Build With Us

TN TDOT Department of Transportation

Tennessee Department of Transportation

10-YEAR PROJECT PLAN

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BUILD WITH US

The Tennessee Department of Transportation (TDOT) is excited to release its first fiscally constrained 10-Year Project Plan, which provides a roadmap for $15 billion in state and federal funds over the next decade for surface transportation development. However, it is important to note that the outstanding need, in current dollars, is over $30 billion. Beyond the 10-Year Project Plan, TDOT programs nearly $600 million (nearly $6 billion over 10 years) of federal and state funding annually in partnership with airports, transit agencies, cities, counties and other entities to address access, mobility and safety.

I would like to thank every person who has worked tirelessly to create this plan which delivers on our mission to provide a safe and reliable transportation system to support economic growth and quality of life in Tennessee. We would not be able to share this plan if not for the support of Governor Lee and the General Assembly and their investment in Tennessee's infrastructure by passing the landmark Transportation Modernization Act (TMA) in April. The law allows TDOT to enter into Public-Private Partnerships to deliver Choice Lanes, expands our alternative delivery capabilities and creates parity between electric vehicle and combustion engine vehicle owners. The TMA is a bold step towards filling the gap between transportation needs and inadequate federal and state funding. We are grateful to the countless mayors and transportation professionals for their support and prudence in this process.

Since the passage of the TMA, TDOT has been developing a new project programming prioritization process that puts each one of our Empowering People, Influencing Culture (EPIC) values to work as stewards of the additional $3 billion in General Fund allocation. The goal of that General Fund infusion is to leverage the largest amount of private, federal and local dollars possible. With collaboration, integrity and consistency, I am proud to share that we have created a data-driven model considering performance, delivery and cost. To ensure all Tennesseans benefit from this historic investment, we have applied equity across our four regions including balancing urban and rural projects that address differing needs. The plan includes projects ranging from traffic congestion to bridge replacements to multimodal enhancements. This plan will be reevaluated annually to consider growth and change to the Tennessee landscape.

This new process represents an evolution in philosophy at TDOT regarding how we fund and deliver transportation projects. We have taken a critical eye to our projects statewide with the mindset of "what gets started, gets finished." By committing to this new process, TDOT will be able to serve Tennessee with greater accountability and communication. The 10-Year Project Plan also supports jobs for Tennesseans and creates a long-term view, helping the industry develop and train the workforce needed to get the jobs done.

I am pleased to announce this feasible and actionable plan works within our financial constraints over the next 10 years. With the additional new state funding, the plan expands our federal dollar capabilities and accelerates dozens of projects in TDOT's Highway Program. The TMA's $3 billion General Fund investment helps fund 12 urban congestion projects, including Tennessee's first-ever Choice Lanes, five rural interstate widenings, eight additional rural investment projects, six Statewide Partnership Program projects and critical bridge replacements in all four TDOT regions. Without the state General Fund appropriation provided by the General Assembly, these projects would not be possible.

This investment helps modernize and manage the state's transportation system with excellence. We are excited to continue Tennessee's commitments to multimodal projects through the future Choice Lanes, partnerships with transit agencies, investments in sidewalks and bikeways through grants, and other initiatives.

As construction begins and projects take shape, let us embrace this transformative initiative. This is not only about roads but about paving the way to a future we are collectively building—one that prioritizes the well-being of our residents, the prosperity of our state and a transportation system that truly serves the people.

Butch Eley

Butch Eley, Deputy Governor and Commissioner of the Tennessee Department of Transportation

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A NEW ROAD FORWARD

The growth and prosperity Tennessee is experiencing present challenges to moving people, goods and services seamlessly across the state. Traffic congestion is becoming more prominent in both urban and rural areas. TDOT began developing Congestion Action Plans for Middle Tennessee (Nashville) in 2019, followed by studies in Chattanooga, Knoxville and Memphis in 2021. Summary findings of these studies and plans can be found at tn.gov/tdot/build-with-us. This increased congestion affecting urban and rural areas represents a growing need that requires a change in our plans and priorities.

At the same time, inflation has not only hit the kitchen tables of Tennesseans but the roadways as well. The Federal Highway Administration's (FHWA) National Highway Construction Cost Index grew by 45.3 percent between Q1 of 2020 and Q1 of 2023. This inflation dramatically outpaces current traditional gas tax revenues. Coupled with the growing needs of the state, this creates an unsustainable cost for addressing transportation needs.

The TMA is a bold step towards filling the gap between transportation needs and inadequate federal and state gas tax funding. This law not only supports the state's existing pipeline of projects but sets TDOT up to leverage additional funding and create new revenue streams in the future. With growth and inflation trending upward, it is prudent to anticipate and develop future steps that will help TDOT deliver the transportation system Tennesseans deserve.

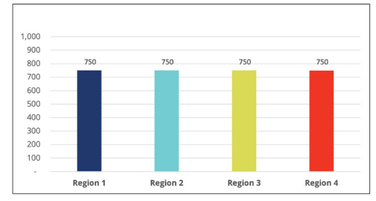
GUIDING PRINCIPLES

- Develop a 10-year fiscally constrained plan where what gets started, gets finished.
- Prioritize funding for system preservation.
- Balance urban and rural investments across the state.
- Fully leverage federal funds, statewide partnerships, and Public-Private Partnerships to help TMA funding deliver the most projects possible.
- Put TMA funds to work quickly.

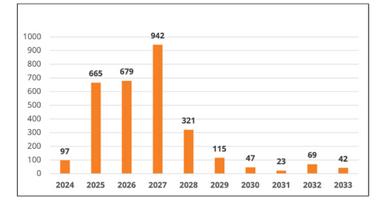
METHODOLOGY

1. Re-cost and fund all remaining phases of the current TDOT 3-Year Plan. This equates to $519 million from the General Fund appropriation provided by the TMA only to fund TDOT's existing obligations in the current 3-year plan. These cost overruns are an example of the effect of extraordinary inflation on our road program.
2. Fund all statewide programs at established levels (plus 3% per year for inflation) including increased funding for pavement resurfacing.
3. Allocate funds for dedicated bridge replacement projects in each region.
4. Set aside TMA funds in Regions 1, 2 and 3 for urban congestion and Choice Lanes projects and the America's River Crossing on I-55 over the Mississippi River bridge replacement in Region 4.
5. Balance TMA and federal and state formula funds to maximize the leveraging of potential partnerships and grants.

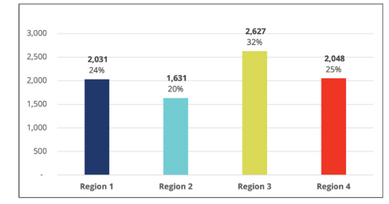
TMA Expenditures (Projects, Programs, 3-Year Plan Backfill) ($M)



TMA Expenditures by Year ($M)

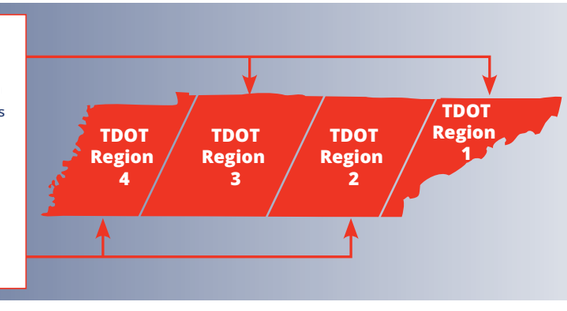


Total Expenditures - Traditional Fed/State + TMA ($M)
(does not include statewide program spending)



$3 Billion Total
Allocated to State Transportation Projects

$750 Million for EACH Region
- IMPROVE Act Acceleration
- Rural Interstate Widenings
- Major Urban Congestion Projects
- Statewide Partnership Program Projects
- Safety and State of Good Repair Acceleration
- Economic Development Projects



COMMITMENT TO PROJECT DELIVERY

Most road projects are signified by three phases:

1. **Preliminary Engineering (PE)** encompasses all the planning and designing for a project.
2. **Right-of-Way (ROW)** encompasses the acquisition of the land required for the project.
3. **Construction** encompasses the building and inspection of the project.

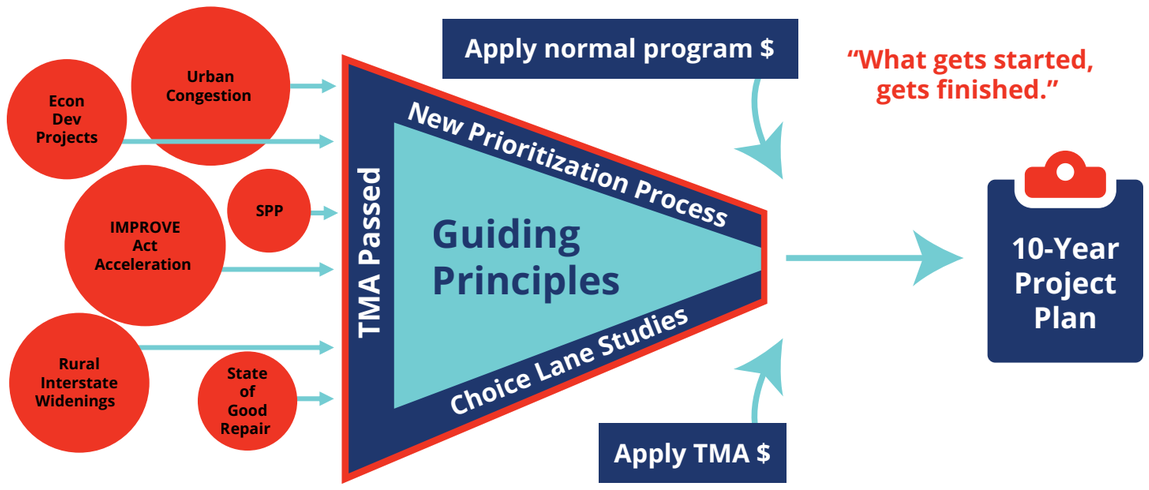
In the past, TDOT individually funded the different phases of projects, in some cases separated by many years. As a result, this significant time gap between the design and construction phases created uncertainty for communities, hampering their ability to properly plan and has led to significant project cost overruns.

This plan commences a new commitment for TDOT's relationship with taxpayers and local communities. It establishes a goal wherein the planning to commencement of construction will take no longer than five years.

By current estimates, today there are over $30 billion in needed road and bridge construction projects across Tennessee. TDOT believes this commitment to project delivery timelines, combined with the prioritization process described in the next section, will permit greater accountability for taxpayers on the progress in reducing that backlog of needs.

TDOT PROJECT PRIORITIZATION

Following the passage of the TMA, TDOT has re-envisioned its project programming evaluation and prioritization process. This is a new mindset and philosophy for TDOT, which will provide improved communication and accountability for taxpayers.



The new project evaluation process considers three important aspects for prioritizing investments:

- Project Performance
- Project Delivery
- Project Cost

Guiding the process are six goals that define the desired long-term outcomes for TMA investment:

1. Maximize traveler safety and system reliability.
2. Reduce congestion and manage travel demand to support an efficient system for people, goods and services.
3. Support the state's economy.
4. Preserve and protect the transportation system.
5. Support livable and sustainable communities through multimodal integration.
6. Accelerate project delivery.

TDOT used eight evaluation criteria to reflect these goals. Each selected criterion included whether it is currently in use (and working well) in practice, what data is available, and the level of effort required to apply it across a large number of projects. TDOT avoided redundant or overlapping criteria so each metric would provide a unique assessment of project performance.

Goal Area	Evaluation Criteria
Safety	Crash Reduction
Congestion	Volume to Capacity Ratio Travel Time Reliability
Economic Growth	Percent Truck Supports Intermodal Access and Connectivity Economic Status
Preservation	Addresses Bridge or Pavement Need
Livability and Sustainability	Supports Integrated Multimodal System

TDOT also evaluated separately the TMA goal "Accelerate Project Delivery" for a subset of projects through a detailed engineering assessment of the time and risk estimated to deliver a project. The Department conducted this assessment for a smaller sample of projects to test the viability and utility of integrating this level of detail into the project evaluation process.

TDOT scored projects relative to one another for each of the eight criteria on a 0–100-point scale.

For each quantitative criterion:

- The project with the largest positive impact received 100 points.
- The project with the least positive impact received 0 points.
- All other projects were awarded points based on relative level of impact between the minimum and maximum.

For qualitative (Yes/No) criteria:

- Projects were scored as "all or nothing" with Yes = 100 points, No = 0 points

Scoring each criterion in 100-point units allowed TDOT to easily disassemble and assemble the project list and performance impacts in different ways to better inform project selection decisions. It also provided a consistent base unit across criteria that are often measured in very different ways.

After scoring each evaluation criterion, TDOT applied individual weights on a 0-100 percent scale. Weights varied based on the project's TMA category: either Urban Congestion, Rural Interstate Widening, Statewide Partnership or Rural Other. Two-thirds of IMPROVE Act projects do not align with the TMA definition of Urban Congestion or Rural Interstate Widening. TDOT established a Rural Other category to accommodate the significant number of projects in the IMPROVE Act that address rural congestion needs off the Interstate system. TDOT then summed points across all eight criteria to produce individual project scores on a scale of 0-100.

Projects that performed well on this scoring scale were matched to available transportation revenues. The remaining phases of work for each project priority were programmed into appropriate years.

When matching projects and revenues, TDOT looked across state and federal fund types to best leverage state highway fund dollars. This process also kept TDOT's project and program expenditures within a framework of available revenues by year, project phase and funding source.

Taking a data-driven approach promotes objectivity in project selection and investment decisions. Additionally, it results in a more predictable work program, with fewer changes to the investment plan over time. It encourages a "what gets started, gets finished" culture and supports a strategic planning process that focuses efforts on what can be effectively delivered by TDOT within available funding.

To support a financially constrained program, TDOT developed revenue projections over 10 years: 2024-2033. Revenue projections comprise traditional federal and state funding used for highway investment.

It is important to note that in keeping with conservative budgeting principles, revenues are not inflated over the 10-year program horizon; however, project and program costs are annually inflated by an average of 3.8%. Projected federal and state revenues total $12 billion over the 10-year period equating to average annual projections of approximately $1.2 billion. **Through General Fund appropriation provided in the TMA, TDOT was afforded an additional $3 billion in state funding, enabling the Department to leverage up to $15 billion in spending over a 10-year period.**

KEY TDOT PROGRAMS WITHIN THE 10-YEAR PROJECT PLAN

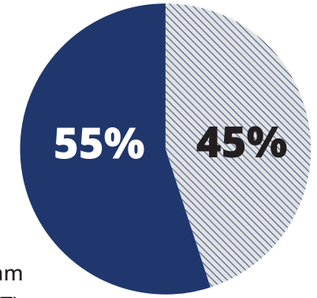
TMA-Supported Investment Programs

The 10-Year Project Plan funding is split 55/45, with 55% enabling the construction of over 90 critical projects to be accelerated across all four regions of the state. The remaining 45% will fund traditional TDOT statewide investment programs, for which decisions are made annually. TDOT evaluated approximately 1,000 projects with a focus on key TMA investment categories: Urban Congestion projects, Rural Interstate Widenings, Statewide Partnership Program projects and IMPROVE Act projects. The key areas and outcomes of TDOT's TMA investments are described here.

Funding Breakdown

Highway Program Projects

- FY 24-26 3-Year-Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program
- FY 23 General Fund Transfer (GFT)



Statewide Programs and State of Good Repair

- Pavement Preservation
- Bridge Preservation
- ITS/Technology
- Safety
- Advanced Engineering and Environmental Mitigation

Urban Congestion

Historic growth in Tennessee has increased traffic levels in urban areas. The resulting chronic congestion spanning key corridors stresses the urgency to modernize infrastructure to meet current and future growth. Urban widening, reconstruction and interchange projects will help complete key corridors and accelerate critical congestion relief projects.

Choice Lanes Program

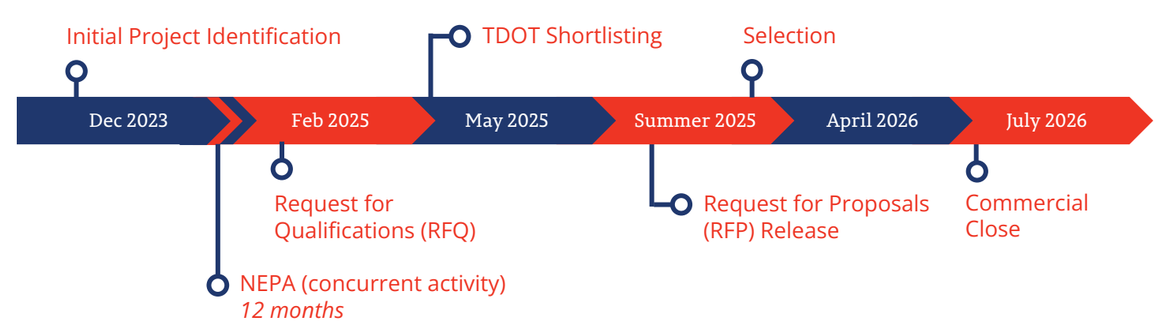
The goal of Choice Lanes is to build a program, not focus on individual projects. This urban congestion program leverages private-sector partners and generates revenue to help reduce its reliance on state funding, allowing the state to fund more projects in rural areas with traditional revenues. Tennessee's growth is far outpacing roadway capacity investments and revenues for transportation are expected to level off with motor fuel taxes not indexed to inflation. TDOT's Congestion Studies estimate that $26 billion (2022) is needed to address both urban and rural congestion in Tennessee. Choice Lanes are an emerging urban congestion solution now possible in Tennessee with the authorization of Public-Private Partnerships. Utilizing Public-Private Partnerships for Choice Lanes is a powerful approach to addressing urban-area congestion and preserving critical funds to address congestion-related challenges in rural areas, like widening the interstates to three lanes. Choice Lanes are new lanes—funded in partnership with the private sector—added to congested urban highways that allow motorists an option of paying a voluntary user fee in exchange for faster, more reliable travel speeds and trip times.

Unlike toll roads, with Choice Lanes, motorists have the choice of using existing lanes (general purpose lanes) where a user fee is never assessed. In addition to providing direct benefits to the customers of the Choice Lanes, the facilities also indirectly benefit all motorists with maximized throughput across all lanes of traffic, improved air quality from less idling and more opportunities for reliable transit trips. This solution demonstrates a powerful approach to combatting urban-area congestion and preserving critical funds to address mobility challenges in rural areas. **All Choice Lanes projects would add new lanes to existing corridors rather than converting existing lanes.** TMA funds are allocated in Regions 1, 2, and 3 for continued advancement of Choice Lanes analysis and implementation.

Region 1: The section of I-40 from the I-40/I-75 junction to State Route 158 west of downtown Knoxville is one of the most heavily traversed areas of Tennessee. TDOT has engaged in Traffic and Revenue studies and is conversing with private sector partners to determine the feasibility and timing of Choice Lanes on that corridor. To ensure taxpayers receive the most road assets for their investment, TDOT will continue industry conversations to look at scheduling and market demand.

Region 2: Moccasin Bend is an extraordinarily high-traffic area that may be ripe for private investment to grow the size of the road development. TDOT has engaged in Traffic and Revenue studies and is conversing with private sector partners to determine the feasibility and timing of Choice Lanes on that corridor. To ensure taxpayers receive the most road assets for their investment, TDOT will continue industry conversations to look at scheduling and market demand.

Region 3: I-24 between Nashville and Murfreesboro is what we will recommend to the Transportation Modernization Board be the first Choice Lane. Additionally, I-65 between Nashville and Spring Hill is another corridor in Middle Tennessee that independent Traffic and Revenue studies show to be conducive for Choice Lanes in the future. Conversations with the industry are ongoing, and our recommendation to the Transportation Modernization Board is to follow the schedule below for the first corridor:



Transportation Modernization Board

The TMA established Tennessee's first Transportation Modernization Board. The Board is authorized to exercise the powers and duties necessary to approve the development and operation of TDOT's proposed Choice Lane projects. Inaugural members of the Board include:

- Governor appointee Mike Keeney
- Speaker of the House appointee Steve Johnson
- Speaker of the Senate appointee David Bradshaw
- Governor designee Fred Decosimo
- Deputy Governor and Commissioner of Transportation Butch Eley

For more information about the Board and its five voting members visit tn.gov/tdot/build-with-us.

Rural Interstate Widenings

Tennessee is also investing in improved mobility to support and promote economic development in its rural areas. Widening rural interstates increases capacity for freight movement and improves connectivity between regions. Commute times will increase by 60% and intercity travel times between major cities will increase by up to one hour if both rural and urban congestion are not addressed (Texas A&M Transportation Institute's (TTI) 2021 Urban Mobility Report). $665 million of traditional and TMA funds are identified for rural interstate widening in the 10-Year Project Plan. These dollars were used to match federal funds which are available to expend on the interstate system up to 90% of the total project cost. In addition to these critical rural interstate investments, an additional $390 million of traditional and TMA funds are allocated to rural other (non-interstate) highway projects in the 10-Year Project Plan.

IMPROVE Act Acceleration

In 2017, Governor Bill Haslam worked with the General Assembly to enact the Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy Act, also known as the IMPROVE Act, as a plan to update the transportation infrastructure in Tennessee. Nearly 1,000 projects across all 95 Tennessee counties were identified in the IMPROVE Act. Due to inflation and the total number of projects, from 2017 to 2022, $11 billion grew and is now equivalent to $16 billion in 2022 and $18 billion in 2023. These projects span many project types from urban congestion to rural mobility needs to bridge repair and replacement. Approximately 40% of the 10-Year Project Plan ($5.8 billion) is allocated to accelerate these IMPROVE Act projects.

IMPROVE Act Projects*

Non-Bridge IMPROVE Act Projects	Count
Total passed in the legislation	273
Complete or in construction	67
Included in this 10-Year Project Plan	72
Remaining	134

*Numbers in this table reflect figures from IMPROVE Act legislation. Actual numbers may vary based on projects being split to accommodate available funding, grants received or project scope changes.

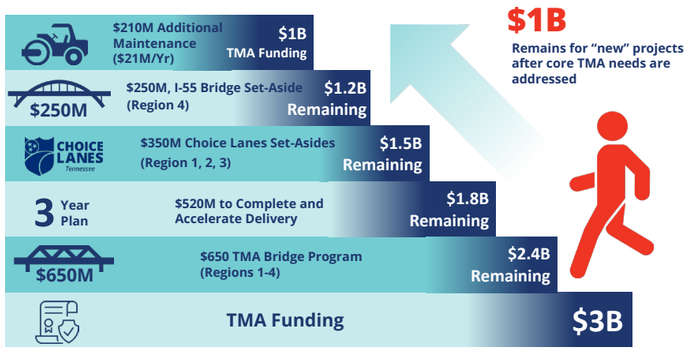
It is important to note that the IMPROVE Act included 689 bridge projects across Tennessee. Bridges are added to the TDOT construction program based on need, meaning the IMPROVE Act may have listed the bridge for replacement, but bridge projects are programmed to commence once the need for such replacement is determined.

System Preservation

Through the TMA, TDOT is funding an additional $1.2 billion (40% of the total TMA General Fund appropriation) in system preservation for the highway system over and above its historic spending levels for bridges and pavement. This includes over $650 million for the TMA Bridge Program spread across each region, $250 million for the America's River Crossing bridge replacement through a proposed partnership with the State of Arkansas and the United States Department of Transportation, over $55 million in interstate concrete reconstruction of I-40 in Memphis and $210 million in increased statewide resurfacing dollars.

Statewide Partnership Program (SPP) Projects/Economic Development

The SPP is an existing program to support local authorities in maximizing funding dollars for critical local mobility and economic development needs. City and county governments across the state of Tennessee, working in coordination with local MPOs and RPOs, applied for an SPP project to use TMA funding toward locally important transportation projects. $349 million of traditional and TMA funds are allocated for SPP projects in the 10-Year Project Plan. This is coupled with traditional federal and state dollars as well as $85 million in contributions (20%) from local partners for these projects.



Traditional TDOT Statewide Investment Programs

In addition to the direct project funding above, TDOT will allocate the remaining 45% of this 10-year funding to continue investing in the Department's traditional statewide programs which span a broad range of systemwide investments, which include resurfacing and bridge repair and replacement. TDOT will continue to plan these allocations annually.

Resurfacing Program

TDOT maintains 18,449 lane miles of the National Highway System (NHS) and an additional 19,213 lane miles that are not part of the NHS. Nearly all TDOT-maintained pavements (98.9%) are flexible (asphalt) pavements, with the remainder being concrete. TDOT prioritizes resurfacing projects based on existing pavement conditions such as distress, roughness, traffic level and pavement age. The 10-Year Project Plan includes $4.5 billion in ongoing pavement preservation funding.

Bridge Program

TDOT inspects over 20,000 roadway bridges and is responsible for maintaining 8,393 of them. TDOT uses a systematic approach in developing its annual bridge management program. The program consists of preventive maintenance, preservation, rehabilitation and reconstruction. The 10-Year Plan includes $1.8 billion in ongoing bridge program funding, the allocations of which are decided annually.

Multimodal, Freight, Safety, Operations & Community Investments

While every transportation project involves full consideration of multimodal solutions such as sidewalks and bikeways as well as safety, much like system-level investments such as resurfacing and bridge, TDOT annually makes funding decisions on a variety of multimodal, freight, safety, operations and community investments through grants and targeted improvements. Beyond the 10-Year Project Plan, TDOT annually programs over $600 million of federal and state funding in partnership with airports, transit agencies, cities, counties and other entities to address access, mobility and safety.

TDOT will continue to support the transportation needs of pedestrians, bicyclists and transit users through infrastructure projects and programs such as its TAP Grants, Multimodal Access Grants, Transit Capital and Operating funds, Congestion Mitigation and Air Quality funds and others. Equally, TDOT will continue to support and address needed safety and operations improvements as well as economic development, freight investments and airport improvements through infrastructure projects and programs such as its Highway Safety Improvement Program, Aeronautics Economic Development Fund, State Industrial Access Program, Short Line Railroad Preservation Grants and others.

While this plan includes $15 billion in both state and federal funding for a long-term view of road and bridge construction, TDOT will also allocate nearly an additional $6 billion ($600 million annually) over the next 10 years to multimodal means of transportation across Tennessee.

BEYOND THE 10-YEAR PROJECT PLAN

This 10-Year Project Plan uses revenue projections comprising traditional federal and state funding used for highway investment as well as anticipated leveraging of Public-Private Partnerships, Statewide Partnerships and other funding sources authorized by the TMA. With TDOT's "what gets started, gets finished" mentality, each project is anticipated to go from planning to construction within five years, even if that completion date is programmed to extend beyond the 10-year period covered by the scope of this plan.

With this commitment in mind, the Department expects the remaining phases to be presented in future plans, consistent with the five-year philosophy as described above.

Projects Not Included in the 10-Year Project Plan

TDOT has retained the potential projects not included in this 10-Year Project Plan. These projects will remain in TDOT's planning process and will be re-evaluated annually. To make updates to a project, such as increasing the local contribution or changes to the scope of the project, or to submit a new project, TDOT will coordinate with the Metropolitan and Regional Planning Organizations to announce a formal intake process in 2024. This will reduce the ad-hoc back-and-forth of information between TDOT and local communities, formalizing the process to provide greater transparency.

This list of projects will be updated annually, so taxpayers and communities can view the outstanding projects requested for completion. As able, TDOT will be placing estimated costs with these projects, allowing a full view of the outstanding need and the additional funding required to achieve that need.

There are over 600 projects that were not included in this 10-Year Project Plan, ranging from road and bridge projects to Intelligent Transportation Systems (ITS) projects. TDOT concurs with local communities that these projects are good and needed projects. TDOT aims to have improved communication with local leaders and planning organizations, showing what revenue is available, which projects are being evaluated for funding, and how projects are evaluated.

For projects not included in the 10-Year Project Plan to be considered for future funding, facets of the project or conditions must change. These facets include but are not limited to, the securing of additional funding or amending the scope of the project that would change its objective tiered ranking. Further, economic conditions in areas across the state may affect the planning process, causing projects to move in or out of the plan, based on available revenue.

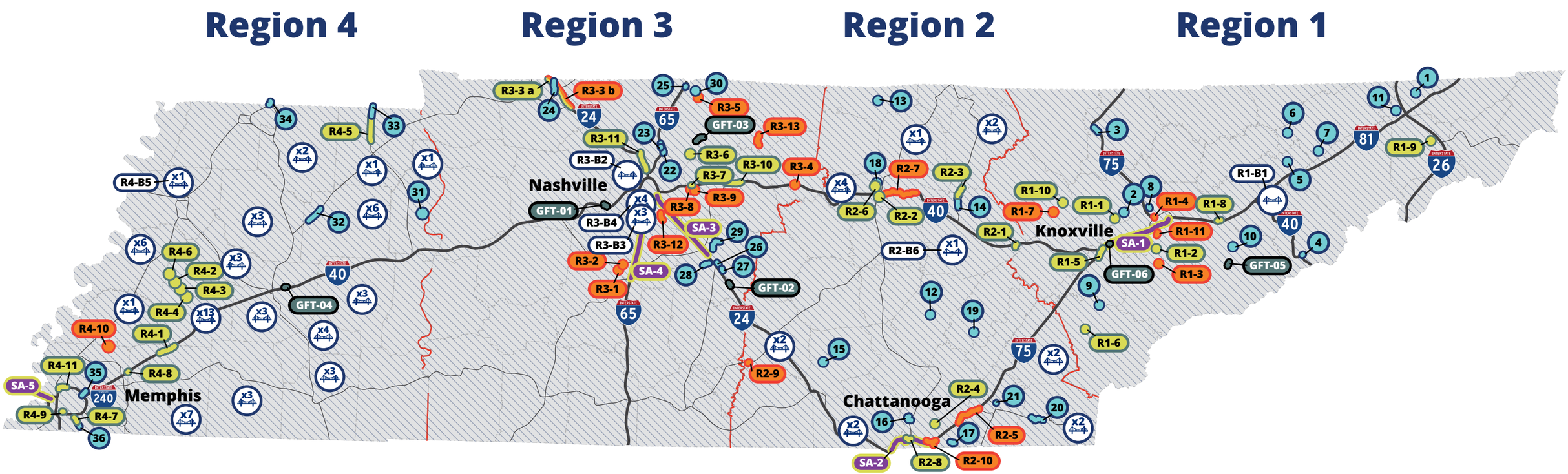
TDOT aims to have greater communication with local communities, permitting them to view the outstanding needs, the available revenues and the extraordinary delta between those two figures. TDOT's community-based employees are glad to work with local leaders on infrastructure planning to ensure a proper shared responsibility, one where locals do not rely solely on TDOT for project completion in the decades to come.

Federal Earmarks

TDOT appreciates the effort by federal elected officials to secure increased funding for projects by way of federal earmarks. Considering TDOT's limited budget and financially constrained 10-Year Project Plan, TDOT requests that the pursuit of earmarks be directed at projects included in our 10-Year Project Plan. This enables the funding to be directed to projects that can realistically be completed and are listed in the State Transportation Improvement Program (STIP). Any additional federal funding received will free up state funding for the advancement of other projects.

Tennessee Department of Transportation 10-Year Project Plan

PROJECT OVERVIEW MAP



Legend

- FY24-26 3-Year Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- General Fund Transfer (GFT)
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program (# of bridges per county)
- Statewide Program Investments

Funding Breakdown

Highway Program Projects

- FY 24-26 3-Year-Plan Projects
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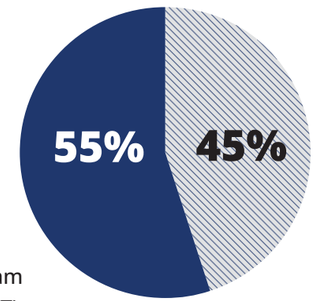


Statewide Programs and State of Good Repair

- Pavement Preservation
- Bridge Preservation
- ITS/Technology
- Safety
- Advanced Engineering and Environmental Mitigation

Tennessee Department of Transportation 10-Year Project Plan

10-YEAR PLAN PROJECTS

Project	Region	County	Map Label	Estimated Cost	% Traditional State and Federal	% TMA	PE Year	ROW Year	Estimated Construction Year
FY24-26 3-Year Plan Projects									
Sullivan State Route 126 Widening	Region 1	Sullivan	1	$83.4M	0%	100%			2025
Anderson State Route 170 Reconstruction - North Section 2	Region 1	Anderson	2	$250.6M	89%	11%	2024	2025	2028
Campbell State Route 63 Widening	Region 1	Campbell	3	$15.1M	100%	0%			2024
Cocke Interstate 40 Weigh Station Enhancements	Region 1	Cocke	4	$4.4M	100%	0%	2024	2026	2027
Hamblen State Route 34 Widening	Region 1	Hamblen	5	$67M	100%	0%			2024
Hawkins State Route 31 Reconstruction	Region 1	Hawkins	6	$11M	0%	100%			2026
Hawkins State Route 66 Reconstruction	Region 1	Hawkins	7	$80.1M	82%	18%		2024	2027
Knox Interstate 75 Interchange at Emory Road	Region 1	Knox	8	$33.3M	100%	0%			2025
Monroe State Route 322 Reconstruction	Region 1	Monroe	9	$24.6M	100%	0%			2025
Sevier State Route 449 Extension	Region 1	Sevier	10	$9.6M	0%	100%			2025
Sullivan State Route 93 Reconstruction	Region 1	Sullivan	11	$22.2M	0%	100%			2024
Bledsoe State Route 28 Widening	Region 2	Bledsoe	12	$72M	34%	66%		2025	2028
Clay State Route 52 Construction	Region 2	Clay	13	$12.4M	100%	0%		2024	2026
Cumberland State Route 28 Widening - Section 1	Region 2	Cumberland	14	$61.7M	100%	0%			2026
Grundy State Route 50 Widening	Region 2	Grundy	15	$16M	100%	0%		2026	2027
Hamilton State Route 8 Enhancements	Region 2	Hamilton	16	$12.4M	100%	0%			2026
Hamilton State Route 320 Widening	Region 2	Hamilton	17	$45M	100%	0%			2026
Putnam State Route 135 Widening	Region 2	Putnam	18	$69.7M	60%	40%	2024	2025	2028
Rhea State Route 30 Widening	Region 2	Rhea	19	$80.4M	69%	31%	2024	2025	2028
Polk State Route 40 Widening	Region 2	Polk	20	$44.5M	100%	0%	2023	2024	2025
Bradley State Route 60 Intersection at 25th Street	Region 2	Bradley	21	$19.8M	100%	0%		2026	2027
Davidson/Sumner Interstate 65 Widening - Section 1	Region 3	Davidson, Sumner	22	$137.5M	25%	75%			2025
Davidson State Route 11 Widening	Region 3	Davidson	23	$12.2M	100%	0%		2025	2027
Montgomery State Route 48 Widening	Region 3	Montgomery	24	$296.3M	86%	14%	2024	2025	2029
Robertson Interstate 65 Weigh Station Enhancements	Region 3	Robertson	25	$29.9M	100%	0%			2024
Rutherford Interstate 24 Interchange at South Church Street	Region 3	Rutherford	26	$12.1M	100%	0%			2024
Rutherford Interstate 24 Interchange at Joe B Jackson Parkway	Region 3	Rutherford	27	$10.3M	100%	0%			2025
Rutherford State Route 99 Widening	Region 3	Rutherford	28	$54.3M	100%	0%			2024
Rutherford State Route 268 Widening	Region 3	Rutherford	29	$128.7M	84%	16%			2026
Sumner State Route 109 - Section 1	Region 3	Sumner	30	$133.4M	100%	0%			2025
Benton State Route 1 Reconstruction	Region 4	Benton	31	$162.5M	100%	0%			2025
Carroll State Route 76 Reconstruction	Region 4	Carroll	32	$84.2M	100%	0%			2024
Henry State Route 54 Widening - Section 2	Region 4	Henry	33	$101.7M	100%	0%			2026

Tennessee Department of Transportation 10-Year Project Plan

Project	Region	County	Map Label	Estimated Cost	% Traditional State and Federal	% TMA	PE Year	ROW Year	Estimated Construction Year
Obion Future Interstate 69 Widening	Region 4	Obion	34	$127.7M	100%	0%		2025	2028
Shelby State Route 1 Widening	Region 4	Shelby	35	$113.4M	24%	76%			2025
Shelby State Route 4 Widening	Region 4	Shelby	36	$186.8M	100%	0%			2024
Traditional State and Federal Funding Projects									
Knox Interstate 75 Interchange at Sharp Gap	Region 1	Knox	R1-4	$523M	100%	0%	2027	2031	2035
Blount State Route 162 Extension	Region 1	Blount	R1-3	$338.5M	100%	0%		2032	2036
Morgan State Route 29 Widening	Region 1	Morgan	R1-7	$116.3M	100%	0%	2024	2027	2030
Knox State Route 115 Widening (a)	Region 1	Knox	R1-11	$4.6M	100%	0%			2024
Knox State Route 115 Widening (b)	Region 1	Knox	R1-11	$47.7M	100%	0%			2025
Knox State Route 115 Widening (c)	Region 1	Knox	R1-11	$18M	100%	0%			2026
Putnam Interstate 40 Widening	Region 2	Putnam	R2-7	$193M	100%	0%	2029		2031
Hamilton/Bradley Interstate 75 Widening	Region 2	Hamilton, Bradley	R2-5	$275.4M	100%	0%			2032
Coffee State Route 55 Widening	Region 2	Coffee	R2-9	$9.1M	100%	0%			2024
Hamilton Interstate 75 Interchange at I-24	Region 2	Hamilton	R2-10	$45.8M	100%	0%			2027
Maury/Williamson State Route 6 Widening	Region 3	Maury, Williamson	R3-2	$146.9M	100%	0%	2030	2032	2033
Smith Interstate 40 Interchange at Gordonsville Hwy	Region 3	Smith	R3-4	$73.3M	100%	0%	2027		2029
Wilson State Route 265 Widening	Region 3	Wilson	R3-8	$48.7M	100%	0%		2027	2030
Maury/Williamson State Route 6 Widening	Region 3	Maury, Williamson	R3-1	$152.9M	100%	0%	2028	2030	2033
Wilson State Route 171 Widening	Region 3	Wilson	R3-9	$47.3M	100%	0%			2032
Sumner State Route 109 - Section 2	Region 3	Sumner	R3-5	$72.3M	100%	0%			2031
Montgomery Rural Interstate 24 Widening (b)	Region 3	Montgomery	R3-3	$234M	100%	0%			2034
Davidson State Route 11 Widening (a)	Region 3	Davidson	R3-12	$32.9M	100%	0%			2026
Davidson State Route 11 Widening (b)	Region 3	Davidson	R3-12	$8.6M	100%	0%			2027
Trousdale State Route 141 Widening	Region 3	Trousdale	R3-13	$8.2M	100%	0%			2026
Shelby State Route 14 Widening	Region 4	Shelby	R4-10	$85.8M	100%	0%			2024
FY 24 Bridge Funding	N/A	Statewide	N/A	$20.4M	100%	0%			2024
Projects with TMA Funding									
Urban Congestion									
Blount State Route 115 Relocation	Region 1	Blount	R1-2	$123.4M	0%	100%			2028
Anderson State Route 170 Widening - Section 1	Region 1	Anderson	R1-1	$97.2M	34%	66%	2024	2025	2027
Knoxville Interstate 40 Corridor Priority Investment	Region 1	Knox	SA-1	$32M	0%	100%	2029		
Hamilton Interstate 24 Widening	Region 2	Hamilton	R2-8	$247M	0%	100%	2024	2026	2027
Chattanooga Interstate 24 Corridor Priority Investment	Region 2	Hamilton	SA-2	$24M	0%	100%	2025		
Hamilton State Route 317 Widening	Region 2	Hamilton	R2-4	$79.2M	17%	83%		2026	2029
Nashville Interstate 65 Corridor Priority Investment	Region 3	Davidson, Williamson	SA-4	$48M	0%	100%	2027		
Nashville Interstate 24 Corridor Priority Investment	Region 3	Davidson, Rutherford	SA-3	$250M	0%	100%	2027		
Shelby State Route 4 Enhancements	Region 4	Shelby	R4-7	$106.2M	28%	72%			2027
Shelby Interstate 40 Reconstruction	Region 4	Shelby	R4-11	$56.5M	0%	100%			2026

Tennessee Department of Transportation 10-Year Project Plan

Project	Region	County	Map Label	Estimated Cost	% Traditional State and Federal	% TMA	PE Year	ROW Year	Estimated Construction Year
Shelby Interstate 240 Interchange at Airways Boulevard	Region 4	Shelby	R4-9	$141.7M	81%	19%			2027
America's River Crossing on I-55 over the Mississippi River	Region 4	Shelby	SA-5	$250M	0%	100%			2026
Rural Interstate Widening									
Loudon Interstate 75 Widening	Region 1	Loudon	R1-5	$97.4M	76%	24%	2025		2027
Putnam Interstate 40 Interchange at State Route 136	Region 2	Putnam	R2-2	$57.4M	17%	83%	2027	2029	2032
Wilson Interstate 40 Widening	Region 3	Wilson	R3-10	$84.5M	96%	4%	2026		2028
Montgomery Rural Interstate 24 Widening (a)	Region 3	Montgomery	R3-3	$277M	88%	12%	2027	2030	2033
Fayette Interstate 40 Widening	Region 4	Fayette	R4-1	$148.7M	87%	13%	2024		2026
Rural Other									
Morgan State Route 62 Enhancements	Region 1	Morgan	R1-10	$5.1M	0%	100%			2024
Monroe Niles Ferry Road Enhancements	Region 1	Monroe	R1-6	$2M	0%	100%			2026
Cumberland State Route 28 Widening - Section 2	Region 2	Cumberland	R2-3	$46M	0%	100%			2025
Cumberland State Route 299 Turn Lanes (Flat Rock)	Region 2	Cumberland	R2-1	$15.5M	0%	100%	2024	2026	2029
Davidson/Robertson State Route 65 Widening	Region 3	Davidson, Robertson	R3-11	$41.5M	91%	9%	2025	2027	2030
Henry State Route 54 Widening - Section 1	Region 4	Henry	R4-5	$207.5M	88%	12%	2024	2026	2029
Haywood State Route 19 Widening - Section 2	Region 4	Haywood	R4-2	$9.6M	28%	72%		2025	2028
Haywood State Route 19 Widening - Section 3	Region 4	Haywood	R4-3	$12.5M	21%	79%	2024	2025	2028
Haywood State Route 19 Widening - Section 4	Region 4	Haywood	R4-4	$12.5M	21%	79%	2024	2025	2028
Lauderdale State Route 19 Widening - Section 1	Region 4	Lauderdale	R4-6	$37.8M	21%	79%		2025	2028
Statewide Partnership Program (SPP)									
Washington Knob Creek Road Improvements	Region 1	Washington	R1-9	$58.8M	70%	30%			2027
Sevier Interstate 40 Interchange at Winfield Dunn Parkway	Region 1	Sevier	R1-8	$188.9M	76%	24%	2025	2027	2030
Putnam State Route 135 Intersection at West Jackson Street	Region 2	Putnam	R2-6	$1.5M	0%	100%			2024
Sumner Saundersville Rd at State Route 386 CSX Underpass	Region 3	Sumner	R3-6	$35.5M	96%	4%		2027	2030
Wilson Interstate 40 New Interchange at Central Pike	Region 3	Wilson	R3-7	$45.2M	92%	8%	2026	2027	2030
Shelby Interstate 40 Interchange at Airline Road	Region 4	Shelby	R4-8	$19.1M	77%	23%	2024	2026	2027
TMA Bridge Program									
Region 1 TMA Bridge Program	Region 1	Jefferson	R1-B1	$216M	0%	100%			2025- $50M, 2026- $50M, 2027- $50M, 2028- $66M
Region 2 TMA Bridge Program	Region 2	Various	R2-B6	$151M	0%	100%			2024- $16M, 2025- $60M, 2026- $75M
Region 3 TMA Bridge Program	Region 3	Various	R3-B2, B3, B4	$190M	0%	100%			2024- $10M, 2025- $30M, 2026- $50M, 2027- $100M
Region 4 TMA Bridge Program	Region 4	Various	R4-B5	$96M	0%	100%			2024- $7.5M, 2025- $7.5M, 2026- $81M

Tennessee Department of Transportation 10-Year Project Plan

Project	Region	County	Map Label	Estimated Cost	% Traditional State and Federal	% TMA	PE Year	ROW Year	Estimated Construction Year
General Fund Transfer (GFT)									
Sevier State Route 449 Extension	Region 1	Sevier	GFT-05	$106.6M	100%	0%			2027
Knox I-40 Interchange at Watt Rd	Region 1	Knox	GFT-06	$61.8M	100%	0%	2024	2025	2027
Davidson Interstate 40 Interchange at McCrory Lane	Region 3	Davidson	GFT-01	$26.1M	100%	0%	2024	2026	2029
Rutherford Interstate 24 Interchange at Buchanan Road	Region 3	Rutherford	GFT-02	$59.4M	100%	0%	2024		2026
Sumner State Route 386 Widening	Region 3	Sumner	GFT-03	$111.8M	100%	0%	2026	2028	2031
Madison Interstate 40 Interchange at Christmasville Road	Region 4	Madison	GFT-04	$35.6M	100%	0%		2025	2027

Throughout 2024, TDOT will be working with local communities to further describe these projects listed in this 10-Year Project Plan and will update this report accordingly.

The “Estimated Costs” depicted in the Project Overview Table are an estimate of the probable costs in the year of expenditure, YOE. The estimate values are current year planning level estimates, based on a conceptual project scope or used better information when available, and inflated to YOE. They were prepared using qualified and experienced judgment in accordance with accepted principles and practices. For SPP and GFT, estimated costs do not include the local contribution which is programmed in cooperation with local partners.

REGION 1
PROJECT HIGHLIGHTS

URBAN CONGESTION PROJECTS

Knoxville Interstate 40 (I-40) Corridor Priority Investment

MAP LOCATION: SA-1

The area where I-40 and I-75 are joined from the I-75 interchange to the SR 158 interchange is one of the most heavily traversed areas of Tennessee. TDOT has engaged in Traffic and Revenue studies and has been meeting with private sector partners to determine the feasibility of Choice Lanes on this corridor. At this time, after consultation with industry, the construction of additional lanes in partnership with the private sector would require a significant public contribution. To ensure taxpayers receive the most transportation benefits for their investment, TDOT will continue conversations with the industry to determine interest. Should there not be any interest, TDOT will engage in a traditional state-funded expansion in the years to come.

By adding capacity to this heavily traveled roadway, operations are expected to improve in this major growth area. Choice Lanes provide another option for motorists to bypass congestion allowing motorists to maintain consistent travel times. The Choice Lanes would be new, optional lanes designed, built, financed, operated and maintained by a private-sector partner through a Public-Private Partnership.

Additional Urban Congestion Projects

- **Blount State Route 162 Extension:** Extends Pellissippi Parkway and completes the SR 33 interchange
- **Blount State Route 115 (Alcoa Highway) Relocation:** Will complete a significant investment over a number of years
- **Anderson State Route 170 Widening – Section 1:** Intended to improve travel time reliability and reduce crashes

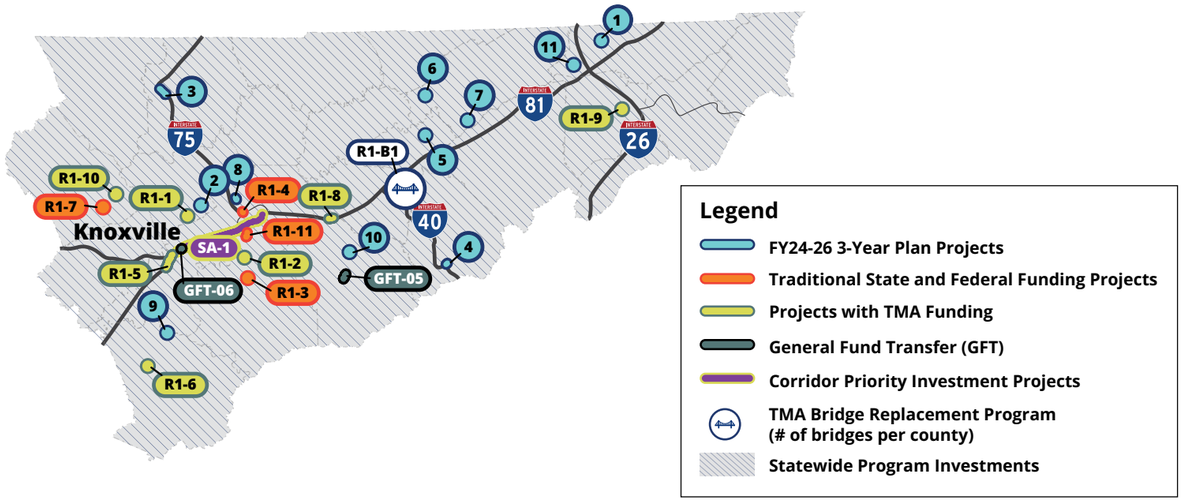
RURAL INTERSTATE WIDENING

Loudon Interstate (I-75) Widening

MAP LOCATION: R1-5

At least one rural interstate widening was prioritized for each TDOT region. For Region 1, the Loudon Interstate 75 Widening, an IMPROVE Act project, is receiving TMA funds to advance due to the safety enhancements and crash reductions the project would bring. Additionally, the project will help address congestion on this important rural interstate and support growing truck volume.

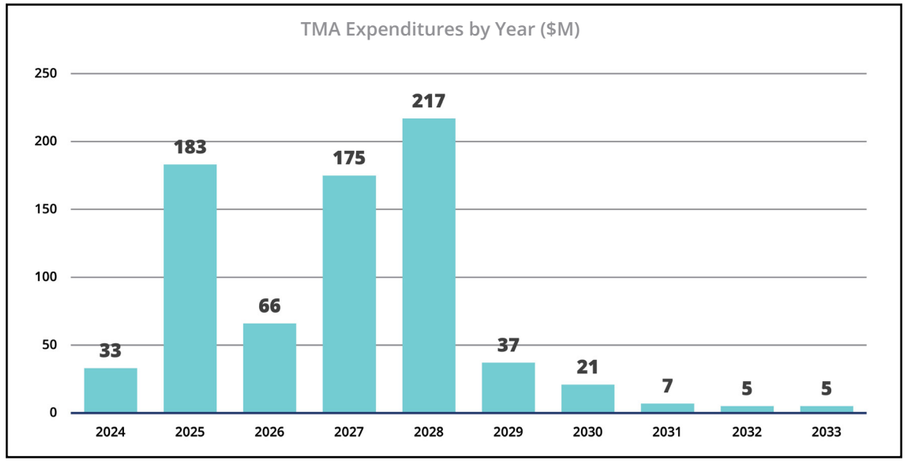
Tennessee Department of Transportation 10-Year Project Plan Region 1



Additional Regional Highlights

- Replacing the existing I-40 bridge over the French Broad River
- Modifying the interchange on I-75 at I-640/I-275 as part of the Knox I-75 Interchange at Sharp Gap

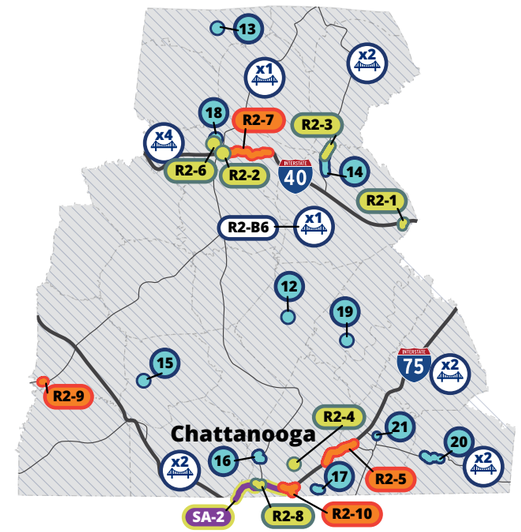
TMA SPENDING IN REGION 1 OVER TIME



REGION 2

PROJECT HIGHLIGHTS

Tennessee Department of Transportation 10-Year Project Plan Region 2



Legend

- FY24-26 3-Year Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- General Fund Transfer (GFT)
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program (# of bridges per county)
- Statewide Program Investments

URBAN CONGESTION PROJECTS

Chattanooga Interstate 24 (I-24) Corridor Priority Investment

MAP LOCATION: SA-2

Chattanooga is one of the urban areas TDOT assessed in initial congestion studies to determine the financial viability of adding Choice Lanes. Traffic on I-24 in the Chattanooga region and anticipated growth indicate this corridor may be suitable for private investment in the future. TDOT has commissioned Traffic and Revenue studies and is conversing with private-sector partners to further investigate the feasibility of Choice Lanes on this corridor. At this time, after consultation with industry, the construction of additional lanes in partnership with the private sector would require a significant public contribution. To ensure taxpayers receive the most transportation benefits for their investment, TDOT has set aside funding for further studies and will continue private sector conversations annually to determine interest. Should there not be any interest, TDOT will engage in a traditional state-funded expansion in the years to come.

By adding capacity to this heavily traveled roadway, operations are expected to improve in this major growth area. Choice Lanes provide another option for motorists to bypass congestion allowing motorists to maintain consistent travel times. The Choice Lanes would be new, optional lanes designed, built, financed, operated and maintained by a private-sector partner through a Public-Private Partnership.

Additional Urban Congestion Projects

- **Hamilton State Route 317 Widening:** Improves safety, reduce crashes and improve the level of service on Bonny Oaks Drive
- **Hamilton Interstate 24 Widening from East of Brown's Ferry to US-27:** Provides safety enhancements, greater travel time reliability and more capacity for growing truck volume through the Moccasin Bend segment of I-24

RURAL INTERSTATE WIDENING

Putnam Interstate 40 Widening

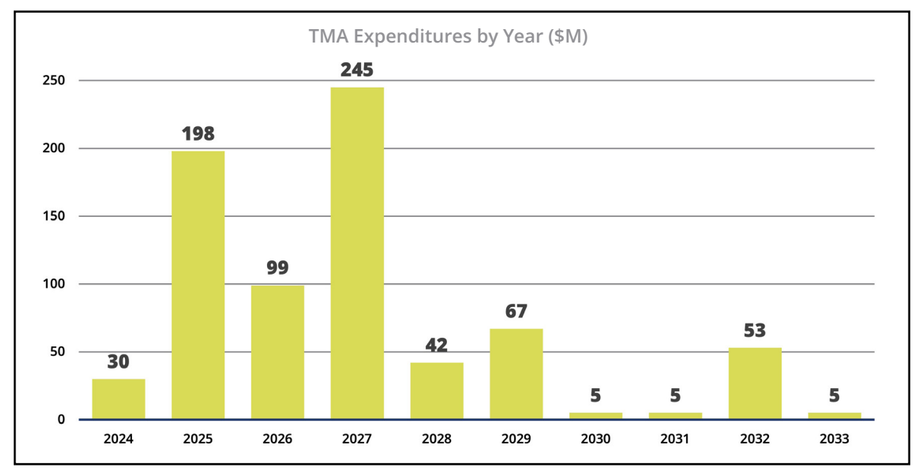
MAP LOCATION: R2-7

At least one rural interstate widening was prioritized for each TDOT region. For Region 2, TDOT will add a truck climbing lane on I-40, in the area of Monterey Mountain. This is a project that was identified as part of our statewide interstate corridor studies. It will add capacity, address safety concerns, and serve freight movement to a section of rural interstate that can be difficult for trucks to navigate.

Additional Regional Highlights

- Widening I-75 in Hamilton and Bradley counties from north of SR 2 to near SR 311
- Replacing 16 bridges across eight counties as part of the TMA Bridge Program for the region

TMA SPENDING IN REGION 2 OVER TIME



REGION 3
PROJECT HIGHLIGHTS

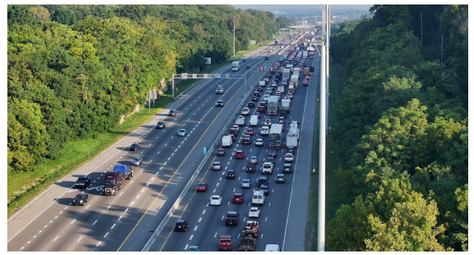
URBAN CONGESTION PROJECTS

Nashville Interstate 24 (I-24) Corridor Priority Investment and Nashville Interstate 65 (I-65) Corridor Priority Investment

MAP LOCATION: SA-3 and SA-4

Following initial congestion studies to determine the financial viability of Choice Lanes in the Nashville region, TDOT has commissioned Traffic and Revenue studies and is conversing with private-sector partners to further investigate the feasibility of Choice Lanes. The results of these initial efforts have determined that I-24 between Nashville and Murfreesboro will be recommended as the first proposed Choice Lanes project. The exact limits will be determined through more in-depth evaluation. I-65 between Nashville and Spring Hill is another corridor being considered. Conversations with the industry are ongoing.

By adding capacity to these heavily traveled roadways, operations are expected to improve in this major growth area. Choice Lanes provide another option for motorists to bypass congestion allowing motorists to maintain consistent travel times. The Choice Lanes would be new, optional lanes designed, built, financed, operated and maintained by a private-sector partner through a Public-Private Partnership.

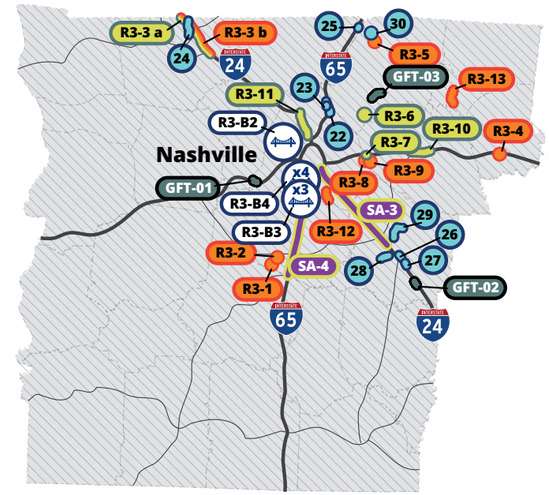


RURAL INTERSTATE WIDENING

Montgomery Rural Interstate 24 (I-24) Widening

MAP LOCATION: R3-3 a/b

At least one rural interstate widening was prioritized for each TDOT region. For Region 3, the Montgomery Rural I-24 Widening project is receiving TMA funds to advance due to the safety enhancements and crash reductions the project will bring. Additionally, the project will help address congestion on this important rural interstate and support growing truck volume.



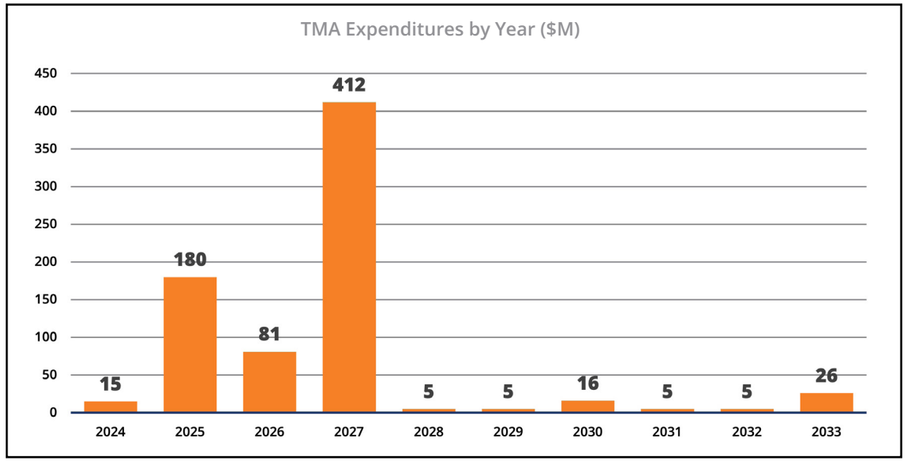
Legend

- FY24-26 3-Year Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- General Fund Transfer (GFT)
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program (# of bridges per county)
- Statewide Program Investments

Additional Regional Highlights

- Building the SR 109 Bypass (Portland Bypass) to complete the SR 109 corridor improvements
- Advancing multiple projects that support MPO priorities
- Replacing eight bridges as part of the TMA Bridge Program

TMA SPENDING IN REGION 3 OVER TIME



REGION 4

PROJECT HIGHLIGHTS

URBAN CONGESTION PROJECTS

America's River Crossing on I-55 Over the Mississippi River

MAP LOCATION: SA-5

The proposed project will replace the existing 75-year-old bridge on I-55, providing the critical interstate connector with improved safety, geometric design, resiliency and earthquake resistance. The existing bridge serves over 64,000 vehicles per day carrying residents, workers and freight moving between Tennessee, Arkansas and Mississippi. The proposed project will also add capacity to improve mobility, remove bottlenecks and address traffic flow and operations for local and regional travelers in the tri-state area.

TDOT is proposing a partnership with the State of Arkansas and the United States Department of Transportation to deliver this project.

Additional Urban Congestion Projects

- **Shelby State Route 4 Enhancements:** Improves Lamar Avenue and completes planned expansion on this important freight corridor
- **Shelby Interstate 40 Reconstruction:** Addresses pavement deterioration and repairs the roadway to address the impacts of increased truck traffic
- **Shelby Interstate 240 Interchange at Airways Blvd:** Critical MPO priority improves safety and provides congestion relief for all motorists, including growing truck volume

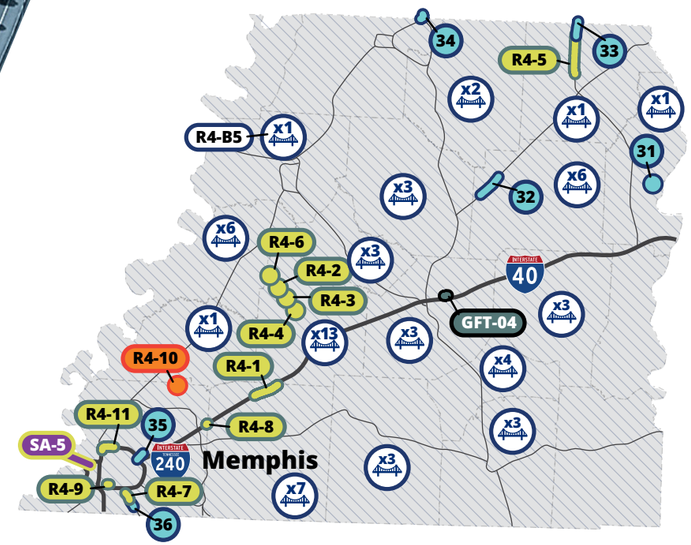
RURAL INTERSTATE WIDENING

Fayette Interstate 40 (I-40) Widening

MAP LOCATION: R4-1

At least one rural interstate widening was prioritized for each TDOT region. For Region 4, the Fayette I-40 Widening project is receiving TMA funds to advance due to increased traffic volume, Blue Oval City and continued freight and job growth throughout this corridor. The project will help address congestion on this important rural interstate and support growing truck volume.

Tennessee Department of Transportation 10-Year Project Plan Region 4



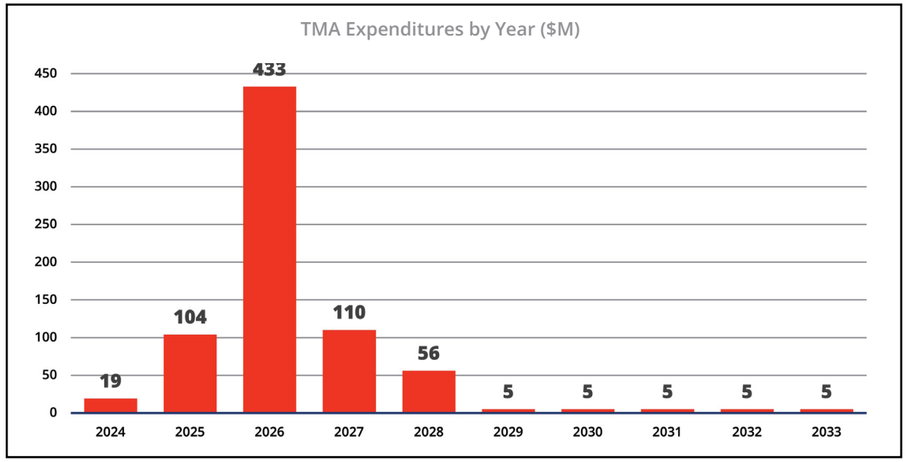
Legend

- FY24-26 3-Year Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- General Fund Transfer (GFT)
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program (# of bridges per county)
- Statewide Program Investments

Additional Regional Highlights

- Replacing 60 timber bridges in 16 counties
- Completing the SR 54 corridor from the Kentucky State Line to Paris, Tennessee, in Henry County to address freight traffic and safety enhancements

TMA SPENDING IN REGION 4 OVER TIME



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