifications or replacement due to widening the segment.



**Segment 1H requires some larger fills at the Forked Deer River crossing. (LM 11.072, Madison County shown)**

Segment 1H is approximately 5.51 miles in length and extends from Exit 74 (Lower Brownsville Road) to Exit 80 (US-45) in Madison County. The shoulder is mostly tree-lined with moderate terrain with the exception of the Forked Deer River crossing, where larger fills would be needed. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. There are four stream overpasses and one road underpass, two quarter-clover interchanges and one half-clover interchange that would require modifications or replacement due to widening the segment.



**Segment 1I bypasses the City of Jackson, TN. (LM 14.275, Madison County shown)**

Segment 1I is approximately 6.48 miles in length and extends from Exit 80 (US-45) to Exit 87 (SR-1/US-70E) in Madison County. The shoulder is mostly tree-lined with minor earthwork required to widen the segment. The cross-section is consistent, with a 52-foot wide grass median with center drain within 300 foot of ROW. Vann Drive and Carriage House Drive run adjacent to the I-40 ROW (see photos above) for approximately 1,500 ft. There are two road overpasses, two road underpasses, two full-clover interchanges and two diamond interchanges that would require modifications or replacement due to widening the segment.



**Segment 1J is generally a good candidate for widening (LM 23.435, Madison County shown)**

Segment 1J is approximately 6.64 miles in length and extends from Exit 87 (SR-1/US-70E) to Exit 93 (SR-152) in Madison County. The shoulder is mostly tree-lined with relatively minor earthwork required to widen the segment. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. For approximately 1.5 miles Stewart Road abuts the ROW (see photos above). There are four road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1K is generally a good candidate for widening (LM 27.288, Madison County shown)**

Segment 1K is approximately 7.32 miles in length and extends from Exit 93 (SR-152) in Madison County to Exit 101 (SR-104) in Henderson County. The shoulder is mostly tree-lined throughout the rolling terrain with minor to moderate earthwork necessary for widening. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. For approximately 1.4 miles Gurley Creek Road abuts the ROW. There is one stream overpass, one road underpass and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1L is generally a good candidate for widening (LM 7.00, Henderson County shown)**

Segment 1L is approximately 7.22 in length and extends from Exit 101 (SR-104) to Exit 108 (SR-22) in Henderson County. The shoulder is mostly tree-lined with minor cuts and fills required for widening. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW. For approximately half a mile Strayleaf Road abuts the ROW. There is one road underpass, two rest areas and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1M is generally a good candidate for widening (LM 16.089, Henderson County shown)**

Segment 1M is approximately 8.11 miles in length and extends from Exit 108 (SR-22) to Exit 116 (SR-114) in Henderson and Carroll Counties. The shoulder is mostly tree-lined with some moderate cuts and fills. With the exception of the last few hundred feet, the cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300-700 foot of ROW. The last mile of the segment is in Natchez Trace State Park, which is densely wooded. In the half mile approaching Exit 116 the median widens to approximately 400 feet of dense woods. There are two stream overpasses, one road overpass, four road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1N passes through Natchez Trace State Park (LM 2.997, Decatur County shown)**

Segment 1N is approximately 8.31 miles in length and extends from Exit 116 (SR-114) to Exit 126 (US-641/SR-69) in Henderson, Carroll and Decatur Counties. The shoulder is mostly tree-lined with more moderate cuts and fills required for widening. With the exception of the first two miles, the cross-section is consistent throughout the segment, with a 60-foot wide grass median with center drain within 300-700 foot of ROW. The first two miles of the segment are in Natchez Trace State Park, which is densely wooded. In the two miles after Exit 116 the median is approximately 400 feet of dense woods, which narrows outside the park to the typical 30-foot median. For the majority of the segment there is a road abutting the I-40 ROW. There is one road overpass, two road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1O is in a densely wooded area (LM 1.998, Benton County shown)**

Segment 1O is approximately 7.11 miles in length and extends from Exit 126 (US-641/SR-69) to Exit 133 (SR-191) in Decatur and Benton Counties. The shoulder is mostly tree-lined with mostly minor cuts and fills required for widening. The cross-section is consistent throughout the segment, with a 54-foot wide grass median with center drain within 300 foot of ROW. There are two road underpasses, two weigh stations and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1P includes the large bridge crossings of the Tennessee and Buffalo Rivers. (LM 0.000, Humphreys County shown)**

Segment 1P is approximately 9.44 miles in length and extends from Exit 133 (SR-191) to Exit 143 (SR-13) in Benton and Humphreys Counties. The shoulder is mostly tree-lined with some moderate cuts and fills required for widening. A portion of this segment is identified as having a steep slope that should be considered for a truck climbing lane. The cross-section is relatively consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 foot of ROW except for the bridge over the Tennessee River and its approaches. There are two large river bridges (Tennessee River, Buffalo River), one smaller stream overpass and two road overpasses that would require modifications or replacement due to widening the segment. Additionally, there is a diamond interchange and a half-clover interchange within the segment.



**Segment 1Q has some moderate cuts and fills. (LM 10.057, Humphreys County shown)**

Segment 1Q is approximately 5.35 miles in length and extends from Exit 143 (SR-13) to Exit 148 (SR-50) in Humphreys County. The shoulder is mostly tree-lined with some moderate cuts and fills. The cross-section in the first half has a 52-foot wide grass median with center drain within 300 foot of ROW; in the second half of the segment, the median has some trees. There is one road underpass and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1R includes the large Duck River bridge and some moderate fills. (LM 0.800, Hickman County shown)**

Segment 1R is approximately 4.15 miles in length and extends from Exit 148 (SR-50) to Exit 152 (SR-230) in Humphreys and Hickman Counties. The shoulder is mostly tree-lined with mostly minor, but some moderate, cuts and fills required for widening. The cross-section is a 52-foot wide grass median with center drain and some trees within 300 foot of ROW. There is one large bridge (Duck River), three smaller stream crossings, as well as one road underpass and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1S has some steep topography and elevation differences. (LM 9.600, Hickman County shown)**

Segment 1S is approximately 11.04 miles in length and extends from Exit 152 (SR-230) to Exit 163 (SR-48) in Hickman and Humphreys Counties. The shoulder is mostly tree-lined along moderate terrain with some elevation differences between east and westbound travel lanes. A portion of this segment is identified as having a steep slope that should be considered for a truck climbing lane. The cross-section generally maintains a 52-foot wide grass median with center drain within 300 foot of ROW. The travel lanes are bifurcated between LM 9.00 – LM 10.55 in Hickman County. West Sugar Creek Road runs parallel to the westbound I-40 for 4.5 miles, at times abutting the ROW. Sugar Creek Road runs parallel to the eastbound ROW, mostly abutting the ROW for 2.2 miles. There are two road overpasses, one stream overpass, two road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1T has some large fills to consider. (LM 6.379, Dickson County shown)**

Segment 1T is approximately 9.03 miles in length and extends from Exit 163 (SR-48) in Hickman County to Exit 172 (SR-46) in Dickson County. The shoulder is mostly tree-lined with more significant earthwork required for widening. The cross-section varies throughout the segment from a 52-foot wide grass median with center drain to a densely wooded median 144-foot wide within 300 foot of ROW. The travel way is bifurcated for approximately half of the segment. Throughout most of the segment there is a parallel local road at times abutting the I-40 ROW. There is one road

overpass, one stream overpass, one road underpass, two rest areas and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 1U has some challenging vertical alignments. (LM 10.375, Dickson County shown)**

Segment 1U is approximately 8.43 miles in length and extends from Exit 172 (SR-46) to Exit 182 (SR 96) in Dickson and Williamson Counties, excluding the approximately 1-mile section that is 6-lanes at the SR-840 interchange. The shoulder is mostly tree-lined with some moderate cuts and some larger fills. A portion of this segment is identified as having a steep slope that should be considered for a truck climbing lane. The cross-section varies throughout the segment from a 52-foot wide grass median with center drain to a densely wooded median approximately 250-foot wide within 300-900 feet of ROW. The east and westbound travel ways are mostly bifurcated and a local road runs parallel to the I-40 ROW, at times abutting it. There is one road overpass, one stream overpass, three road underpasses and one half-clover interchange that would require modifications or replacement due to widening the segment.



**Segment 1V is generally a challenging candidate for widening. (LM 1.556, Cheatham County shown)**

Segment 1V is approximately 5.77 miles in length and extends from Exit 182 (SR 96) to Exit 188 (SR-249) in Williamson and Cheatham Counties. The shoulder is mostly tree-lined with some moderate cuts and fills and some rock cuts. A portion of this segment is identified as having a steep

slope that should be considered for a truck climbing lane. The cross-section varies throughout the segment from a 52-foot wide grass median with center drain to a densely wooded median within 300 foot of ROW. For the first two-thirds of the segment a road runs parallel to the ROW, at times abutting it. There are two road underpasses and one half-clover interchange that would require modifications or replacement due to widening the segment.



**Segment 1W is generally not a good candidate for widening.  
(LM 7.140, Cheatham County shown)**

Segment 1W is approximately 7.33 miles in length and extends from Exit 188 (SR-249) to a quarter of a mile west of Exit 196 (US-70S) in Cheatham and Davidson Counties. The shoulder is mostly tree-lined with some larger cuts and fills and several rock cuttings. A portion of this segment is identified as having a steep slope that should be considered for a truck climbing lane. The cross-section varies throughout the segment from a 52-foot wide grass median with center drain to a densely wooded median approximately 60-foot wide within 300 foot of ROW. There are several short sections of road running parallel to the ROW, at times abutting it. There are three stream overpasses, one road overpass, road underpass and two diamond interchanges that would require modifications or replacement due to widening the segment.



**Segment 2A is in an area transitioning from rural to suburban with concomitant challenges. (LM 7.982, Wilson County shown)**

Segment 2A is approximately 5.07 miles in length and extends from LM 3.69 to LM 8.76 in Wilson County. The segment begins just east of Exit 226 (SR-171) where the cross-section returns to 4-lanes and ends at Exit 232 (SR-109). The shoulder is mostly tree-lined over gently rolling terrain with minor cuts and fills required for widening. The cross-section is generally consistent throughout the segment, with a 52-foot wide grass median with center drain within 300-500 feet of ROW. Safari Camp Road runs parallel to the eastbound ROW for approximately half a mile at the end of the segment. There is one stream overpass and one road underpass that would require modifications or replacement due to widening the segment.



**Segment 2B is generally a good candidate for widening. (LM 10.856, Wilson County shown)**

Segment 2B is approximately 3.36 miles in length and extends from Exit 232 (SR-109) to Exit 235 (SR-840) in Wilson County. The shoulder is mostly tree-lined over gently rolling terrain with relatively minor to moderate cuts and fills required for widening. The cross-section is generally consistent throughout the segment, with a 52-foot wide grass median with center drain within 300-500 feet of ROW. Safari Camp Road abuts the eastbound ROW for the length of the segment, with Leeville Pike abutting the westbound ROW for the first half of the segment. There is an interchange with a loop ramp at the beginning of the segment that would require modifications or replacement due to widening.



**Segment 2C is in an area transitioning from rural to suburban with concomitant challenges. (LM 15.576, Wilson County shown)**

Segment 2C is approximately 4.33 miles in length and extends from Exit 235 (SR-840) to Exit 239 (US-70/SR-26) in Wilson County. The shoulder is mostly tree-lined along gently rolling terrain with some rock cutting and moderate earthwork required for widening. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 feet of ROW. Walnut Way abuts the westbound ROW for about a third of a mile between Exit 236 and Exit 238, while SE Tater Peeler Road abuts the eastbound ROW for half a mile to the east of Exit 238. The end of the runway at Lebanon Municipal Airport is adjacent to the westbound I-40 ROW. There are two stream crossings, one road overpass, two road underpasses, two diamond interchanges and an interchange with a loop ramp that would require modifications or replacement due to widening.



**Segment 2D is generally a good candidate for widening. (LM 19.158, Wilson County shown)**

Segment 2D is approximately 5.3 miles in length and extends from Exit 239 (US-70/SR-26) to Exit 245 (Linwood Road) in Wilson County. The shoulder is mostly tree-lined with minor cuts and fills over rolling terrain. The cross-section is consistent throughout the segment, with a 52-foot wide grass median with center drain within 300 feet of ROW. There is one stream overpass, one road overpass and an interchange with a loop ramp that would require modifications or replacement due to widening.



**Segment 2E begins to ascend the Eastern Highland Rim with more substantial rock cutting and earthwork required for widening. (LM 26.721, Wilson County shown)**

Segment 2E is approximately 9.42 miles in length and extends from Exit 245 (Linwood Road) in Wilson County to Exit 254 (SR-53) in Smith County. The shoulder is mostly tree-lined with moderate cuts and fills, but several potential rock cuts necessary for widening. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section is generally consistent throughout the segment, with a 52-foot wide grass median and center drain within 300 feet of ROW. A parallel local road abuts the I-40 ROW throughout much of the segment. There are two stream crossings, one road overpass, one road underpass, two rest areas and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2F ascends the Eastern Highland Rim with more rock cuts and earthwork required for widening. (LM 5.687, Smith County shown)**

Segment 2F is approximately 4.12 miles in length and extends from Exit 254 (SR-53) to Exit 258 (SR-53) in Smith County. The shoulder is mostly tree-lined with some potential rock cutting. Widening would involve moderate to more substantial earthwork along some relatively steep grades. The cross-section is consistent throughout the segment, with a 50-foot wide grass median with center drain within 300 feet of ROW. There are two stream overpasses, one road overpass, one road underpass and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2G has several bridges and some rock cuttings. (LM 16.869, Smith County shown)**

Segment 2G is approximately 9.88 miles in length from Exit 258 (SR-53) in Smith County to Exit 268 (SR-96) in Putnam County. The shoulder is mostly tree-lined with moderate cuts and fills and some rock cuttings. The cross-section varies throughout the segment from a 52-foot wide grass median with center drain within 300 feet of ROW, to a densely wooded median approximately 250-foot wide within 500-550 feet of ROW. After crossing the Caney Fork River (Putnam County LM 0.080), there is a median barrier through the end of the segment. There are eight stream overpasses, three road overpasses and one road underpass, one rest area serving both directions and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2H has significant rock cuttings and large fills. (LM 0.829, Putnam County shown)**

Segment 2H is approximately 5.27 miles in length and extends from Exit 268 (SR-96) to Exit 273 (SR-56) in Putnam County. The shoulder is tree-lined with significant rock cuts, steep terrain and some relatively larger cuts and fills. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section is consistent throughout the segment with a paved median barrier within 300 feet of ROW. Any widening to this segment would involve significant earthwork and rock cuts. There is also a diamond interchange that would require modifications or replacement due to widening.



**Segment 2I is on the top of the Cumberland Plateau. (LM 7.794, Putnam County shown)**

Segment 2I is approximately 6.58 miles in length and extends from Exit 273 (SR-56) to Exit 280 (SR-56) in Putnam County. The rural rolling terrain would likely involve moderate to significant earthwork for widening. The median barrier ends at the end of Exit 273 (LM 6.485) and transitions to a 50-foot grass median with slightly bifurcated travel ways within 300-400 feet of ROW. After Exit 276 (LM 9.552), the travel ways become markedly bifurcated and the median widens to approximately 140-feet and is forested. There is one road overpass, two road underpasses and two diamond interchanges that would require modifications or replacement due to widening.



**Segment 2J requires moderate cuts and fills. (LM 16.667, Putnam County shown)**

Segment 2J is approximately 5.61 miles in length and extends from Exit 280 (SR-56) to Exit 286 (US-70N/SR-24) in Putnam County. The shoulder is predominately forested with moderate to significant earthwork and possibly some rock cuts required for widening. The cross-section has an approximately 190-foot wide forested median with bifurcated travel ways within 400-500 feet of ROW. There is one road overpass, two road underpasses and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2K traverses adjacent to the City of Cookeville. (LM 20.853, Putnam County shown)**

Segment 2K is approximately 4.44 miles in length and extends from Exit 286 (SR-135) to Exit 290 (SR-135) in Putnam County. The shoulder is mostly tree-lined with moderate cuts and fills and some rock cuttings. The cross-section begins with an approximately 190-foot wide forested median within 500 feet of ROW and transitions to a 50-foot wide grass median with center drain within 400 feet of ROW. This segment traverses a growing small urban area with development abutting portions of the ROW. There is one road underpass and three diamond interchanges that would require modifications or replacement due to widening.



**Segment 2L poses several challenges to widening. (LM 28.047, Putnam County shown)**

Segment 2L is approximately 10.44 miles in length and extends from Exit 290 (SR-135) to Exit 300 (US-70N/SR-24/SR-84) in Putnam County. The shoulder is mostly wooded along steep terrain with moderate to substantial cuts and fills and some rock cuts. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section varies considerably throughout the segment, from a 50-foot wide grass median with center drain within 400 feet of ROW, to bifurcated travel ways and a large forested median within 1,500 feet of ROW. There is median barrier from LM 28.487 to LM 29.976 within 300 feet of ROW. For approximately half a mile Strayleaf Road abuts the eastbound I-40 ROW. There is one stream crossing, five road underpasses and an interchange with a loop ramp that would require modifications or replacement due to widening.



**Segment 2M is in an urban area with development up to the edge of the ROW. (LM 34.012, Putnam County shown)**

Segment 2M is approximately 0.81 miles in length and extends from Exit 300 (US-70N/SR-24/SR-84) to Exit 301 (US-70N/SR-24) in Putnam County. The shoulder is mostly tree-lined with some moderate cuts and fills. The cross-section is relatively consistent throughout the segment, with a 52-foot wide grass median with slightly bifurcated travel ways within 400 feet of ROW. Development abuts the ROW on this very short segment. There is also an interchange with a loop ramp that would require modifications or replacement due to widening.



**Segment 2N poses some widening challenges. (LM 35.301, Putnam County shown)**

Segment 2N is approximately 9.29 miles in length and extends from Exit 301 (US-70N/SR-24) in Putnam County to Exit 311 (Plateau Road) in Cumberland County. The shoulder is mostly tree-lined with moderate cuts and fills. The cross-section varies throughout the segment, from a 52-foot wide grass median with center drain, to bifurcated travel ways with a 120-foot wide forested median within 300-400 feet of ROW. For approximately 2 miles at the beginning of the segment and one mile at the end of the segment there is a road abutting the westbound I-40 ROW. There is one road overpass, three road underpasses, two rest areas and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2O has a wide ample median while abutting local roads.  
(LM 10.427, Cumberland County shown)**

Segment 2O is approximately 7.01 miles in length and extends from Exit 311 (Plateau Road) to Exit 317 (US-127/SR-28) in Cumberland County. The shoulder is mostly tree-lined with moderate cuts and fills. The cross-section varies throughout the segment, from a 52-foot wide grass median with center drain within 400 feet of ROW, to a median approximately 150-feet wide and forested within 500 feet of ROW. Local roads Interstate Lane and Harris Road abut the eastbound I-40 ROW for approximately half a mile. There is one road overpass, one road underpass and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2P traverses adjacent to the City of Crossville.  
(LM 15.202, Cumberland County shown)**

Segment 2P is approximately 4.25 miles in length and extends from Exit 317 (US-127/SR-28) to Exit 322 (SR-101) in Cumberland County. The cross-section is relatively consistent throughout the segment, with a 52-foot wide grass median and center drain within 300-600 feet of ROW. Crabtree Road abuts the westbound I-40 ROW for the majority of the section between Exits 317 and Exit 320. There is one stream overpass, one road underpass and two diamond interchanges that would require modifications or replacement due to widening.



**Segment 2Q requires moderate cuts and fills and some rock cuttings.  
(LM 19.599, Cumberland County shown)**

Segment 2Q is approximately 6.23 miles in length and extends from Exit 322 (SR-101) to Exit 329 (Market Street) in Cumberland County. The shoulder is mostly tree-lined with moderate cuts and fills and some rock cuttings. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section varies considerable with bifurcated travel ways and a median that ranges between 52 and 90 feet wide within 300-600 feet of ROW. There are two road overpasses, one stream crossing, one road underpass, two rest areas and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2R begins the descent from the Cumberland Plateau.  
(LM 29.462, Cumberland County shown)**

Segment 2R is approximately 11.37 miles in length and extends from Exit 329 (Market Street) to Exit 340 (SR-299) in Cumberland County. The shoulder is mostly tree-lined with large cuts and fills and significant rock cuttings. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section varies throughout the segment, from a 52-foot wide grass median with center drain within 300 feet of ROW, to a median wider than 95-feet and thinly forested within 400 feet of ROW. There are two road overpasses, one stream overpass, one road underpass, one (eastbound) rest area and two diamond interchanges that would require modifications or replacement due to widening.



**Segment 2S traverses into the Tennessee Valley. (LM 0.760, Roane County shown)**

Segment 2S is approximately 7.28 miles in length and extends from Exit 340 (SR-299) to Exit 347 (US-27/SR-61) in Roane County. The shoulder is mostly tree-lined with some significant cuts and fills and many rock cuttings. Portions of this segment are identified as having a steep grade that should be considered for a truck climbing lane. The cross-section varies considerably throughout the segment, from a 54-foot wide grass median with center drain within 300 feet of ROW, to bifurcated travel ways with a 300-foot wide median within 600 feet of ROW, to a paved median with Jersey barrier within 300 feet of ROW. There are two road underpasses and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2T includes bifurcated travel ways and the Clinch River Bridge. (LM 9.712, Roane County shown)**

Segment 2T is approximately 4.82 miles in length and extends from Exit 347 (US-27/SR-61) to Exit 352 (SR-58) in Roane County. The segment is characterized by large cuts and fills and occasional rock cuts. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section varies from a grass median or bifurcated travel ways to median barrier over the Clinch River. The ROW varies between 300-350 feet, with 150 feet of ROW over the Clinch River. For approximately a quarter-mile Childs Road abuts the westbound ROW and for approximately a half-mile Ash Cabin Hollow Road abuts the eastbound ROW. There is one large bridge (Clinch River), two road overpasses, one partial cloverleaf and one diamond interchange that would require modifications or replacement due to widening.



**Segment 2U has some large cuts and fills. (LM 15.909, Roane County shown)**

Segment 2U is approximately 3.89 miles in length and extends from Exit 352 (SR-58) to Exit 356 (SR 326) in Roane County. The shoulder is wooded with larger cuts and fills and the occasional rock cutting. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section is consistent throughout the segment with a 44-foot wide grass median with center drain within 300-350 feet of ROW. Hobson Road abuts the eastbound ROW west of Exit 355 for approximately 1 mile. High Point Orchard Road abuts the westbound ROW for approximately half a mile. There is one road underpass, one diamond interchange and one partial cloverleaf interchange that would require modifications or replacement due to widening.



**Segment 2V is has some moderate cuts and fills. (LM 19.599, Roane County shown)**

Segment 2V is approximately 7.37 miles in length in from Exit 356 (SR 326) in Roane County to Exit 364 (US-321/SR-73/SR-95) in Loudon County. The shoulder is mostly tree-lined with some moderate cuts and fills. The cross-section is generally consistent throughout the segment with an approximately 50-foot wide grass median with center drain within 300 feet of ROW. Several roads about the ROW for short distances, most notably Buttermilk Road West for half a mile west of Exit 364. There are two road overpasses, three road underpasses, two rest areas, one diamond interchange and one partial cloverleaf interchange that would require modifications or replacement due to widening.



**Segment 2W has some larger cuts and fills. (LM 2.044, Loudon County shown)**

Segment 2W is approximately 4.27 miles in length and extends from Exit 364 (US-321/SR-73/SR-95) to Exit 368 (I-75) in Loudon County. The shoulder is mostly tree-lined with some larger cuts and fills and possibly some rock cuttings behind the tree line. The cross-section varies throughout the segment from a 50-foot wide grass median with center drain within 300 feet of ROW to a bifurcated travel way with a densely wooded 300-foot wide median within 600 feet of ROW. Davis Lane abuts the westbound ROW for half a mile. There is one road overpass, one road underpass and one diamond interchange that would require modifications or replacement due to widening.



**Segment 3A is a good candidate for widening. (LM 3.495, Jefferson County shown)**

Segment 3A is approximately 4.0 miles in length and extends from east of Exit 421 (I-40) to Exit 4 (SR-341) in Jefferson County. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 112-foot wide grass median and center drain within 300-650 feet of ROW. Phillips Road abuts the northbound ROW for the majority of the segment. There are two underpasses and one rest area, as well as the directional interchange with I-40 that would require modifications or replacement due to widening the segment.



**Segment 3B has several bridges, yet few apparent constructability issues. (7.039, Jefferson County shown)**

Segment 3B is approximately 7.87 miles in length and extends from Exit 4 (SR-341) in Jefferson County to Exit 12 (SR-160) in Hamblen County. The shoulder is mostly tree-lined with some moderate cuts and fills. The cross-section in the first half of the segment includes a 112-foot wide grass median with center drain and sporadically forested within 300 feet of ROW. After Exit 8 the median narrows to approximately 52-feet for approximately one mile before reverting to a 90-foot wide intermittently forested median. Clyde Thomas Road abuts the southbound ROW for approximately half a mile between Exit 8 and Exit 12. There are five road overpasses, two road underpasses, one diamond interchange and a partial cloverleaf interchange that would require modifications or replacement due to widening the segment.



**Segment 3C has some moderate cuts and fills. (LM 6.743, Hamblen County shown)**

Segment 3C is approximately 3.11 miles in length and extends from Exit 12 (SR-160) to Exit 15 (SR-340) in Hamblen County. The shoulder is mostly tree-lined with moderate cuts and fills. The cross-section is consistent throughout the segment, with an approximately 92-foot wide grass median and center drain within 300 feet of ROW. The travel ways are occasionally bifurcated at different elevations with intermittent forested areas. There is one overpass, one underpass and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 3D has some moderate cuts and fills. (LM 3.835, Greene County shown)**

Segment 3D is approximately 7.66 miles in length and extends from Exit 15 (SR-340) in Hamblen County to Exit 23 (US-11E/SR-34) in Greene County. The shoulder is mostly tree-lined with moderate cuts and fills. The cross-section at the beginning of the segment has an approximately 92-foot wide grass median with center drain and intermittent forested patches within 300 feet of ROW. One third of the way into the segment the median widens to 192-feet and is heavily forested within 300 feet of ROW. Several roads run parallel to the ROW, most significantly Potter Creek Lane which abuts the southbound ROW for approximately 1 mile. There four road overpasses, three road underpasses, one salt shed, one weigh station and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 3E is bifurcated with a wide median. (LM 7.660, Greene County shown)**

Segment 3E is approximately 7.46 miles in length and extends from Exit 23 (US-11E/SR-23) to Exit 30 (SR-70) in Greene County. The shoulder is mostly tree-lined with minor cuts and fills. The cross-section is consistent throughout the segment, with a 192-foot wide forested, within 300 feet of ROW. For the majority of the segment a road abuts the I-81 ROW. There are four road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 3F is bifurcated with a wide median. (LM 16.571, Greene County shown)**

Segment 3F is approximately 6.02 miles in length and extends from Exit 30 (SR-70) to Exit 36 (SR-172) in Greene County. The shoulder is intermittently wooded with minor to moderate, cuts and fills. The cross-section is consistent throughout the segment, with a 192-foot wide median with center drain within 300 feet of ROW. McKee Way abuts the northbound ROW for approximately two-thirds of a mile. There is one road overpass, three road underpasses and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 3G has an existing northbound truck climbing lane.  
(LM 25.603, Greene County shown)**

Segment 3G is approximately 8.12 miles in length and extends from Exit 36 (SR-172) to Exit 44 (Jeroldstown Road) in Greene County. The shoulder is mostly tree-lined with minor to moderate cuts and fills. The grassy median varies from 192-feet at the beginning of the segment and narrows to 143-feet wide with center drain, which is retained through the segment, narrowing to 60-feet for the last mile. Several short lengths of road about the 300-feet of ROW throughout the segment. There is a northbound truck climbing lane from LM 25.614 to LM 26.69 (Exit 44). There are three road overpasses, two road underpasses, two rest areas and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 3H has some moderate cuts and fills. (LM 30.363, Greene County shown)**

Segment 3H is approximately 6.35 miles in length and extends from Exit 44 (Jeroldstown Road) in Greene County to Exit 50 (SR-93) in Washington County. The shoulder is tree-lined with minor to moderate cuts and fills. The cross-section varies throughout the segment, from a 60-foot grass median within 300 feet of ROW to a wider 150-foot bifurcated median within 400 feet of ROW. There are two road overpasses, one road underpass and one diamond interchange that would require modifications or replacement due to widening the segment.



**Segment 3I has travel ways at different elevations. (LM 3.940, Washington County shown)**

Segment 3I is approximately 5.03 miles in length and extends from Exit 50 (SR-93) in Washington County to Exit 56 (Fordtown Road) in Sullivan County. The shoulder is mostly tree-lined with minor to moderate cuts and fills. The cross-section varies throughout the segment, from a 90-foot wide median within 250 feet of ROW to a 150-foot wide median within 400 feet of ROW. Double Springs Road, Rock Springs Road, Snapps Ferry Road and Hollow Road run parallel to the I-81 ROW, at times abutting it. There is one road overpass, one road underpass and an interchange with a loop ramp that would require modifications or replacement due to widening the segment.



**Segment 3J has rock cuts and the Holston River Bridge. (LM 6.017, Sullivan County shown)**

Segment 3J is approximately 7.43 miles in length and extends from Exit 56 (Fordtown Road) to Exit 63 (SR-357) in Sullivan County. The shoulder is mostly tree-lined with moderate cuts and fills and occasional rock cuttings. A portion of this segment is identified as having a steep grade that should be considered for a truck climbing lane. The cross-section varies throughout the segment, from a 52-foot grass median with drain to a wider 92-foot median and intermittently bifurcated travel ways. The ROW is a constant 250 feet wide. Development abuts the I-81 ROW for much of the segment, particularly between Exit 57 and Exit 59. There is one large bridge over the Holston River South Fork, three road overpasses, two diamond interchanges and one cloverleaf interchange that would require modifications or replacement due to widening the segment.



**Segment 3K has travel ways at different elevations. (LM 13.091, Sullivan County shown)**

Segment 3K is approximately 6.14 miles in length and extends from Exit 63 (SR-357) to Exit 69 (SR-394) in Sullivan County. The shoulder is mostly wooded with minor cuts and fills and some moderate earthwork near Exit 69. The cross-section is consistent with a 92-foot wide grass median within 250 feet of ROW. Shipley Ferry Road abuts the northbound ROW for approximately 3.5 miles between Exit 63 and Exit 66. This segment traverses a growing urban area with some development abutting the ROW. There are four road overpasses and two diamond interchanges that would require modifications or replacement due to widening the segment.



**Segment 3L has some moderate earthwork and travel ways at different elevations. (LM 16.197, Sullivan County shown)**

Segment 3L is approximately 5.03 miles in length and extends from Exit 69 (SR-394) to just south of Exit 74A (US-11W/SR-1) in Sullivan County. The shoulder is mostly tree-lined with moderate cuts and fills and some rock cuts at Exit 69. The cross-section varies between a 52-foot and a 92-foot wide grass median with intermittent bifurcated travel ways within 250 feet of ROW. For the majority of the segment, Island Road and Oakwood Road abut the southbound ROW, and for approximately half of the segment, Massengill Road abuts the northbound ROW. There are two road underpasses, one underpass, two maintenance/rest areas and one diamond interchange that would require modifications or replacement due to widening the segment.