

# Tennessee Transportation Improvement Program



FISCAL YEARS 2017-2020

Tennessee Department of Transportation



TENNESSEE DEPARTMENT OF TRANSPORTATION

JOHN C. SCHROER, COMMISSIONER

# **STIP**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM**

**PRODUCED BY**

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

**December 19, 2016**

THIS DOCUMENT CAN BE ACCESSED VIA TDOT'S WEBSITE AT

[www.tn.gov/tdot](http://www.tn.gov/tdot)

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

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Título VI Declaración de Prohibición de Discriminación**

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Tennessee Department of Transportation  
Departamento de Transporte de Tennessee

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

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

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

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

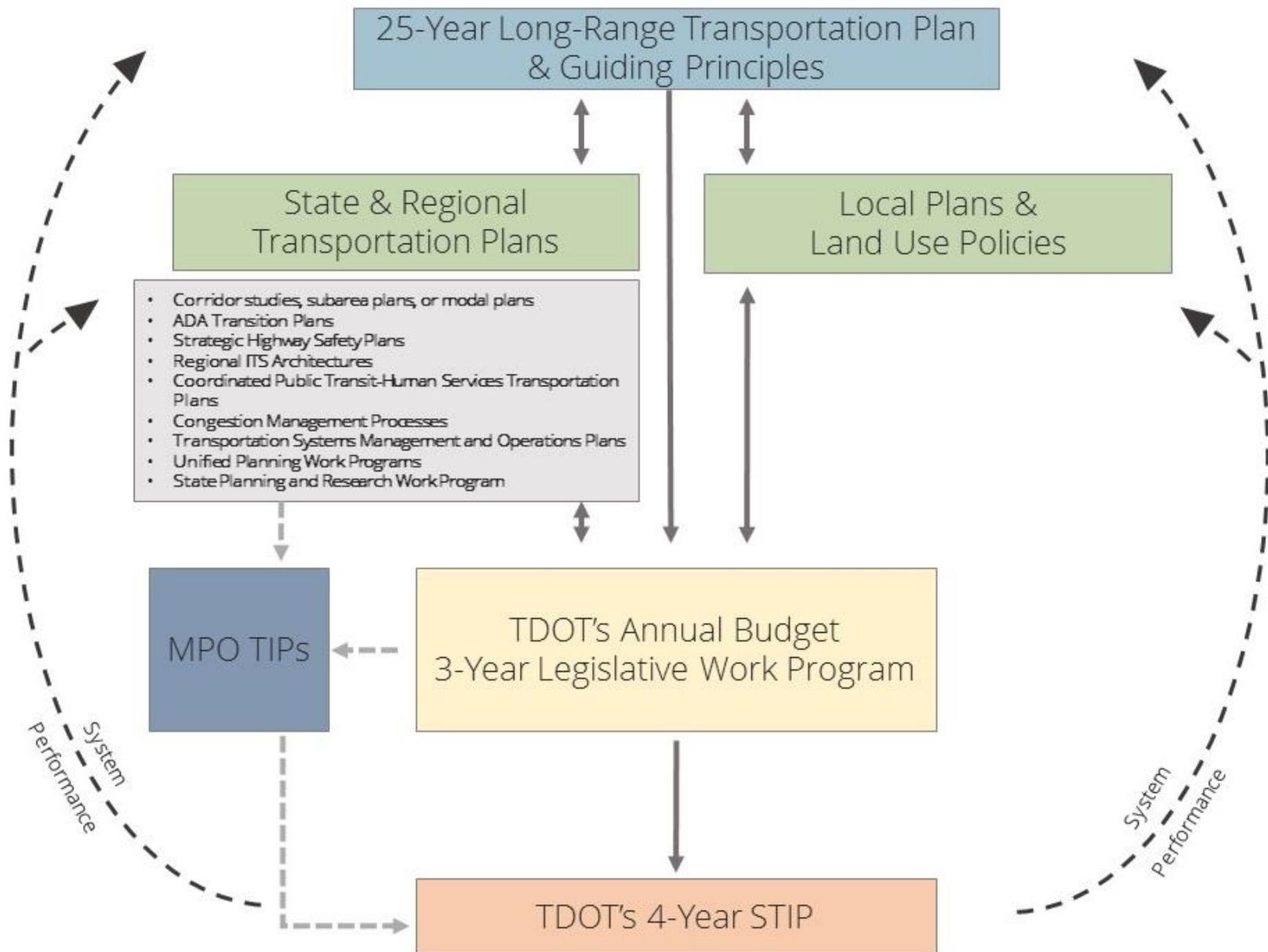
## **Chapter 1: Purpose of the STIP**

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

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

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

Purpose of the STIP



## Linkage to National Planning Factors and Goals

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



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

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

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

## Chapter 2: Development of the STIP

### Stakeholder Involvement

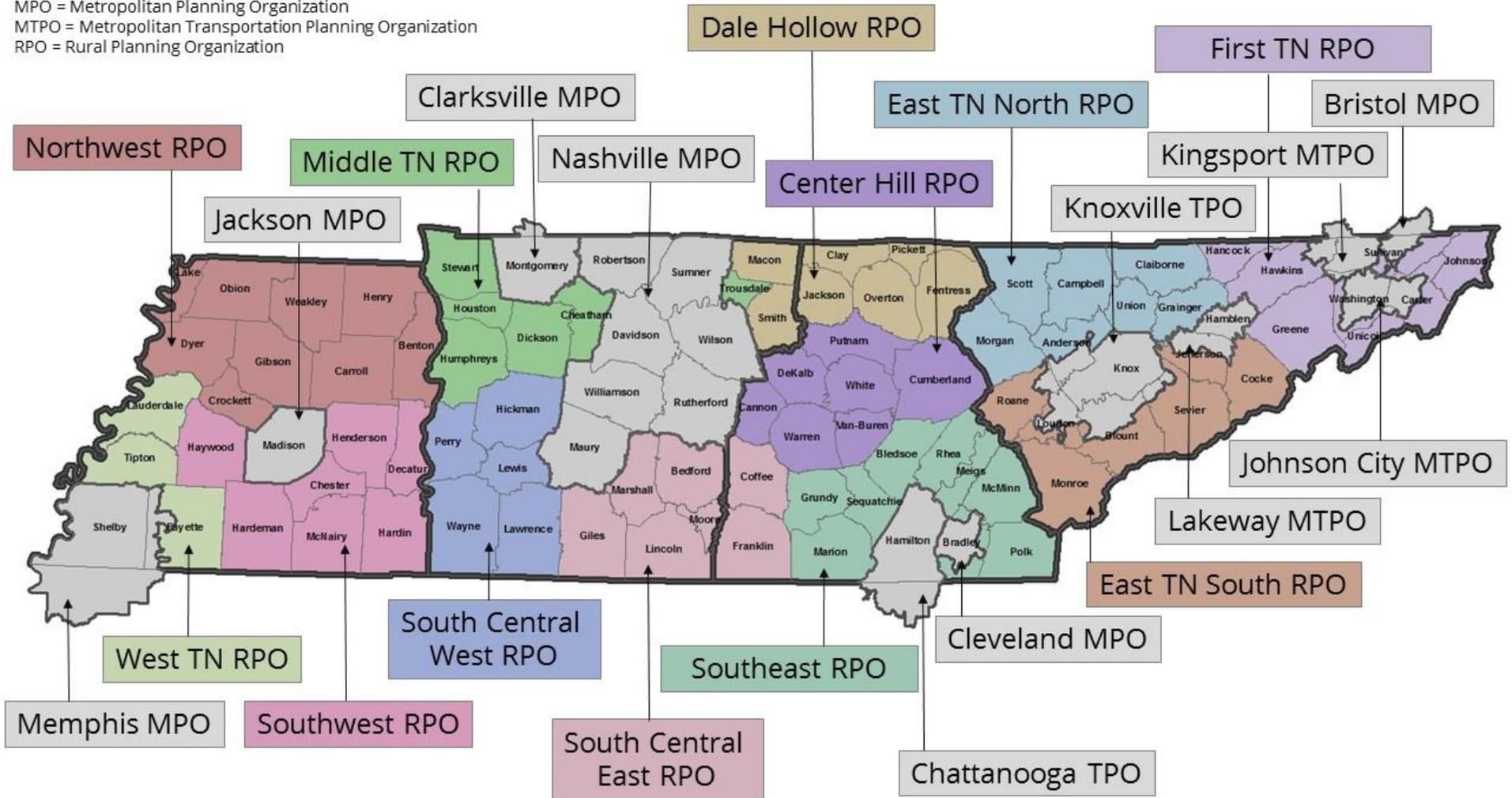
TDOT is the principal agency in the State for development, implementation, administration, consolidation, and coordination of State transportation policies, plans, and programs. These policies, plans, and programs are developed in cooperation with the public and a variety of transportation partners through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

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

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

# Development of the STIP

TPO = Transportation Planning Organization  
 MPO = Metropolitan Planning Organization  
 MTPO = Metropolitan Transportation Planning Organization  
 RPO = Rural Planning Organization



## Public Engagement

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

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

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

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

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

This process ensured that all populations were engaged in determining the policy direction of the 25-Year Plan, and thereby, the projects programmed in the STIP. Similar to the 25-Year Plan, the Draft STIP is accessible to the public and local officials through various resources. TDOT advertised the availability of the Draft STIP for public comment statewide through newspapers in major cities as well as various Minority and Hispanic newspapers throughout the state. Specifically, TDOT advertised the Draft STIP for public comment statewide through the following major newspapers: *The Knoxville News-Sentinel*, *Chattanooga Times-Free Press*, *The Tennessean*, *The Commercial Appeal*, *The Kingsport Times-News*, *The Daily News Journal*, and *The Leaf-Chronicle*. Advertisement was also included in the following minority papers: *The Knoxville Enlightener*, *The Chattanooga Courier*, *Nashville Pride*, *Tri-State Defender*, *Murfreesboro Vision*, *El Crucero de Tennessee*, and *The Clarksville Press*. This notice specified locations, dates, and times the document could be reviewed, as well as a contact person, mailing address, and phone number. TDOT provided copies at the TDOT Region offices (location and contact information provided later in this document). Comment cards were provided at these locations to facilitate participation in the process. The public comment period is stipulated as a minimum of 30 calendar days and was held from August 1, 2016 to September 1, 2016.

TDOT staff delivered the Draft STIP to the TDOT Region Offices and provided training to appropriate staff in each location. During the Public Comment period, TDOT staff held Public Meetings at designated places and times to further engage the public and answer questions concerning the Draft STIP. At these Public Meetings, TDOT used visualization techniques such as graphs and charts to enhance the public’s understanding of the Draft STIP document. These meetings were appropriately advertised. Elements of this public engagement process are included in the Appendix, which includes participation lists for the public meetings and examples of the displays used in the public meetings.

The Draft STIP is also accessible via TDOT’s web page <http://tn.gov/assets/entities/tdot/attachments/STIP2017-20.pdf>. Lists of TDOT-led projects in the MPO areas are distributed to those organizations for inclusion in the respective TIPs and for public review and comment through the MPO’s public involvement process. A list defining each MPO Coordinator and contact information is included within this document. The Department will respond to all comments individually and collectively. Comments are summarized, along with their disposition, in the Appendices included in the Final STIP. If the Department receives

a comment(s) that is deemed a viable change, said revision will follow the procedures established for an amendment or an administrative adjustment to the STIP. A more detailed discussion of the STIP/TIP Amendment/Administrative adjustment procedures are described below.

**STIP Revision Process**

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

**Project Cost Change Thresholds**

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

**Amendments**

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

- A major change in the total project cost (excluding groupings) (see table above); or
- Adding a new project or deleting a project from the STIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes,

adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or

- Any change requiring a new regional air quality conformity finding; or
- Moving funds between a MPO TIP and the Rural STIP unless a written agreement exists between the MPO and the TDOT that such an action may be processed as an administrative adjustment; or
- Moving funds between a MPO TIP and another MPO TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative adjustment.

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

### **Administrative Adjustments**

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

- A minor change in the total project cost (see table above)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non- attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP or the Rural STIP (i.e., funding sources and projects already identified in the STIP) if the change does not result in a cost increase greater than the amendment threshold (see table above) for the total project cost of all phases shown within the approved STIP; or
- Adding an amount of funds already identified in the STIP for the current or previous year(s) if:
- The funds are currently identified in the STIP either in an existing project or as available funds and
- The change does not result in a cost increase greater than the amendment threshold (see table above) for the total

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

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

## Chapter 3: Execution of the STIP

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

### STIP Projects, Programs, and Policies

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

### Maintenance

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

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

### **Bicycle and Pedestrian**

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

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

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

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

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

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

## Advance Construction

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

An AC project must meet the same requirements and be processed in the same manner as a regular Federal-Aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc. when any phase is implemented with Federal-Aid funds. All projects advanced as an AC project will have 'AC' preceding the funding code (e.g., ACNHPP, ACSTBG, etc.).

## Funding Programs Used in the STIP

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

Tennessee's Apportionment of Funds



**Highway Funding Program Descriptions**

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

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

**Bridge Replacement and Rehabilitation (BRR)** This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously authorized under the BRR Program and carry-over funds will still be administered under previous rules and regulations of the BRR Program.



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

The time period for use of CMAQ funds is limited, specifically with the funds used for the operation of services and facilities. Previously, the operating assistance funds were allowable for use over a period of three years; however, those funds may now be used over the course of a five-year period in an effort to allow for an incremental reduction in assistance.

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

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

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

A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State,

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

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

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

**Highway Safety Improvement Program (HSIP)** The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in 23 USC § 148—most of which are infrastructure-safety related.

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

under previous rules and regulations of the HRRR Program.

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

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

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

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

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

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

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and

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

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

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

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

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

**Safe Routes to School (SRTS)** This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21, with eligibilities initially carried forward under the Transportation Alternatives Program (TAP). Under the FAST Act, SRTS activities are carried forward under the Surface Transportation Block Grant Program (STBG). All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

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

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

**Surface Transportation Block Grant Program (STBG)** The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include, but are not limited to:

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

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

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

The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

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

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

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



- Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STBG funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers).
  - Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under Section 101(a)(29)(D) of title 23.
- Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see Section 101(a)(29)(E).
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

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

## Highway Funding Project Phases in the STIP

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

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

**Federal, State, and Local Match Requirements by Funding Program**

Program		Funding Match Requirements
<b>APD</b>	Appalachia Development Highway System Projects	100% Federal
<b>BRR</b>	Bridge Replacement and Rehabilitation	80% Federal, 20% State
<b>CMAQ</b>	Congestion Mitigation Air Quality	80% Federal, 20% State/Local
<b>DEMO</b>	Demonstration project, special set aside	100% Federal or 80% Federal, 20% State/Local
<b>ENH</b>	Enhancement Activity set aside of the STIP	80% Federal, 20% Local/State
<b>FH/PL</b>	Forest Highway/Public Lands Projects	100% Federal or 80% Federal, 20% State
<b>FLAP</b>	Federal Lands Access Program	100% Federal or 80% Federal, 20% State
<b>HPP</b>	High Priority Projects	80% Federal, 20% State
<b>HPP-L</b>	High Priority Projects (Local)	80% Federal, 20% Local
<b>HRRR</b>	High Risk Rural Roads	90% Federal, 10% State/Local
<b>HSIP</b>	Highway Safety Improvement Program	90% Federal, 10% State
<b>IM</b>	Interstate Maintenance Projects	90% Federal, 10% State
<b>IMD</b>	Interstate Maintenance Discretionary Funds	90% Federal, 10% State/Local
<b>NHFP</b>	National Highway Freight Program	90% Federal, 10% State or 80% Federal, 20% State
<b>NHPP</b>	National Highway Performance Program	80% Federal, 20% State or 90% Federal, 10% State
<b>NHS</b>	National Highway System Program	80% Federal, 20% State
<b>NSBP</b>	National Scenic Byways Program	100% Federal or 80% Federal, 20% State/Local
<b>PLHD</b>	Public Lands Highways Discretionary Funds	100% Federal
<b>RTP</b>	Recreational Trails Projects	80% Federal, 20% State
<b>Sect 130</b>	Highway-Railroad Crossing Program	90% Federal, 10% State
<b>Sect 154</b>	Section 154	100% Federal
<b>SRTS</b>	Safe Routes to School	100% Federal
<b>STA</b>	State Funds	100% State
<b>STBG</b>	Surface Transportation Block Grant Program	80% Federal, 20% State/Local
<b>TAP</b>	Transportation Alternatives Program	80% Federal, 20% State/Local

## Development of STIP Funding Levels

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

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

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

## State Transportation Improvement Program

### Estimated Available and Estimated Costs for Fiscal Year 2017

Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	Non-Federal Funds	Balance	Estimated 2018 Allocation	Amount Brought Forward
ACNHPP	2017	\$24,400,000	\$24,400,000	\$0	\$24,400,000	\$0	\$0	\$0
ACSTBG	2017	\$7,100,000	\$7,100,000	\$0	\$7,100,000	\$0	\$0	\$0
APD	2017	\$267,558,980	\$75,000	\$75,000	\$0	\$267,483,980	\$0	\$267,483,980
CMAQ	2017	\$154,805,800	\$995,650	\$995,650	\$0	\$153,810,150	\$58,841,250	\$212,651,400
HPP	2017	\$14,014,538	\$3,924,375	\$3,139,500	\$784,875	\$10,090,163	\$0	\$10,090,163
HRRR	2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2017	\$106,412,778	\$40,000,000	\$36,000,000	\$4,000,000	\$66,412,778	\$67,221,111	\$133,633,890
NHFP	2017	\$59,273,311	\$0	\$0	\$0	\$59,273,311	\$31,175,556	\$90,448,867
NHPP	2017	\$735,270,202	\$345,245,500	\$280,808,600	\$64,436,900	\$390,024,702	\$735,613,750	\$1,125,638,452
PHSIP	2017	\$14,308,639	\$5,000,000	\$5,000,000	\$0	\$9,308,639	\$9,325,000	\$18,633,639
RTP	2017	\$8,297,775	\$1,500,000	\$1,200,000	\$300,000	\$6,797,775	\$2,537,500	\$9,335,275
STA	2017	\$143,603,888	\$4,345,900	\$0	\$4,345,900	\$139,257,988	\$68,211,750	\$207,469,738
STBG	2017	\$273,517,503	\$249,161,973	\$199,512,578	\$49,649,395	\$24,355,530	\$252,087,500	\$276,443,030
STBG-L	2017	\$16,146,538	\$1,240,320	\$992,256	\$248,064	\$14,906,218	\$0	\$14,906,218
TAP	2017	\$145,638,013	\$16,945,739	\$13,556,591	\$3,389,148	\$128,692,274	\$21,360,000	\$150,052,274
R-	2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## State Transportation Improvement Program

Estimated Available and Estimated Costs for Fiscal Year 2018

Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	Non-Federal Funds	Balance	Estimated 2019 Allocation	Amount Brought Forward
ACNHPP	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACSTBG	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0
APD	2018	\$267,483,980	\$51,391,800	\$51,391,800	\$0	\$216,092,180	\$0	\$216,092,180
CMAQ	2018	\$212,651,400	\$0	\$0	\$0	\$212,651,400	\$59,900,000	\$272,551,400
HPP	2018	\$10,090,163	\$0	\$0	\$0	\$10,090,163	\$0	\$10,090,163
HRRR	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2018	\$120,454,724	\$40,000,000	\$36,000,000	\$4,000,000	\$80,454,724	\$68,457,778	\$148,912,501
NHFP	2018	\$90,448,867	\$0	\$0	\$0	\$90,448,867	\$35,148,889	\$125,597,756
NHPP	2018	\$935,108,148	\$276,100,000	\$223,920,000	\$52,180,000	\$659,008,148	\$751,061,250	\$1,410,069,398
PHSIP	2018	\$17,185,390	\$5,000,000	\$5,000,000	\$0	\$12,185,390	\$9,502,500	\$21,687,890
RTP	2018	\$9,335,275	\$1,500,000	\$1,200,000	\$300,000	\$7,835,275	\$2,537,500	\$10,372,775
STA	2018	\$207,469,738	\$3,900,000	\$0	\$3,900,000	\$203,569,738	\$68,211,750	\$271,781,488
STBG	2018	\$188,881,079	\$161,325,000	\$129,145,000	\$32,180,000	\$27,556,079	\$254,808,750	\$282,364,829
STBG-L	2018	\$14,906,218	\$0	\$0	\$0	\$14,906,218	\$0	\$14,906,218
TAP	2018	\$150,052,274	\$16,249,629	\$12,999,703	\$3,249,926	\$133,802,645	\$21,360,000	\$155,162,645
R-	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## State Transportation Improvement Program

Estimated Available and Estimated Costs for Fiscal Year 2019

Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	Non-Federal Funds	Balance	Estimated 2020 Allocation	Amount Brought Forward
ACNHPP	2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACSTBG	2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0
APD	2019	\$216,092,180	\$0	\$0	\$0	\$216,092,180	\$0	\$216,092,180
CMAQ	2019	\$272,551,400	\$0	\$0	\$0	\$272,551,400	\$61,097,500	\$333,648,900
HPP	2019	\$1	\$0	\$0	\$0	\$1	\$0	\$1
HRRR	2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2019	\$136,833,335	\$40,000,000	\$36,000,000	\$4,000,000	\$96,833,335	\$69,836,667	\$166,670,002
NHFP	2019	\$125,597,756	\$0	\$0	\$0	\$125,597,756	\$39,015,556	\$164,613,311
NHPP	2019	\$1,218,839,094	\$227,600,000	\$182,330,000	\$45,270,000	\$991,239,094	\$766,833,750	\$1,758,072,844
PHSIP	2019	\$20,239,641	\$5,000,000	\$5,000,000	\$0	\$15,239,641	\$9,682,500	\$24,922,141
RTP	2019	\$10,372,775	\$1,500,000	\$1,200,000	\$300,000	\$8,872,775	\$2,537,500	\$11,410,275
STA	2019	\$271,781,488	\$3,900,000	\$0	\$3,900,000	\$267,881,488	\$68,211,750	\$336,093,238
STBG	2019	\$228,202,878	\$110,225,000	\$88,265,000	\$21,960,000	\$117,977,878	\$258,376,250	\$376,354,128
STBG-L	2019	\$14,906,218	\$0	\$0	\$0	\$14,906,218	\$0	\$14,906,218
TAP	2019	\$155,162,645	\$16,249,629	\$12,999,703	\$3,249,926	\$138,913,016	\$21,360,000	\$160,273,016
R-	2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0

State Transportation Improvement Program						
Estimated Available and Estimated Costs for Fiscal Year 2020						
Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	Non-Federal Funds	Balance
ACNHPP	2020	\$0	\$0	\$0	\$0	\$0
ACSTBG	2020	\$0	\$0	\$0	\$0	\$0
APD	2020	\$216,092,180	\$0	\$0	\$0	\$216,092,180
CMAQ	2020	\$333,648,900	\$0	\$0	\$0	\$333,648,900
HPP	2020	\$1	\$0	\$0	\$0	\$1
HRRR	2020	\$0	\$0	\$0	\$0	\$0
HSIP	2020	\$154,590,836	\$40,000,000	\$36,000,000	\$4,000,000	\$114,590,836
NHFP	2020	\$164,613,311	\$0	\$0	\$0	\$164,613,311
NHPP	2020	\$1,687,742,540	\$167,800,000	\$134,240,000	\$33,560,000	\$1,519,942,540
PHSIP	2020	\$23,473,892	\$5,000,000	\$5,000,000	\$0	\$18,473,892
RTP	2020	\$11,410,275	\$1,500,000	\$1,200,000	\$300,000	\$9,910,275
STA	2020	\$336,093,238	\$3,900,000	\$0	\$3,900,000	\$332,193,238
STBG	2020	\$357,192,177	\$106,925,000	\$85,625,000	\$21,300,000	\$250,267,177
STBG-L	2020	\$14,906,218	\$0	\$0	\$0	\$14,906,218
TAP	2020	\$160,273,016	\$16,249,629	\$12,999,703	\$3,249,926	\$144,023,387
R-	2020	\$0	\$0	\$0	\$0	\$0

## Transit Funding Program Descriptions

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

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

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

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

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

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

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

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

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

administered by this Division is provided below:

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

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

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

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

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

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

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

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

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

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

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

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

## Transit Funding Project Phases in the STIP

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

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

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

<b>Fund Code</b>	<b>Estimated Available Funds</b>	<b>Estimated Total Costs</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>5303</b>	\$5,317,573.00	\$5,317,573.00	\$4,253,973.00	\$531,800.00	\$531,800.00
<b>5304</b>	\$975,753.00	\$975,753.00	\$780,453.00	\$195,300.00	\$0.00
<b>5310</b>	\$15,937,828.00	\$15,937,828.00	\$12,985,828.00	\$1,476,000.00	\$1,476,000.00
<b>5311</b>	\$82,796,500.00	\$82,796,500.00	\$41,397,750.00	\$20,699,375.00	\$20,699,375.00
<b>5311 (f)</b>	\$14,189,827.00	\$14,189,827.00	\$7,094,413.00	\$3,547,707.00	\$3,547,707.00
<b>5311 (RTAP)</b>	\$739,805.00	\$739,805.00	\$739,805.00	\$0.00	\$0.00
<b>5311 (Appalachian)</b>	\$5,405,028.00	\$5,405,028.00	\$2,702,014.00	\$1,351,507.00	\$1,351,507.00
<b>5329</b>	\$1,669,120.00	\$1,669,120.00	\$1,333,120.00	\$168,000.00	\$168,000.00
<b>5339</b>	\$9,282,500.00	\$7,422,500.00	\$930,000.00	\$930,000.00	\$9,282,500.00
<b>Totals</b>	<b>\$136,313,934.00</b>	<b>\$78,709,856.00</b>	<b>\$28,899,689.00</b>	<b>\$28,704,389.00</b>	<b>\$136,313,934.00</b>

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

<b>Fund Code</b>	<b>Estimated Available Funds</b>	<b>Estimated Total Costs</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>5303</b>	\$1,841,400.00	\$1,841,400.00	\$1,473,000.00	\$184,200.00	\$184,200.00
<b>5304</b>	\$432,500.00	\$432,500.00	\$346,000.00	\$86,500.00	\$0.00
<b>5310</b>	\$4,697,000.00	\$4,697,000.00	\$3,895,000.00	\$401,000.00	\$401,000.00
<b>5311</b>	\$38,507,000.00	\$38,507,000.00	\$19,253,000.00	\$9,627,000.00	\$9,627,000.00
<b>5311 (f)</b>	\$6,796,000.00	\$6,796,000.00	\$3,398,000.00	\$1,699,000.00	\$1,699,000.00
<b>5311 (RTAP)</b>	\$362,000.00	\$362,000.00	\$362,000.00	\$0.00	\$0.00
<b>5311 (Appalachian)</b>	\$2,687,000.00	\$2,687,000.00	\$1,343,000.00	\$672,000.00	\$672,000.00
<b>5329</b>	\$516,000.00	\$516,000.00	\$412,000.00	\$52,000.00	\$52,000.00
<b>5339</b>	\$2,648,000.00	\$2,118,000.00	\$265,000.00	\$265,000.00	\$2,648,000.00
<b>Totals</b>	<b>\$58,486,900.00</b>	<b>\$32,600,000.00</b>	<b>\$12,986,700.00</b>	<b>\$12,900,200.00</b>	<b>\$58,486,900.00</b>

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

<b>Fund Code</b>	<b>Estimated Available Funds</b>	<b>Estimated Total Costs</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>5303</b>	\$1,878,800.00	\$1,878,800.00	\$1,503,000.00	\$187,900.00	\$187,900.00
<b>5304</b>	\$441,300.00	\$441,300.00	\$353,000.00	\$88,300.00	\$0.00
<b>5310</b>	\$5,167,000.00	\$5,167,000.00	\$4,285,000.00	\$441,000.00	\$441,000.00
<b>5311</b>	\$42,356,000.00	\$42,356,000.00	\$21,178,000.00	\$10,589,000.00	\$10,589,000.00
<b>5311 (f)</b>	\$7,476,000.00	\$7,476,000.00	\$3,738,000.00	\$1,869,000.00	\$1,869,000.00
<b>5311 (RTAP)</b>	\$398,000.00	\$398,000.00	\$398,000.00	\$0.00	\$0.00
<b>5311 (Appalachian)</b>	\$2,955,000.00	\$2,955,000.00	\$1,477,000.00	\$739,000.00	\$739,000.00
<b>5329</b>	\$568,000.00	\$568,000.00	\$454,000.00	\$57,000.00	\$57,000.00
<b>5339</b>	\$2,914,000.00	\$2,330,000.00	\$292,000.00	\$292,000.00	\$2,914,000.00
<b>Totals</b>	<b>\$64,154,100.00</b>	<b>\$35,716,000.00</b>	<b>\$14,263,200.00</b>	<b>\$14,174,900.00</b>	<b>\$64,154,100.00</b>

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

<b>Fund Code</b>	<b>Estimated Available Funds</b>	<b>Estimated Total Costs</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>5303</b>	\$1,917,600.00	\$1,917,600.00	\$1,534,000.00	\$191,800.00	\$191,800.00
<b>5304</b>	\$451,300.00	\$451,300.00	\$361,000.00	\$90,300.00	\$0.00
<b>5310</b>	\$5,684,000.00	\$5,684,000.00	\$4,714,000.00	\$485,000.00	\$485,000.00
<b>5311</b>	\$46,592,000.00	\$46,592,000.00	\$23,296,000.00	\$11,648,000.00	\$11,648,000.00
<b>5311 (f)</b>	\$8,224,000.00	\$8,224,000.00	\$4,112,000.00	\$2,056,000.00	\$2,056,000.00
<b>5311 (RTAP)</b>	\$438,000.00	\$438,000.00	\$438,000.00	\$0.00	\$0.00
<b>5311 (Appalachian)</b>	\$3,251,000.00	\$3,251,000.00	\$1,625,000.00	\$813,000.00	\$813,000.00
<b>5329</b>	\$626,000.00	\$626,000.00	\$500,000.00	\$63,000.00	\$63,000.00
<b>5339</b>	\$3,205,000.00	\$2,563,000.00	\$321,000.00	\$321,000.00	\$3,205,000.00
<b>Totals</b>	<b>\$70,388,900.00</b>	<b>\$39,143,000.00</b>	<b>\$15,668,100.00</b>	<b>\$15,577,800.00</b>	<b>\$70,388,900.00</b>

## Chapter 4: STIP Project List

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

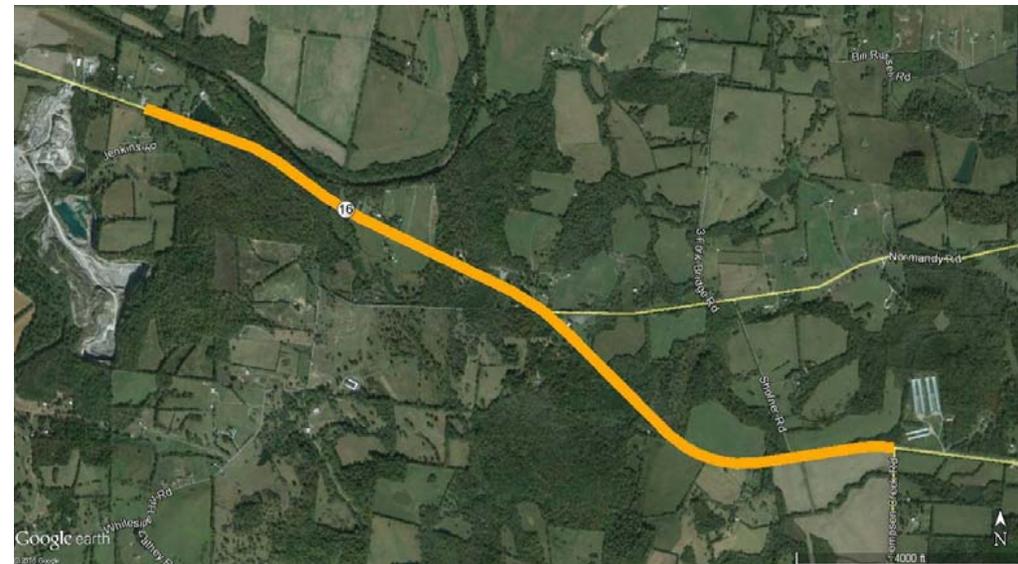
## STIP Project List

<b>STIP #</b>	1702010	<b>TDOT PIN #</b>	100352.02	<b>LENGTH IN MILES</b>	3.5	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	BEDFORD						<b>TOTAL PROJECT COST</b>	\$50,507,000
<b>ROUTE</b>	SR-16 (US-41A)							
<b>TERMINI</b>	FROM JENKINS ROAD TO SR-276 (THOMPSON CREEK ROAD)							
<b>PROJECT DESCRIPTION</b>	WIDEN 2-LN TO 4-LN DIVIDED							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1702030	<b>TDOT PIN #</b>	119870.00	<b>LENGTH IN MILES</b>	0.5	<b>LEAD AGENCY</b>	SHELBYVILLE	
<b>COUNTY</b>	BEDFORD						<b>TOTAL PROJECT COST</b>	\$696,110
<b>ROUTE</b>								
<b>TERMINI</b>	HPP #TN190 - PLAN AND CONSTRUCT A BICYCLE AND PEDESTRIAN TRAIL IN SHELBYVILLE							
<b>PROJECT DESCRIPTION</b>	PLAN AND CONSTRUCT A BICYCLE AND PEDESTRIAN TRAIL (SIDEWALK IMPROVEMENTS ALONG NORTH MAIN STREET, NORTH SPRING STREET, AND THE SOUTH SIDE OF LANE PARKWAY. PROJECT ALSO INCLUDES ADA UPGRADES, UTILITY RELOCATION, PEDESTRIAN SIGNALIZATION, CROSSWALKS, AND LANDSCAPING).							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	TAP	696,110	556,888	0	139,222



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

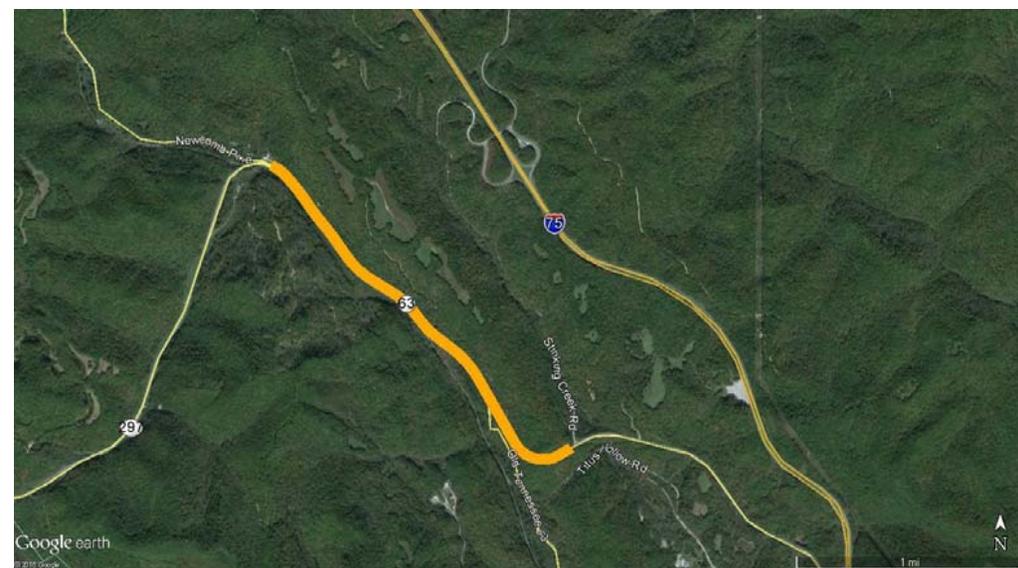
## STIP Project List

<b>STIP #</b>	1707015	<b>TDOT PIN #</b>	101406.04	<b>LENGTH IN MILES</b>	0.82	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CAMPBELL						<b>TOTAL PROJECT COST</b>	\$6,025,000
<b>ROUTE</b>	SR-63							
<b>TERMINI</b>	INTERSECTION OF SR-297 AND WEST OF OLD SR-63 TO WEST OF STINKING CREEK ROAD (EPD)							
<b>PROJECT DESCRIPTION</b>	CONSTRUCT TRUCK CLIMBING LANE AND INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF SR 297 AND SR 63							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

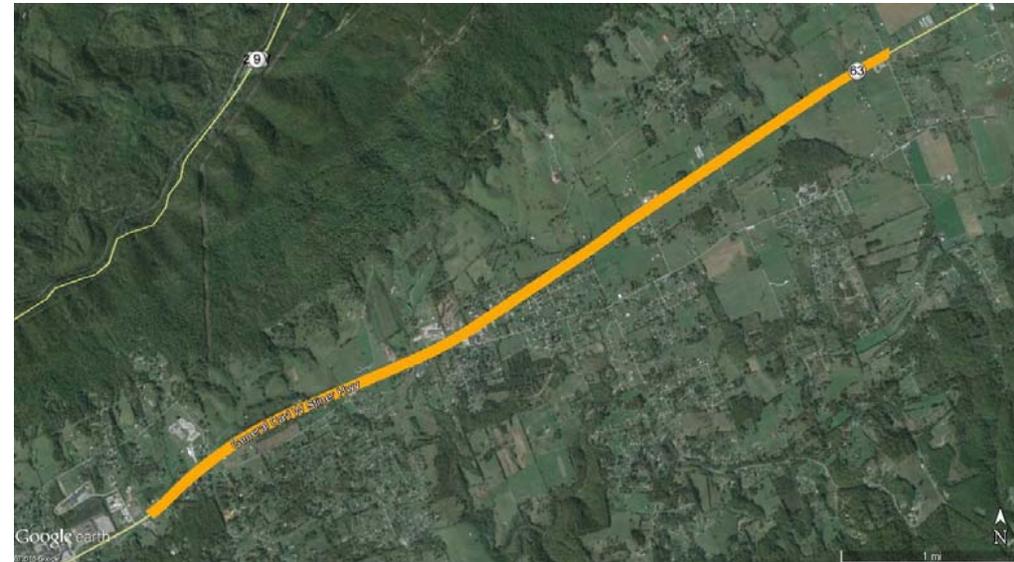
## STIP Project List

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



**COUNTY MAP**

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

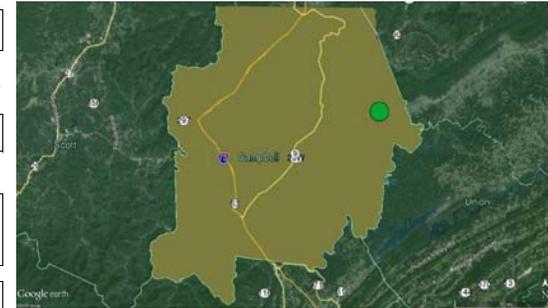


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

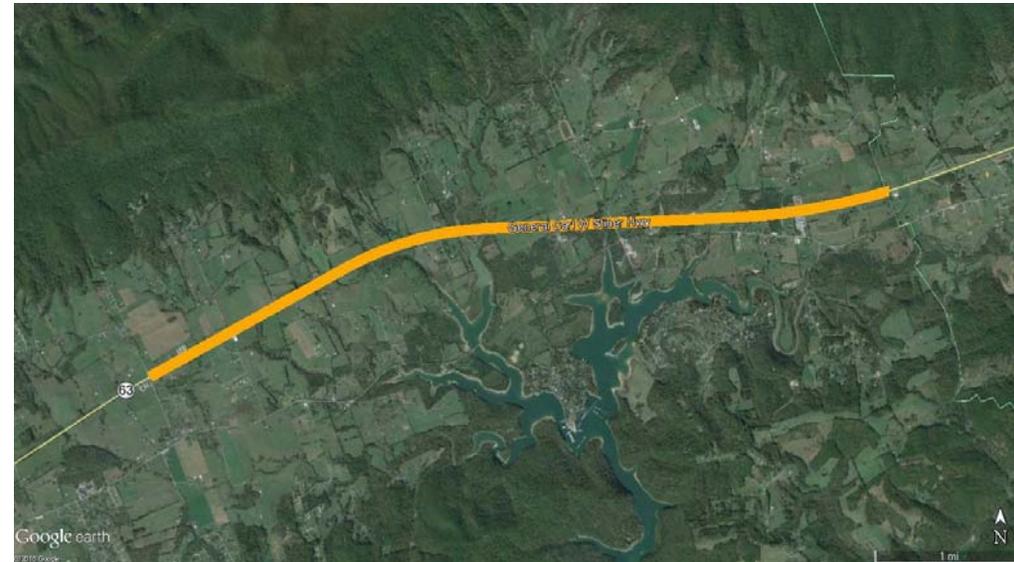
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

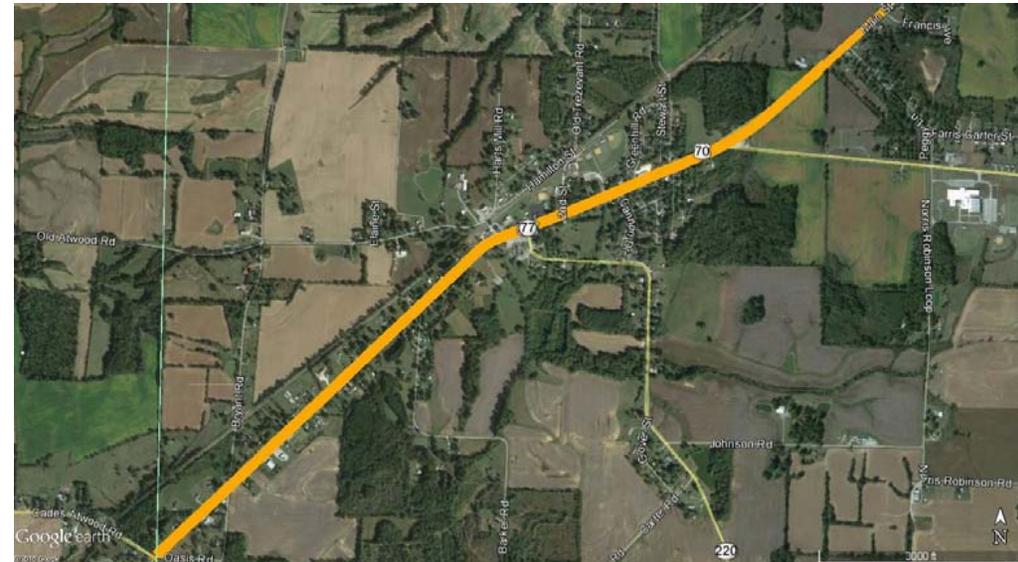
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

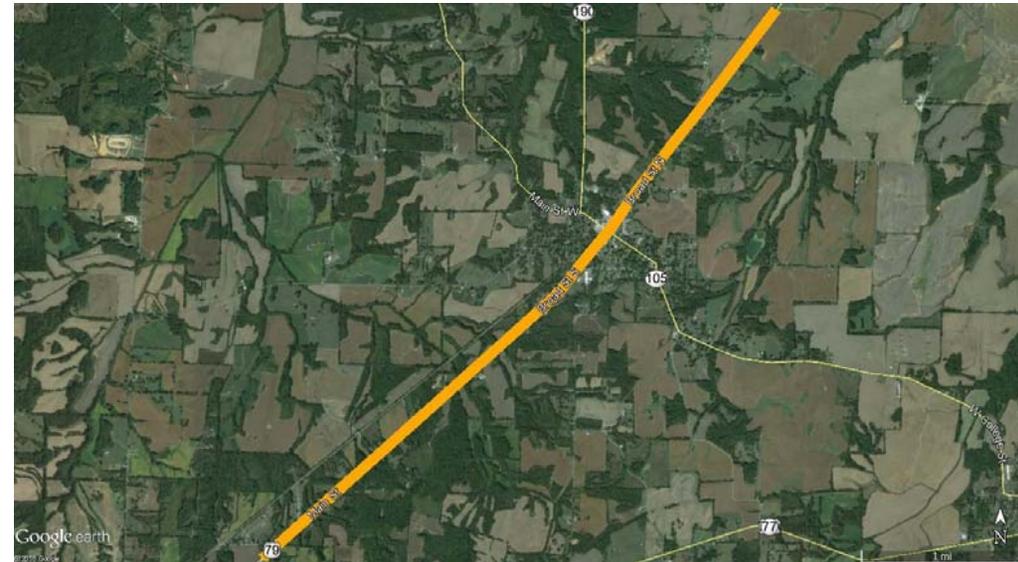
## STIP Project List

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



**COUNTY MAP**

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

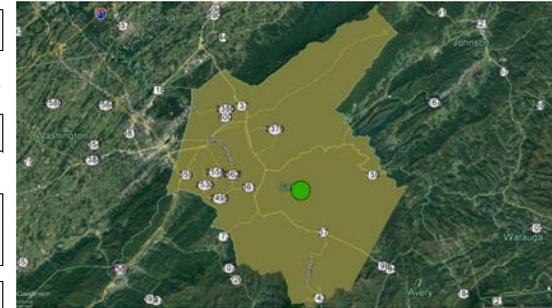


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

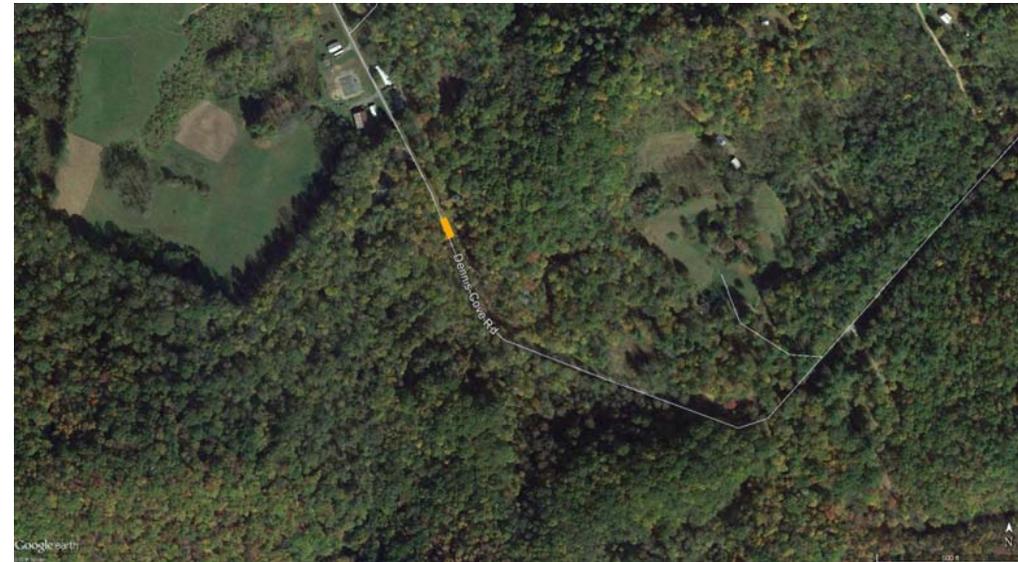
## STIP Project List

<b>STIP #</b>	1710015	<b>TDOT PIN #</b>	123302.00	<b>LENGTH IN MILES</b>	0.0	<b>LEAD AGENCY</b>	CARTER COUNTY	
<b>COUNTY</b>	CARTER						<b>TOTAL PROJECT COST</b>	\$392,000
<b>ROUTE</b>	DENNIS COVE ROAD							
<b>TERMINI</b>	BRIDGE OVER LAUREL FORK CREEK, L.M. 4.2							
<b>PROJECT DESCRIPTION</b>	REMOVAL OF THE EXISTING SINGLE LANE STRINGER BRIDGE AND REPLACEMENT WITH A DOUBLE LANE CONCRETE STRUCTURE							
<b>REMARKS</b>	THE ROUTE IS ALSO KNOWN AS LAUREL FORK ROAD							



**COUNTY MAP**

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE, ROW, CONST	FLAP	392,000	313,600		78,400



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

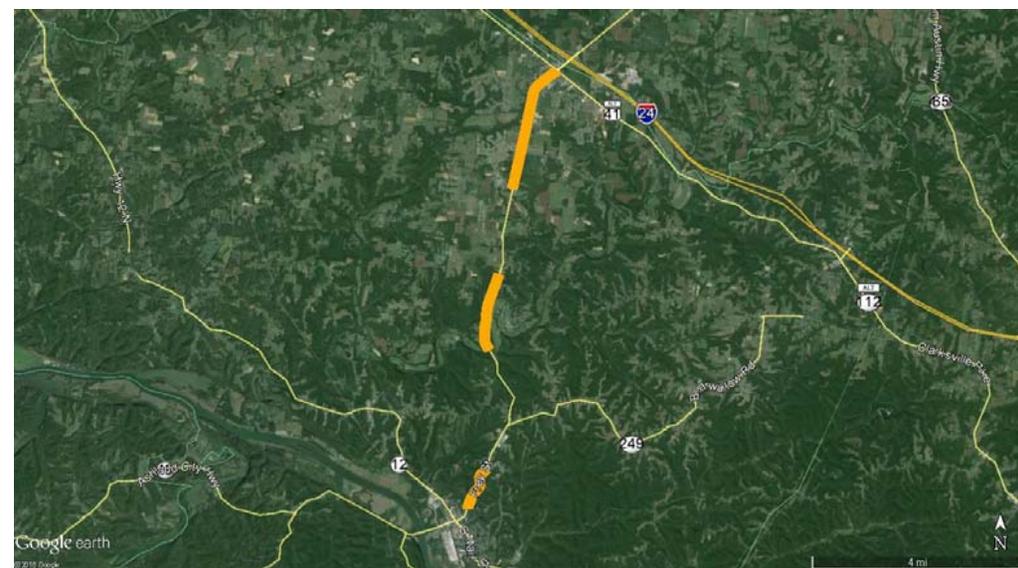
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

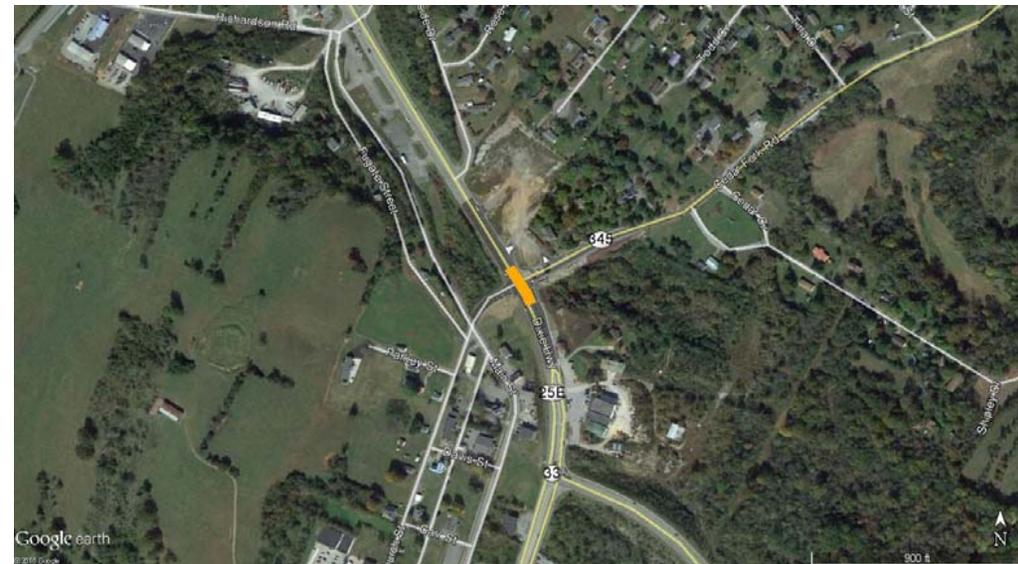
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

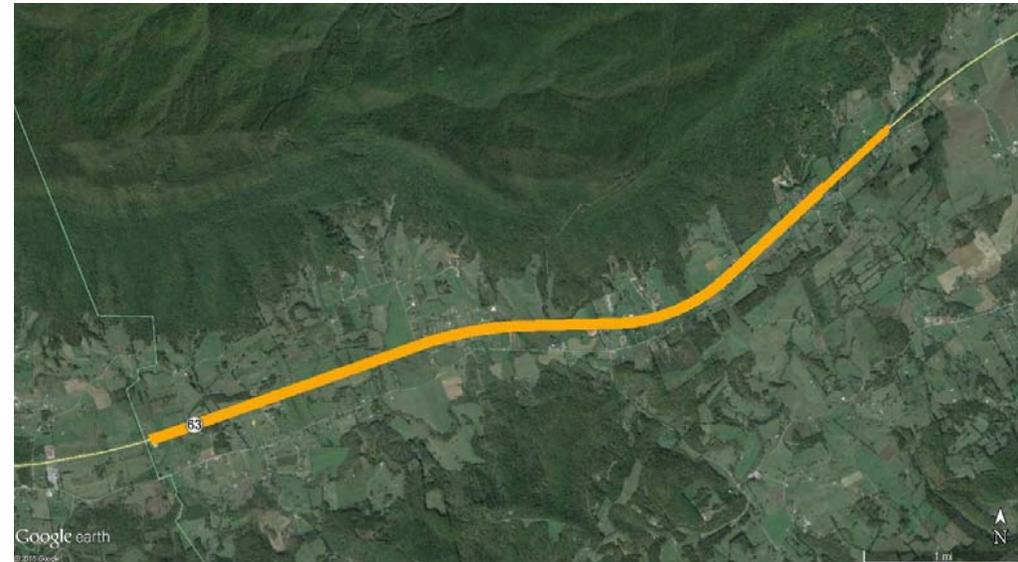
## STIP Project List

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



**COUNTY MAP**

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

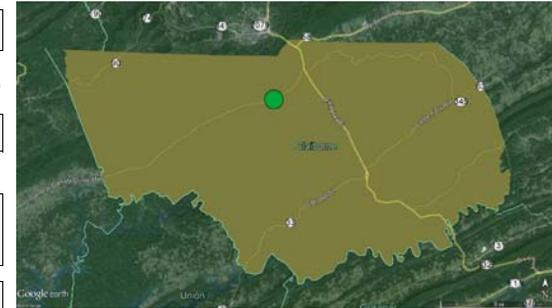


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

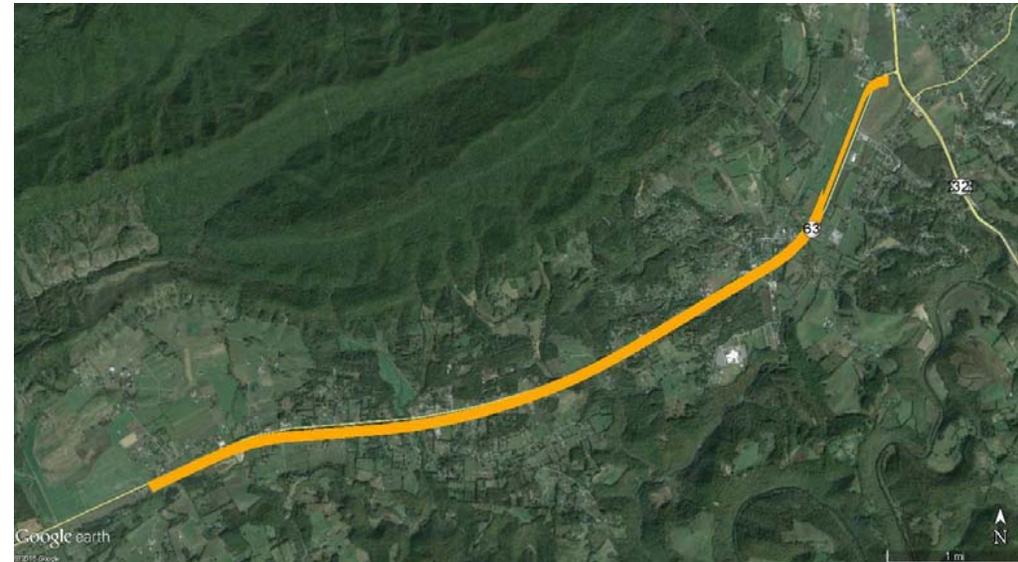
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

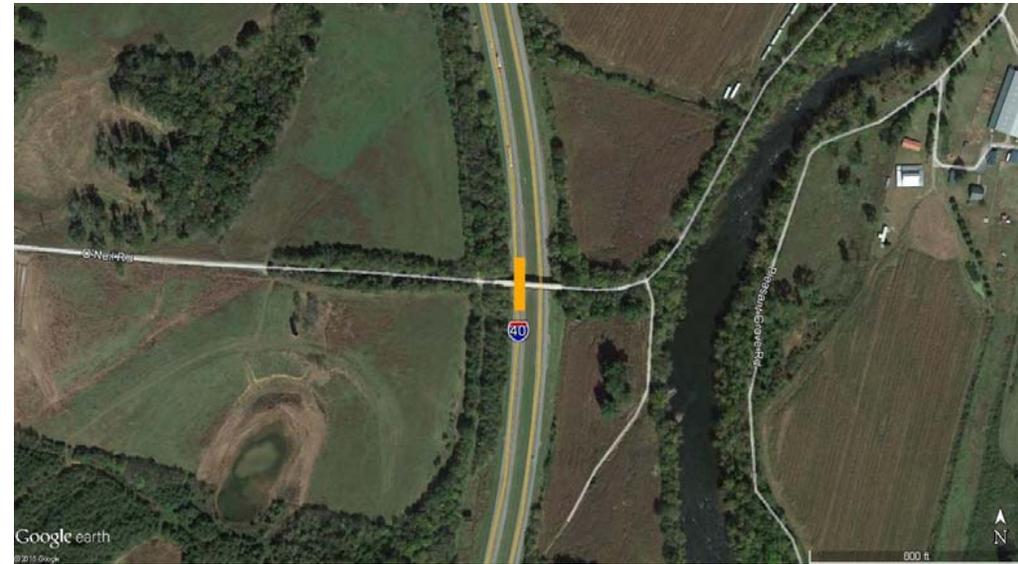
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

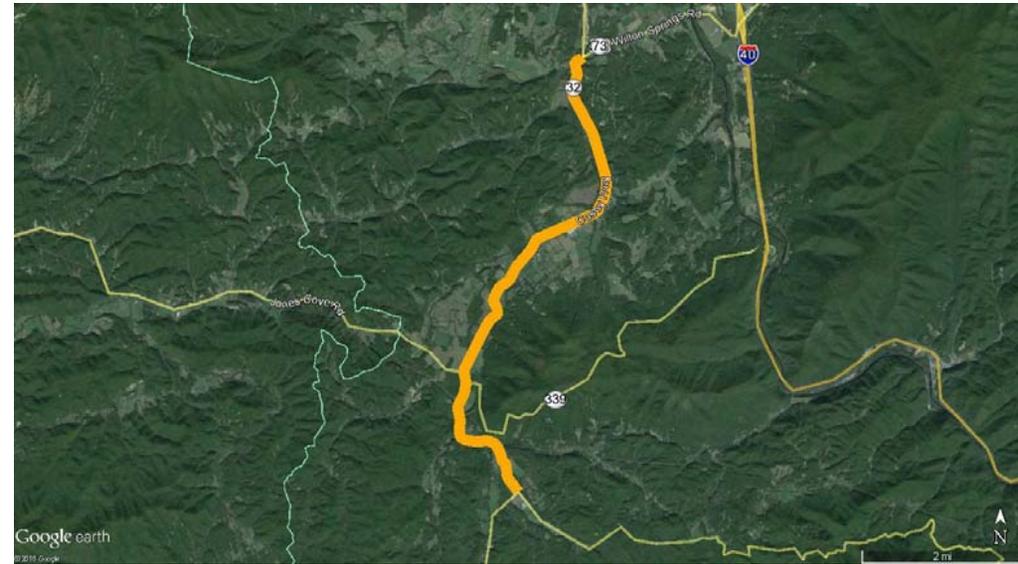
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

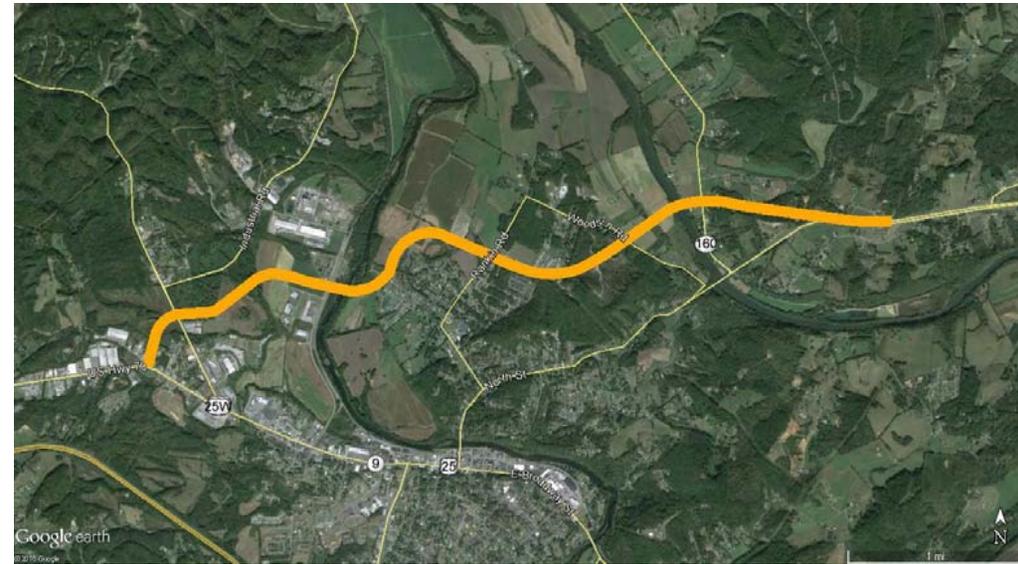
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

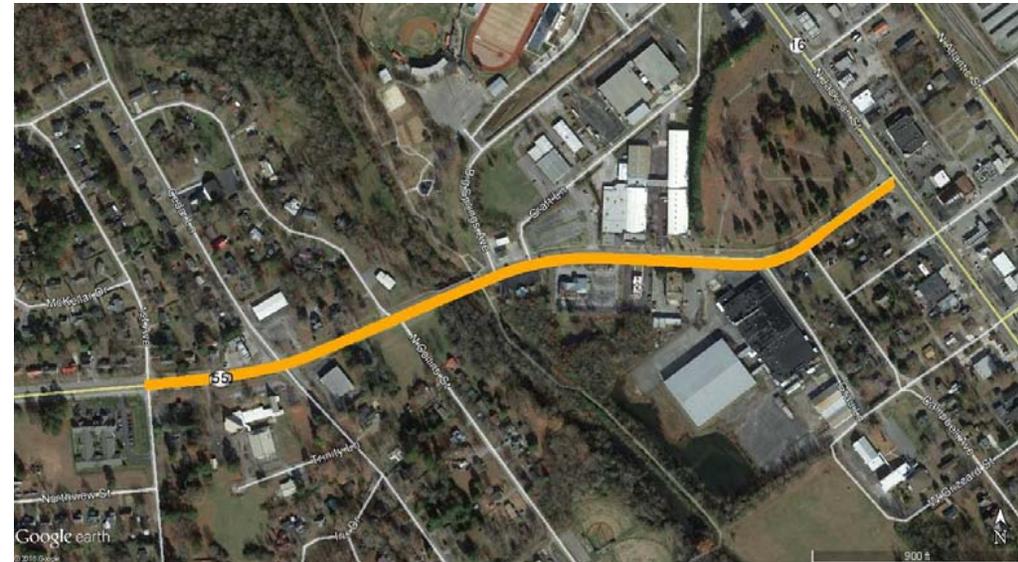
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

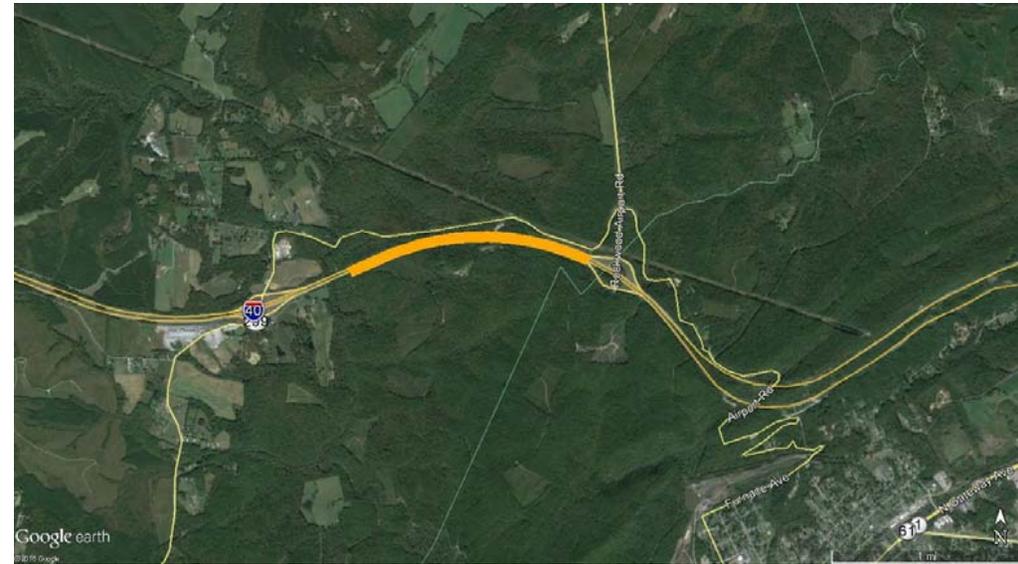
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

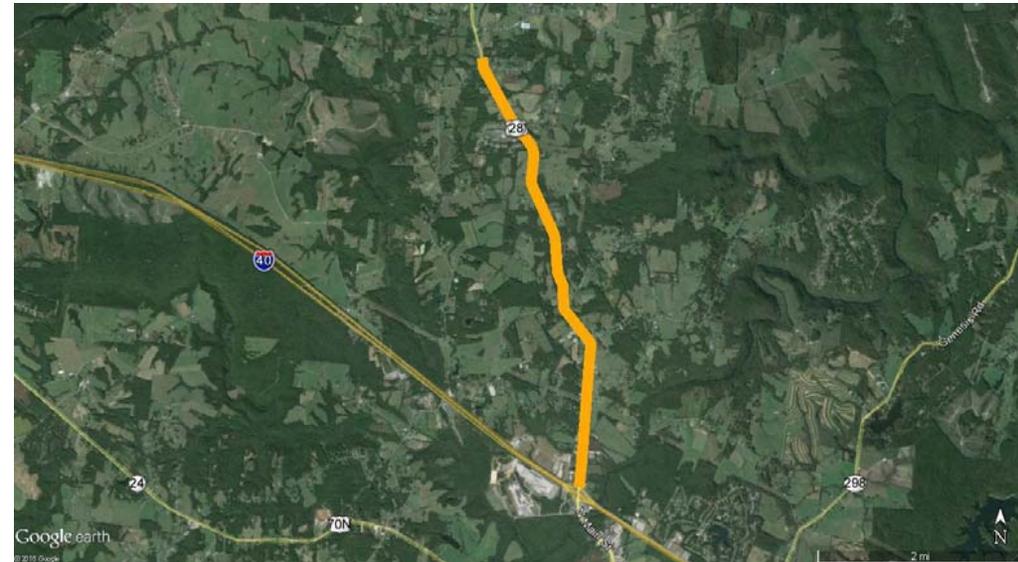
## STIP Project List

<b>STIP #</b>	1718015	<b>TDOT PIN #</b>	100260.01	<b>LENGTH IN MILES</b>	4.91	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CUMBERLAND						<b>TOTAL PROJECT COST</b>	\$56,950,000
<b>ROUTE</b>	SR-28 (US-127)							
<b>TERMINI</b>	NORTH OF I-40 TO SOUTH OF HUBERT CONLEY ROAD							
<b>PROJECT DESCRIPTION</b>	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY (2-LN, 3-LN, 4-LN DIVIDED AND 5-LN SECTIONS)							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

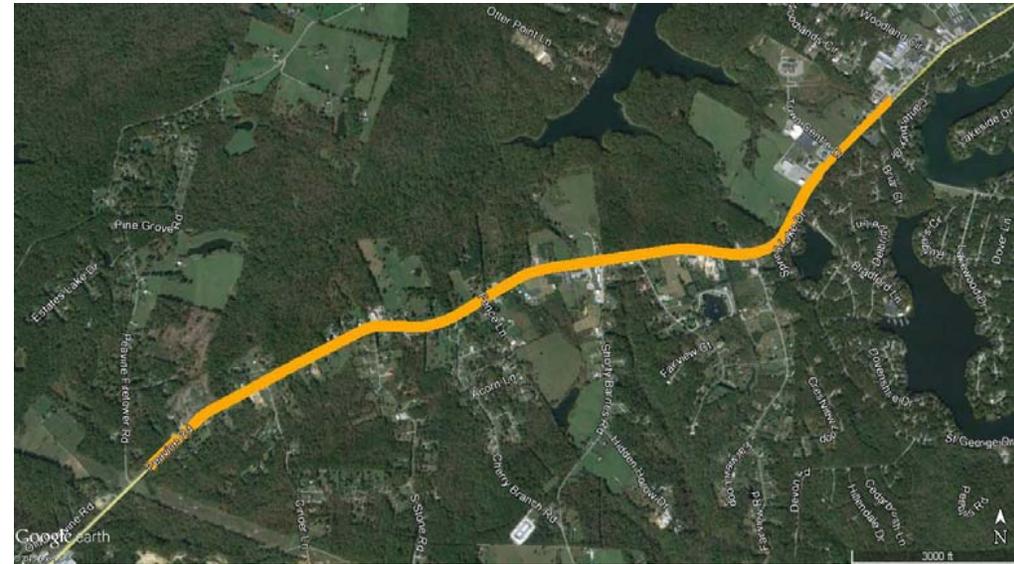
## STIP Project List

<b>STIP #</b>	1718020	<b>TDOT PIN #</b>	100268.01	<b>LENGTH IN MILES</b>	2.9	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CUMBERLAND						<b>TOTAL PROJECT COST</b>	\$34,500,000
<b>ROUTE</b>	SR-101							
<b>TERMINI</b>	(PEAVINE ROAD) FIRETOWER ROAD TO EAST OF LAKEVIEW DRIVE							
<b>PROJECT DESCRIPTION</b>	WIDEN EXISTING 2 LANE TO 4 12' TRAVEL LANES WITH A CONTINUOUS 12' CENTER TURN LANE ALONG WITH CURB AND GUTTER, VARYING PAVED SHOULDERS/BIKE PATH WIDTH AND 5' SIDEWALKS ON BOTH SIDES.							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	21,500,000	17,200,000	4,300,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

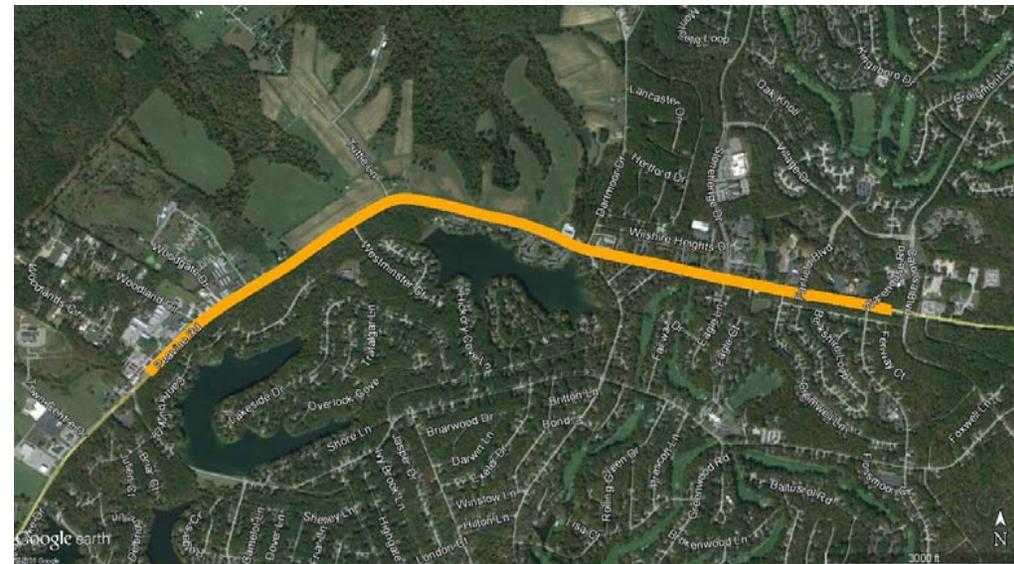
## STIP Project List

<b>STIP #</b>	1718022	<b>TDOT PIN #</b>	100268.02	<b>LENGTH IN MILES</b>	2.26	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CUMBERLAND						<b>TOTAL PROJECT COST</b>	\$42,907,428
<b>ROUTE</b>	SR-101							
<b>TERMINI</b>	(PEAVINE ROAD), FROM LAKEVIEW DRIVE TO EAST OF WESTCHESTER DRIVE/CATOOSA BOULEVARD IN FAIRFIELD GLADE							
<b>PROJECT DESCRIPTION</b>	WIDEN EXISTING 2 LANE TO 4 12' TRAVEL LANES WITH A CONTINUOUS 12' CENTER TURN LANE ALONG WITH CURB AND GUTTER, VARYING PAVED SHOULDERS/BIKE PATH WIDTH AND 5' SIDEWALKS ON BOTH SIDES.							
<b>REMARKS</b>								



**COUNTY MAP**

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CONST	STBG	27,900,000	22,320,000	5,580,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

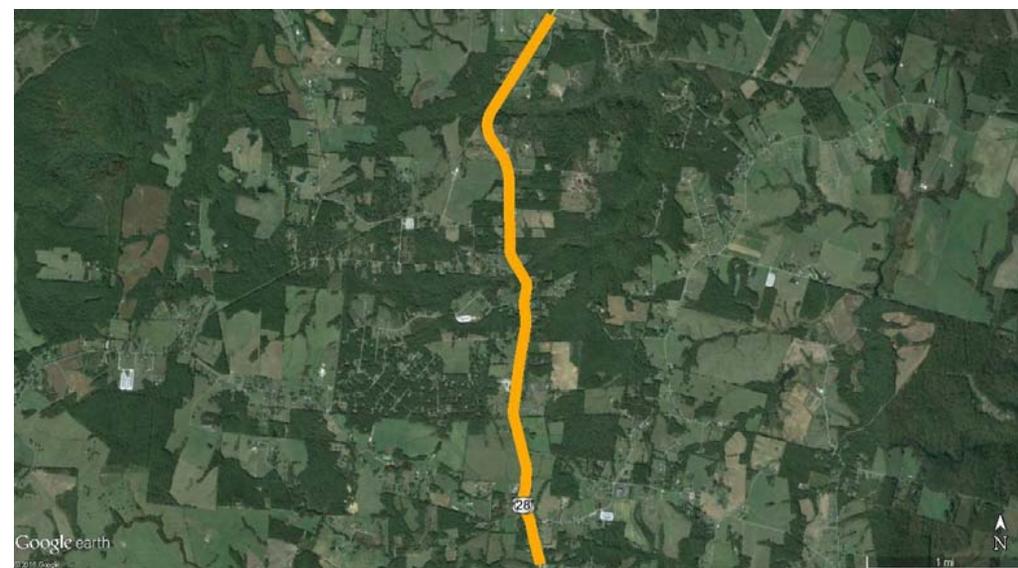
## STIP Project List

<b>STIP #</b>	1718040	<b>TDOT PIN #</b>	100260.03	<b>LENGTH IN MILES</b>	3.8	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CUMBERLAND						<b>TOTAL PROJECT COST</b>	\$55,000,000
<b>ROUTE</b>	SR-28 (US-127)							
<b>TERMINI</b>	NORTH OF POTATO FARM ROAD TO NEAR HOLLOW LANE (EPD)							
<b>PROJECT DESCRIPTION</b>	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY (2-LN AND 3-LN SECTIONS)							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

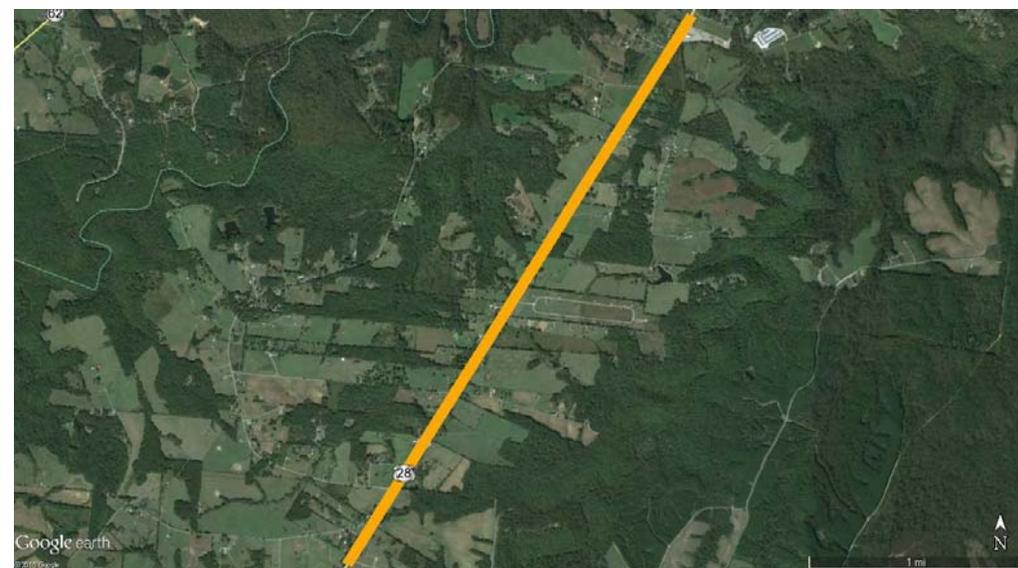
## STIP Project List

<b>STIP #</b>	1718050	<b>TDOT PIN #</b>	100260.04	<b>LENGTH IN MILES</b>	3.1	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CUMBERLAND						<b>TOTAL PROJECT COST</b>	\$33,700,000
<b>ROUTE</b>	SR-28 (US-127)							
<b>TERMINI</b>	FROM NEAR HOLLOW LANE TO NEAR LOWE ROAD (EPD)							
<b>PROJECT DESCRIPTION</b>	WIDEN FROM 2-LN TO A MULTI-LANE FACILITY (2-LN AND 3-LN SECTIONS)							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

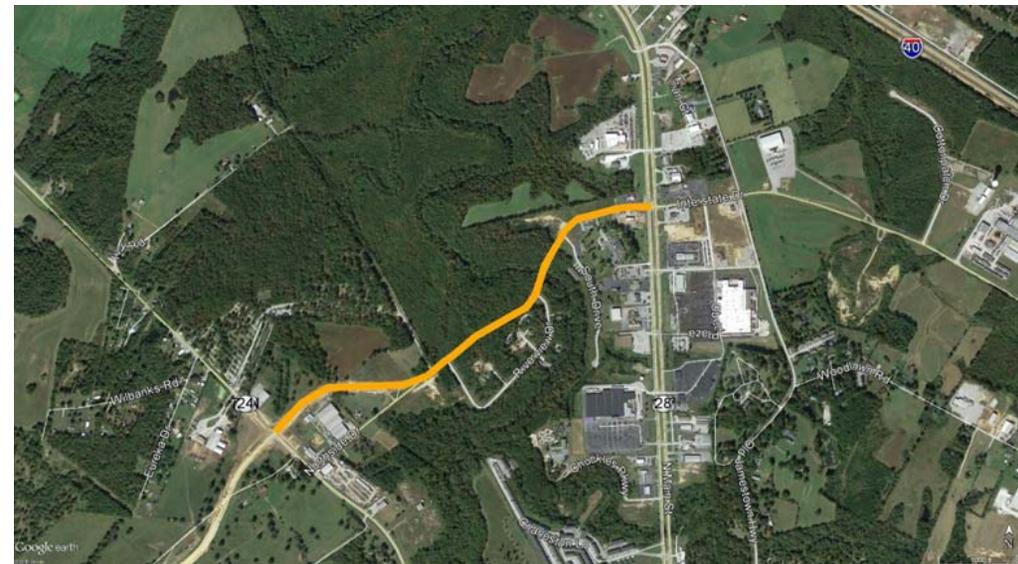
## STIP Project List

<b>STIP #</b>	1718060	<b>TDOT PIN #</b>	104963.02	<b>LENGTH IN MILES</b>	1.0	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	CUMBERLAND						<b>TOTAL PROJECT COST</b>	\$8,843,162
<b>ROUTE</b>	SR-462 (PROP)							
<b>TERMINI</b>	NORTHWEST CONNECTOR, FROM SR-24 (US-70N) TO SR-28 (US-127) IN CROSSVILLE							
<b>PROJECT DESCRIPTION</b>	CONSTRUCT A 5-LANE ROAD WITH CURB AND GUTTER, SIDEWALKS, AND BIKE LANES ALONG EXISTING NORTHSIDE DRIVE AND ON A NEW LOCATION WITH A DEDICATED RIGHT TURN LANE AT SR-24 (US-70N)							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG-L	274,925	219,940		54,985



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1721000	<b>TDOT PIN #</b>	100262.00	<b>LENGTH IN MILES</b>	3.3	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	DEKALB/WARREN						<b>TOTAL PROJECT COST</b>	\$26,000,000
<b>ROUTE</b>	SR-56							
<b>TERMINI</b>	SOUTH OF DEKALB COUNTY LINE TO NEAR MAGNESS ROAD (EPD)							
<b>PROJECT DESCRIPTION</b>	SUPER 2-LN TYPICAL ON NEW ALIGNMENT RUNNING ADJACENT AND PARALLEL WITH EXISTING SR-56							
<b>REMARKS</b>								



**COUNTY MAP**

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

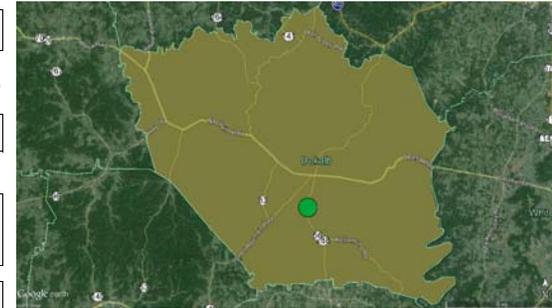


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	CONST	STBG	13,900,000	11,120,000	2,780,000	

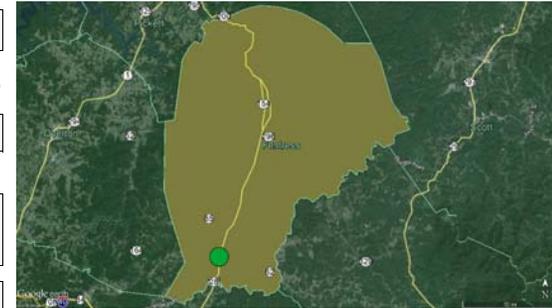


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

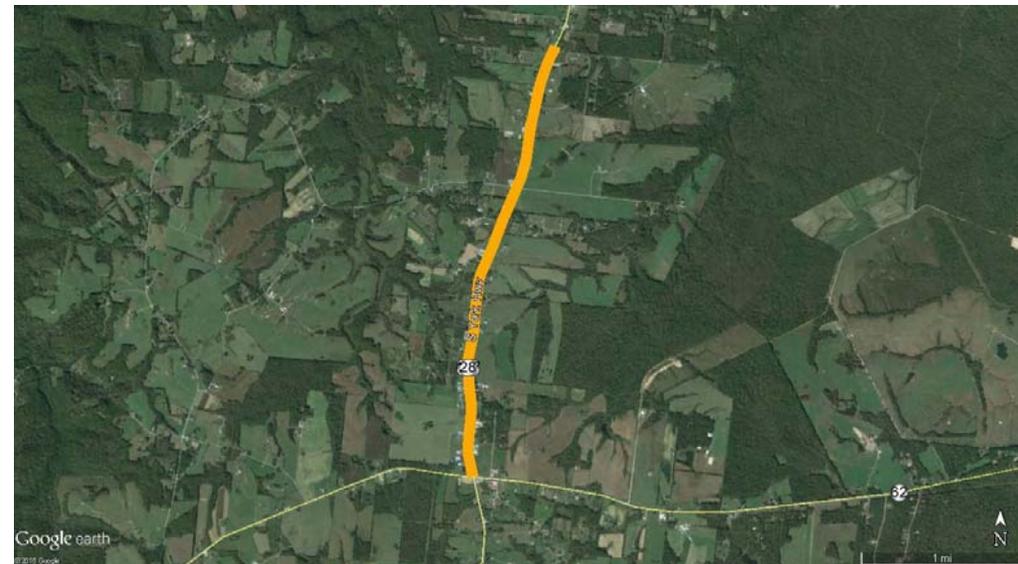
## STIP Project List

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



**COUNTY MAP**

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

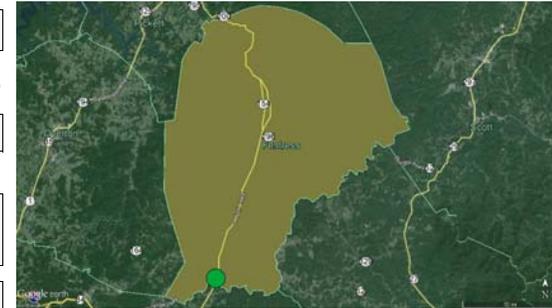


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

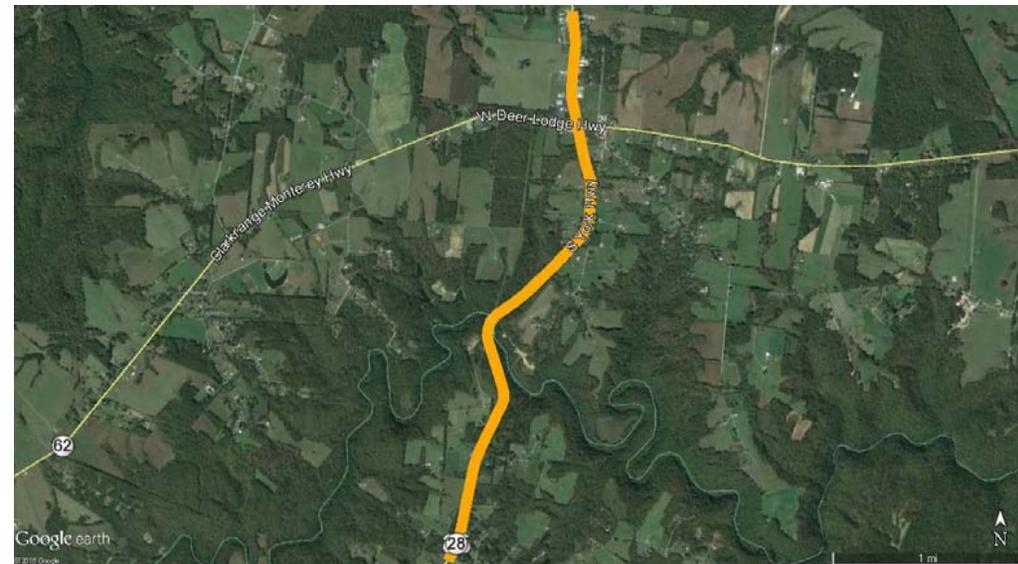
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

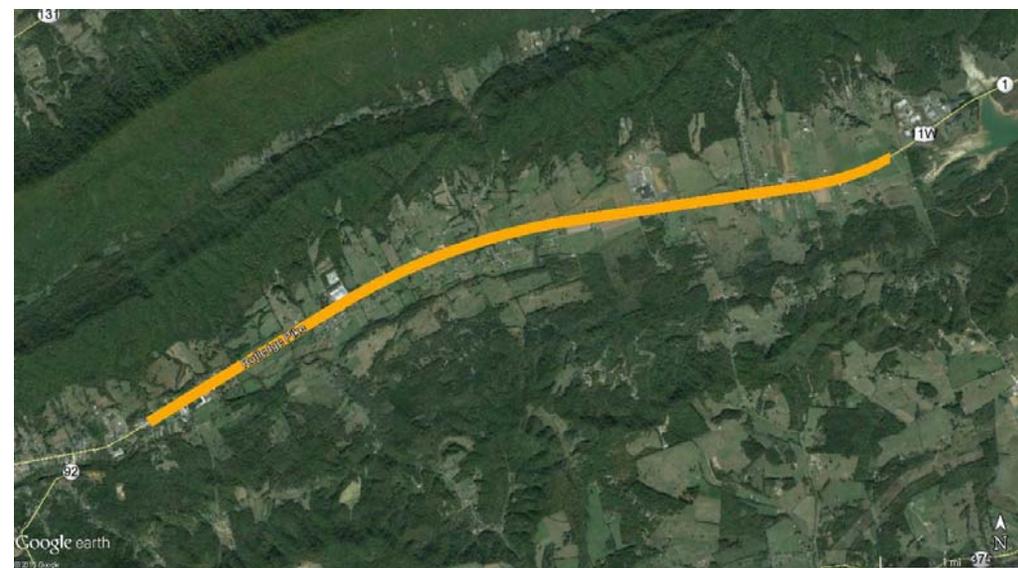
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1729032	<b>TDOT PIN #</b>	118733.00	<b>LENGTH IN MILES</b>	0.41	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	GRAINGER						<b>TOTAL PROJECT COST</b>	\$2,900,000
<b>ROUTE</b>	SR-32 (US-25E)							
<b>TERMINI</b>	OFF-SETTING INTERSECTIONS AT SR-131							
<b>PROJECT DESCRIPTION</b>	OFFSET INTERSECTION OF SR-32 AND SR-131, WHICH IS CURRENTLY ALIGNED, TO ENHANCE PUBLIC SAFETY.							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

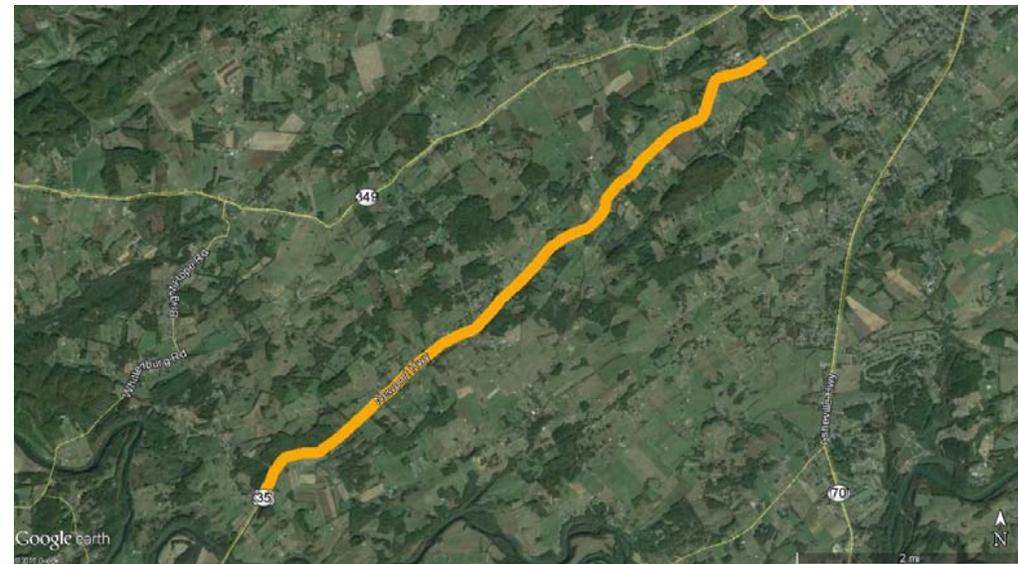
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

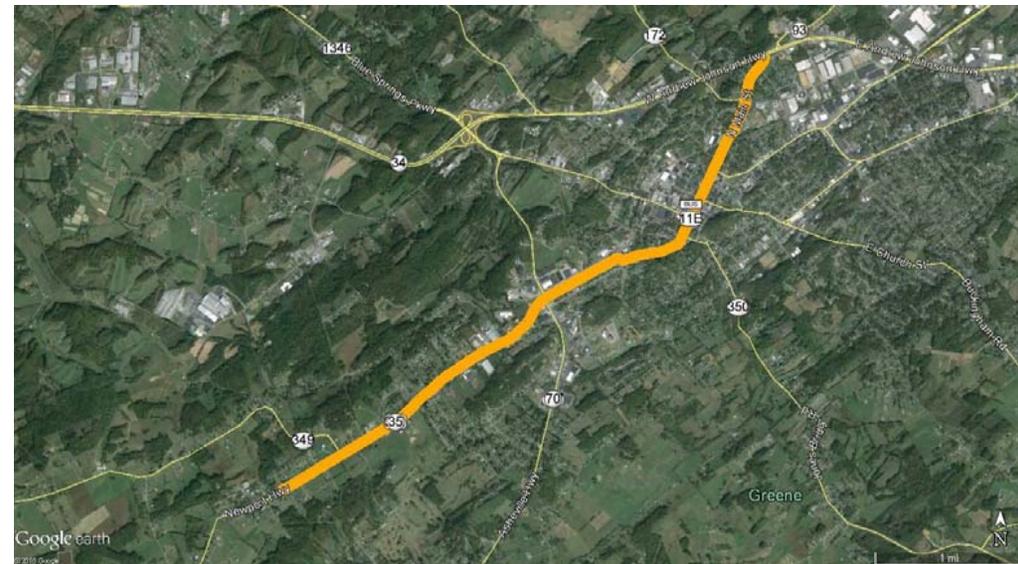
## STIP Project List

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



**COUNTY MAP**

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

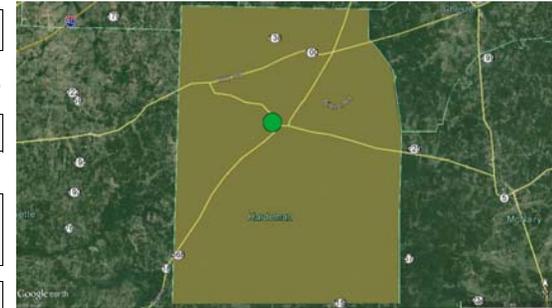


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

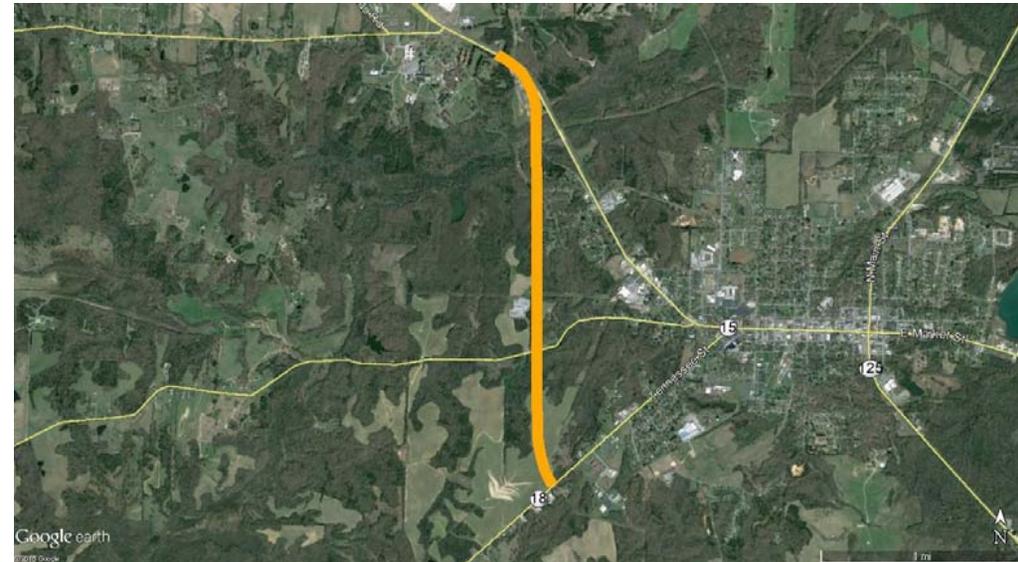
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

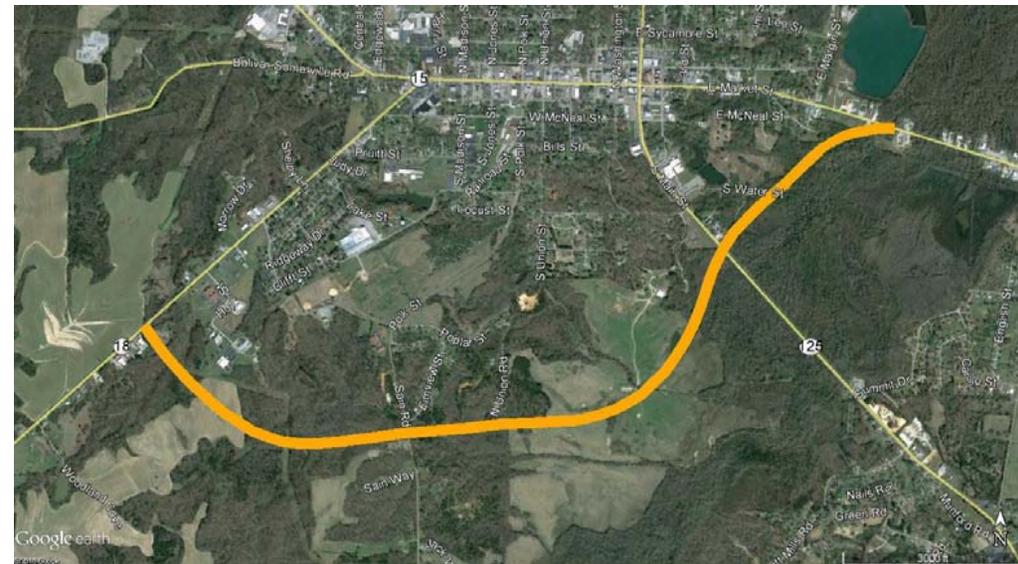
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

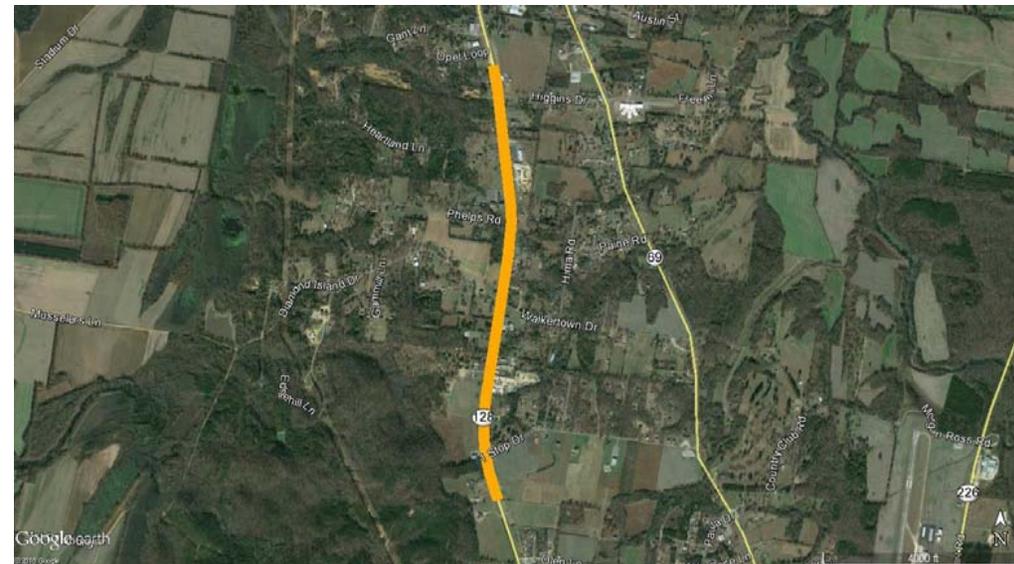
## STIP Project List

<b>STIP #</b>	1736025	<b>TDOT PIN #</b>	100322.01	<b>LENGTH IN MILES</b>	1.6	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	HARDIN						<b>TOTAL PROJECT COST</b>	\$15,600,000
<b>ROUTE</b>	SR-128							
<b>TERMINI</b>	SOUTH OF ONE STOP DRIVE TO SOUTH OF OPEL LOOP (EPD)							
<b>PROJECT DESCRIPTION</b>	WIDEN TO 3-LN ON EXISTING ALIGNMENT							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	6,600,000	5,280,000	1,320,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

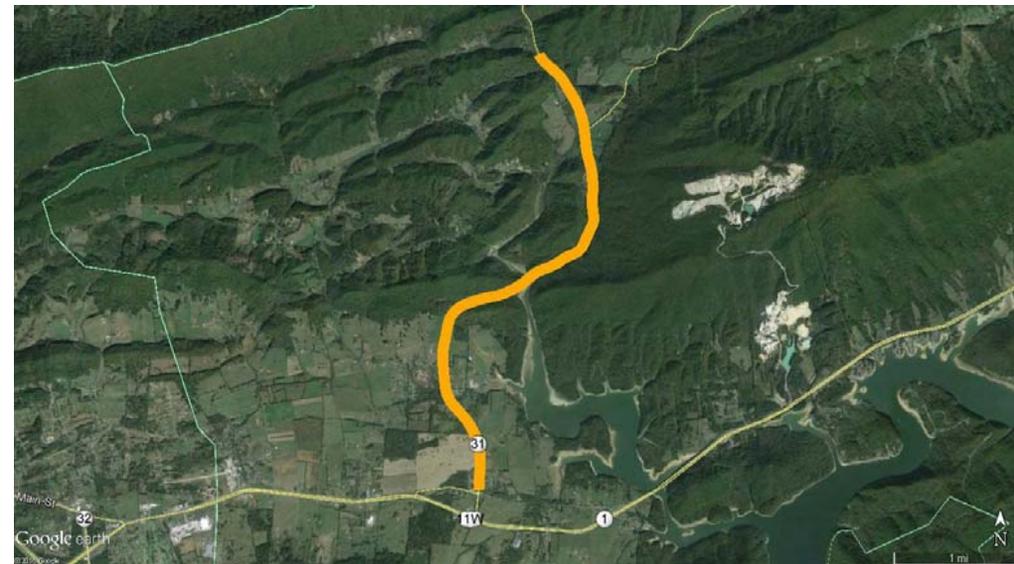
## STIP Project List

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



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	ROW	STBG	4,400,000	3,618,000	782,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

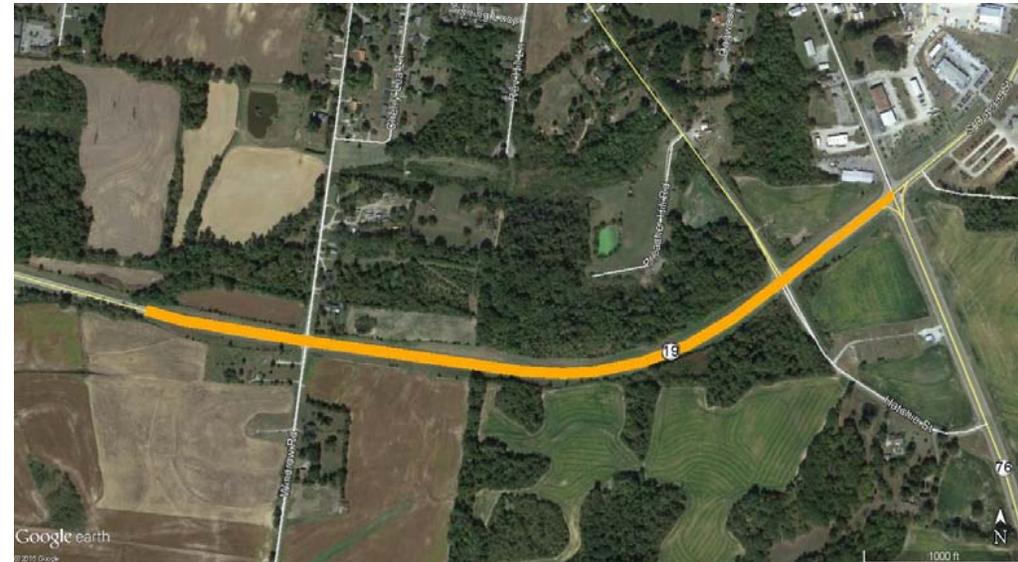
## STIP Project List

<b>STIP #</b>	1738020	<b>TDOT PIN #</b>	102232.02	<b>LENGTH IN MILES</b>	1.1	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	HAYWOOD						<b>TOTAL PROJECT COST</b>	\$11,900,000
<b>ROUTE</b>	SR-19							
<b>TERMINI</b>	(BROWNSVILLE BYPASS), FROM WEST OF WINDROW ROAD TO SR-76 SOUTH OF BROWNSVILLE (EPD)							
<b>PROJECT DESCRIPTION</b>	WIDEN TO 4-LN ON EXISTING ALIGNMENT							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

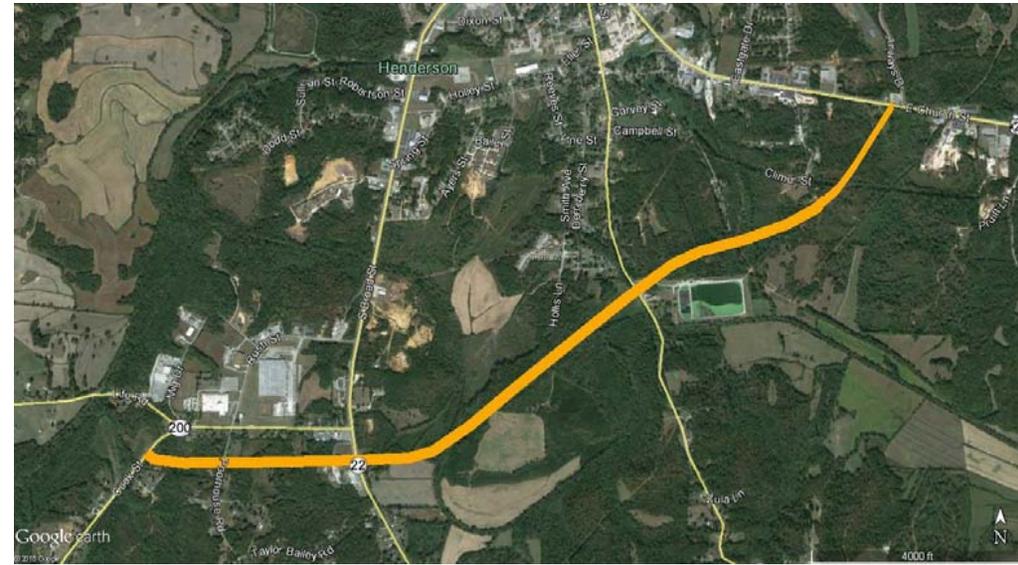
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

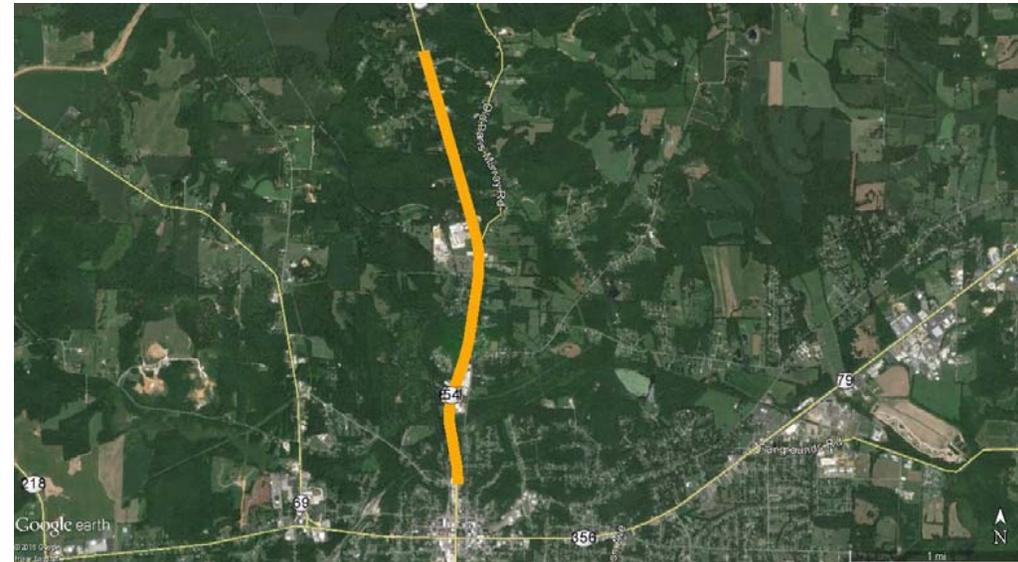
## STIP Project List

<b>STIP #</b>	1740005	<b>TDOT PIN #</b>	101886.01	<b>LENGTH IN MILES</b>	2.79	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	HENRY						<b>TOTAL PROJECT COST</b>	\$34,000,000
<b>ROUTE</b>	SR-54 (US-641)							
<b>TERMINI</b>	NEAR RISON STREET TO NEAR SMITH ROAD							
<b>PROJECT DESCRIPTION</b>	WIDEN FROM 2-LN TO 5-LN							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	23,310,000	18,648,000	4,662,000	

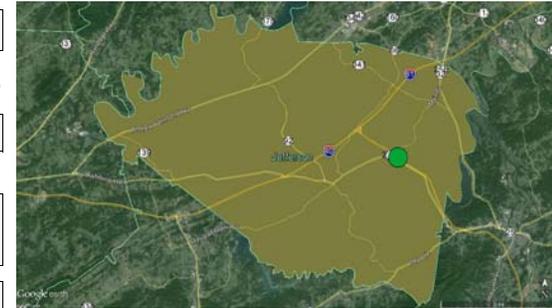


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

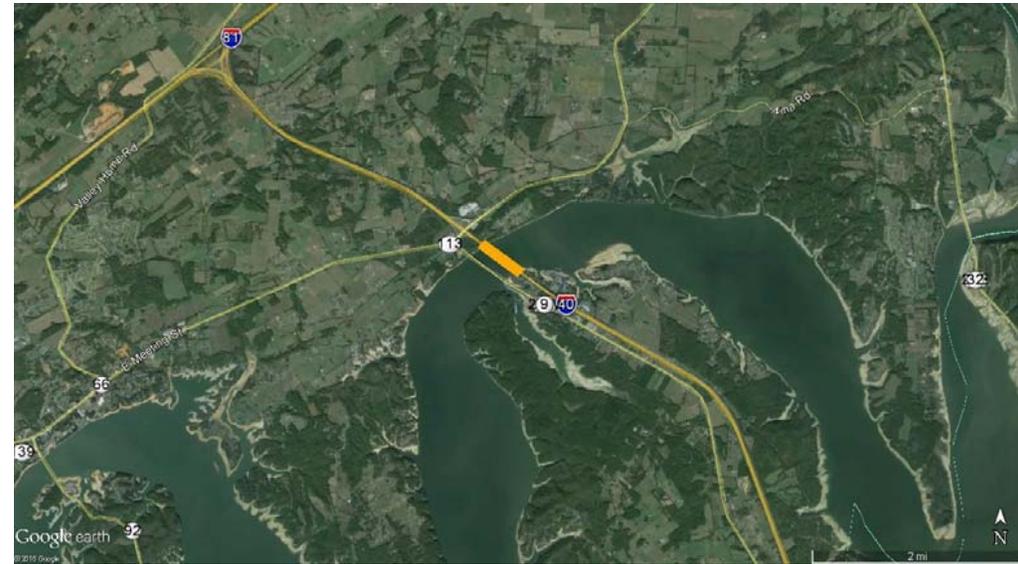
## STIP Project List

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



**COUNTY MAP**

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

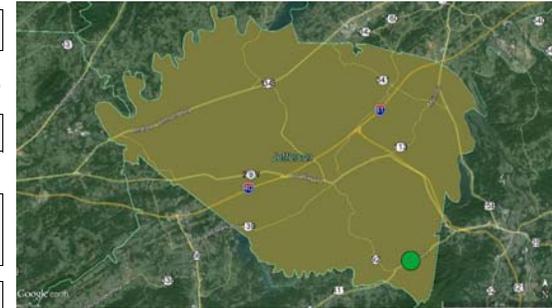


**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

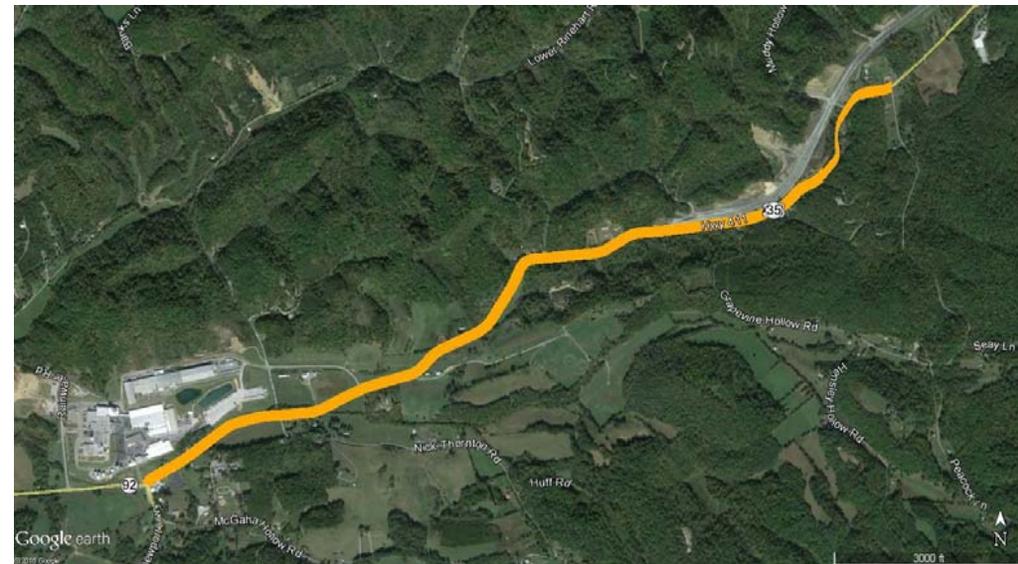
## STIP Project List

<b>STIP #</b>	1745015	<b>TDOT PIN #</b>	101401.02	<b>LENGTH IN MILES</b>	2.6	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	JEFFERSON						<b>TOTAL PROJECT COST</b>	\$50,210,000
<b>ROUTE</b>	SR-35 (US-411)							
<b>TERMINI</b>	INTERSECTION OF SR-92/DICKEY ROAD TO GRAPEVINE HOLLOW ROAD							
<b>PROJECT DESCRIPTION</b>	CONSTRUCT 5-LN ON 4-LN DIVIDED ROW							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	CONST	STBG	34,900,000	27,920,000	6,980,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

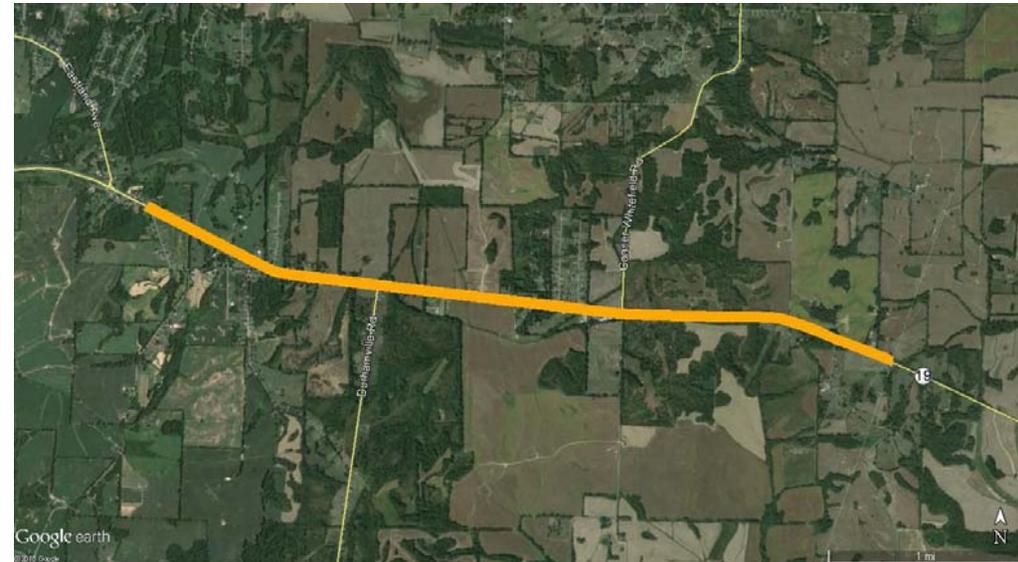
## STIP Project List

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



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2018	ROW	STBG	300,000	240,000	60,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

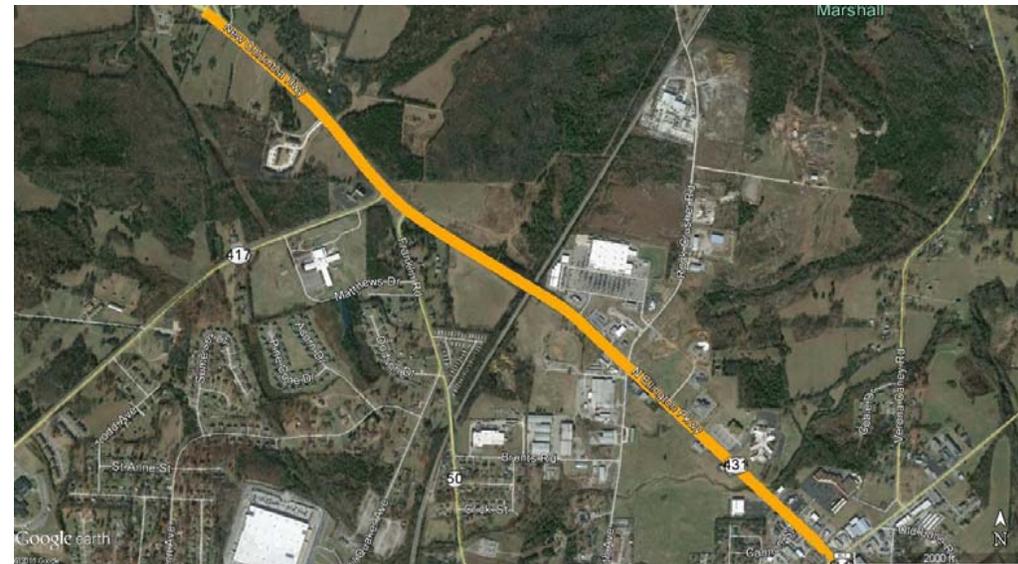
## STIP Project List

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



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	ACNHPP	24,400,000	0	24,400,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

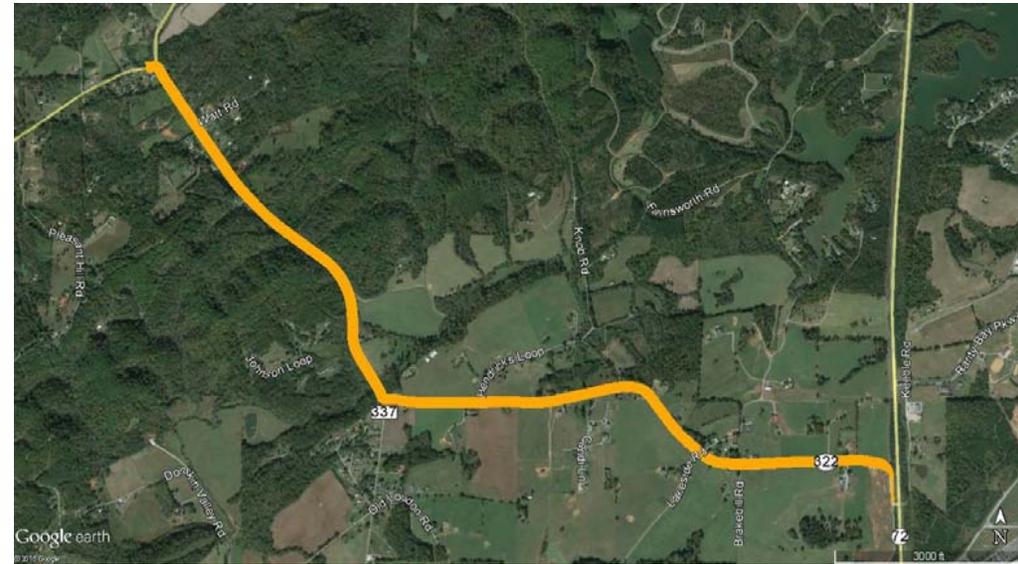
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

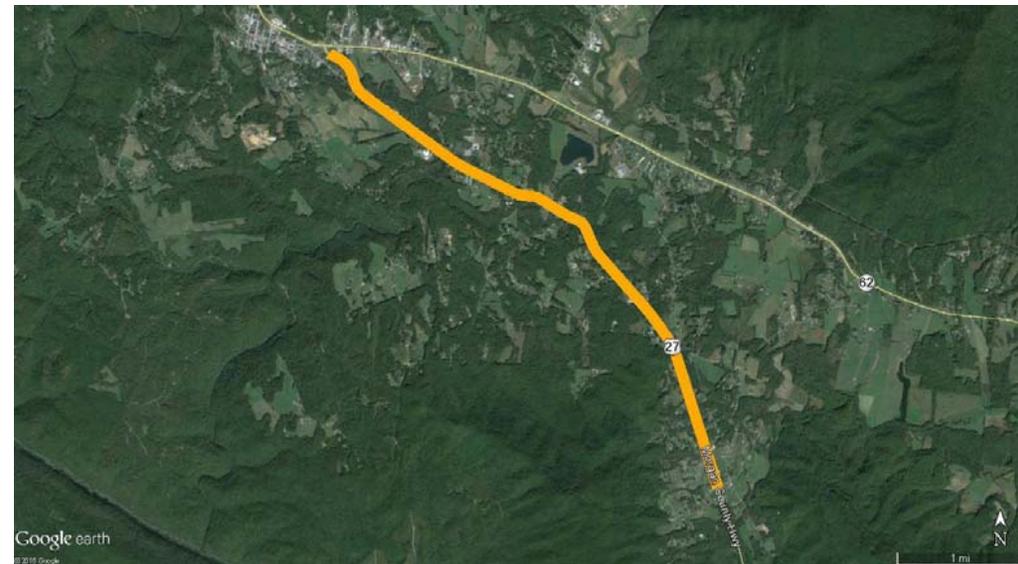
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

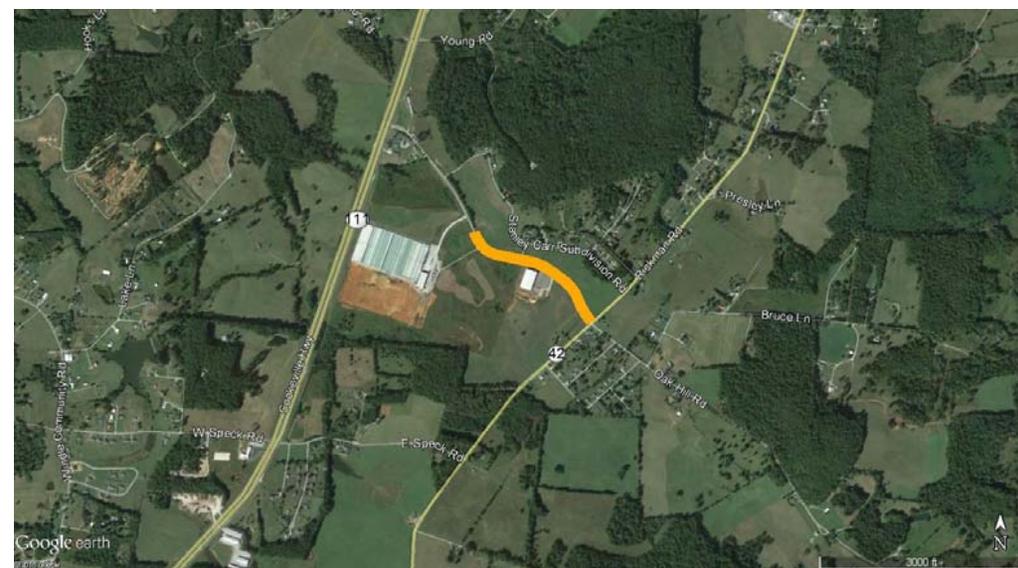
## STIP Project List

<b>STIP #</b>	1767030	<b>TDOT PIN #</b>	121893.00	<b>LENGTH IN MILES</b>	0.41	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	OVERTON						<b>TOTAL PROJECT COST</b>	\$490,500
<b>ROUTE</b>								
<b>TERMINI</b>	OAK HILL ROAD, FROM RICKMAN ROAD TO NEAR SR-111							
<b>PROJECT DESCRIPTION</b>	WIDENING EXISTING ROAD TO TWO 12' LANES							
<b>REMARKS</b>	STATE INDUSTRIAL ACCESS (SIA) FUNDED PROJECT							



**COUNTY MAP**

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STA	445,900	0	445,900	0



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

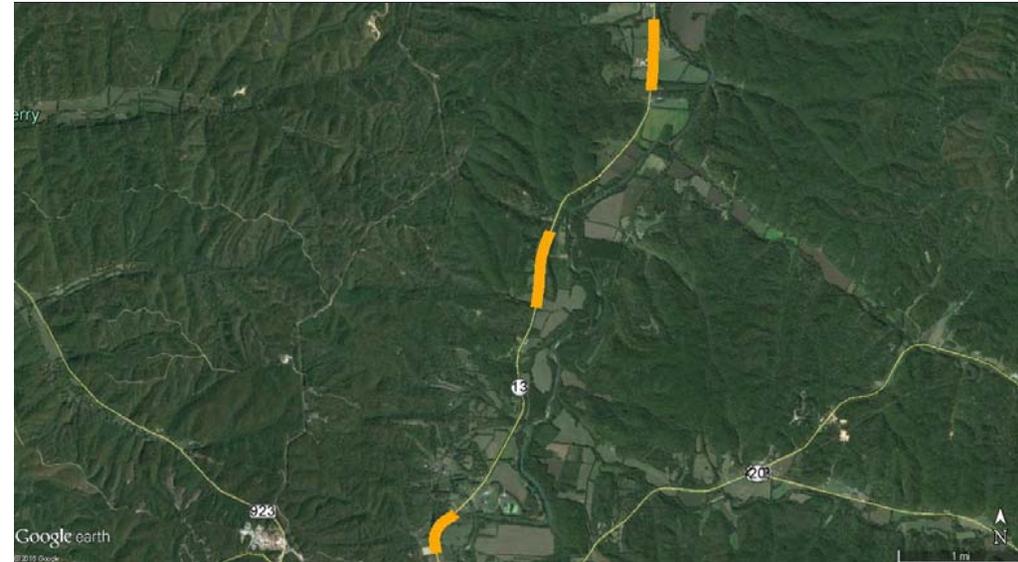
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

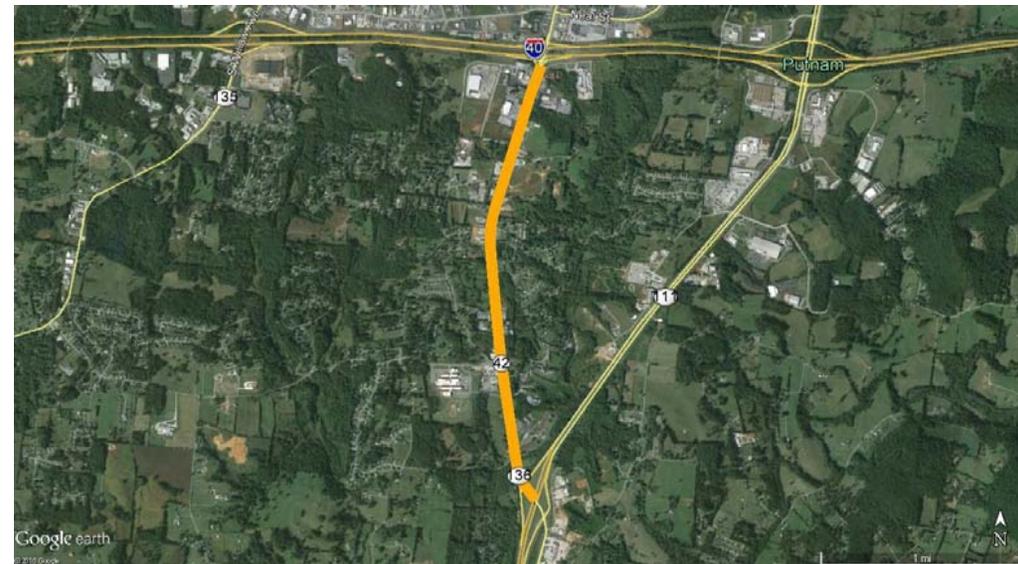
## STIP Project List

<b>STIP #</b>	1771000	<b>TDOT PIN #</b>	112538.00	<b>LENGTH IN MILES</b>	2.2	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	PUTNAM						<b>TOTAL PROJECT COST</b>	\$29,170,000
<b>ROUTE</b>	SR-136							
<b>TERMINI</b>	I-40 TO SR-111							
<b>PROJECT DESCRIPTION</b>	WIDEN EXSITING 2-LN TO 5-LN WITH 11 FOOT LANES, CURB AND GUTTER, AND SIDEWALK							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

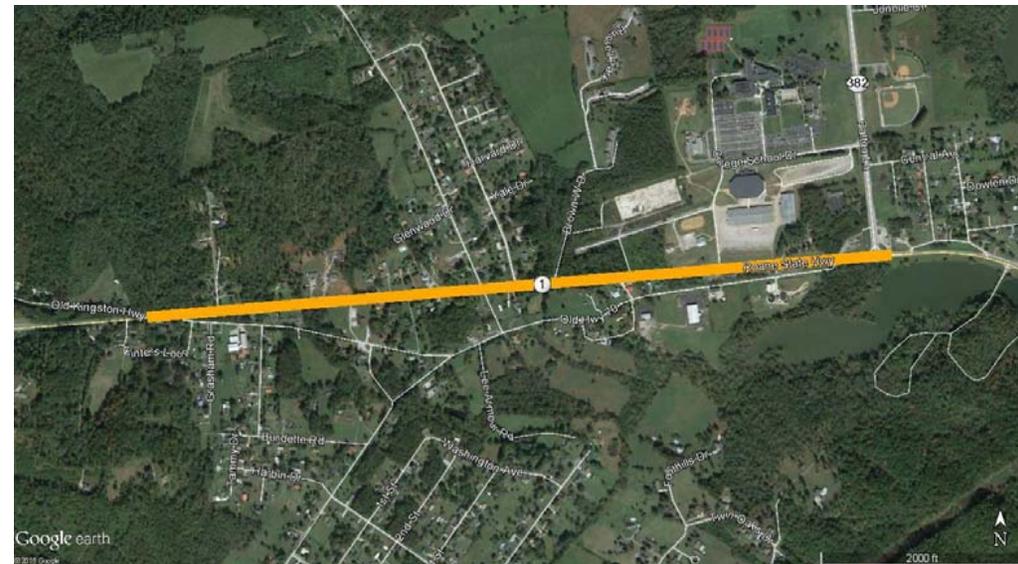
## STIP Project List

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



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	STBG	14,100,000	11,280,000	2,820,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

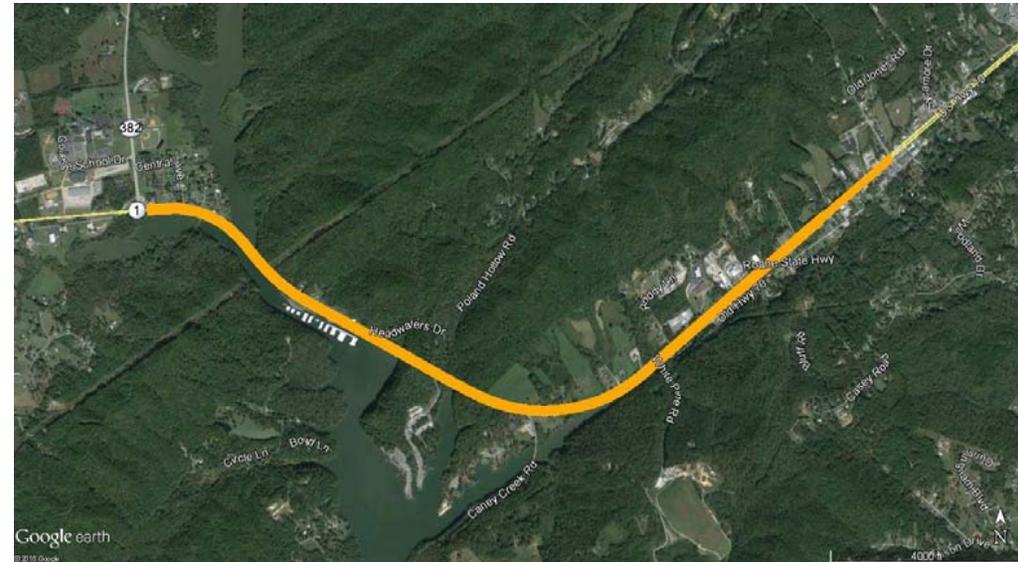
## STIP Project List

<b>STIP #</b>	1773010	<b>TDOT PIN #</b>	101244.03	<b>LENGTH IN MILES</b>	3.5	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	ROANE						<b>TOTAL PROJECT COST</b>	\$27,900,000
<b>ROUTE</b>	SR-1 (US-70)							
<b>TERMINI</b>	SR-382 TO MIDTOWN (SR-29)							
<b>PROJECT DESCRIPTION</b>	WIDEN 2-LN TO 5 LN WITH CENTER TURN LANE							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

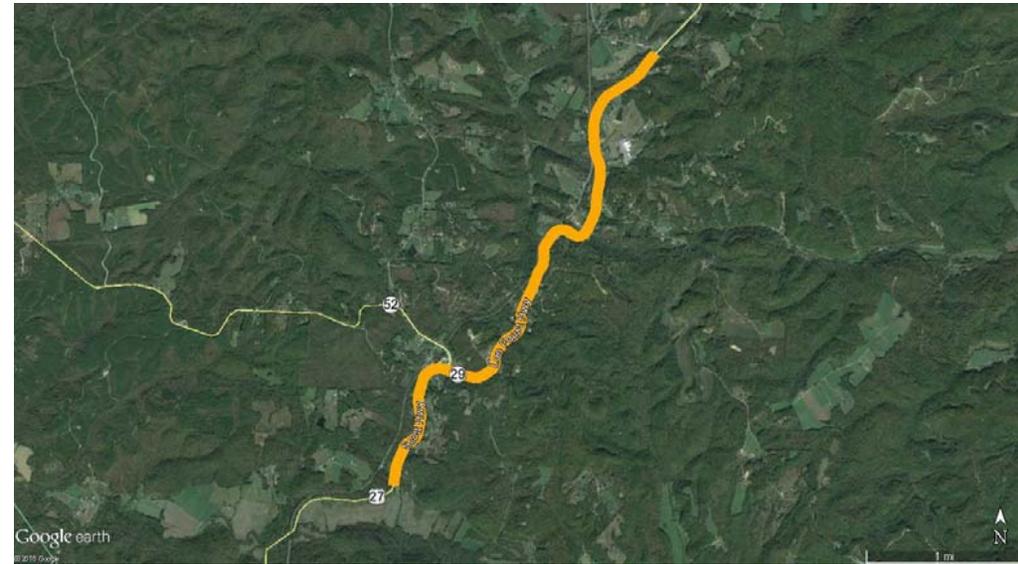
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

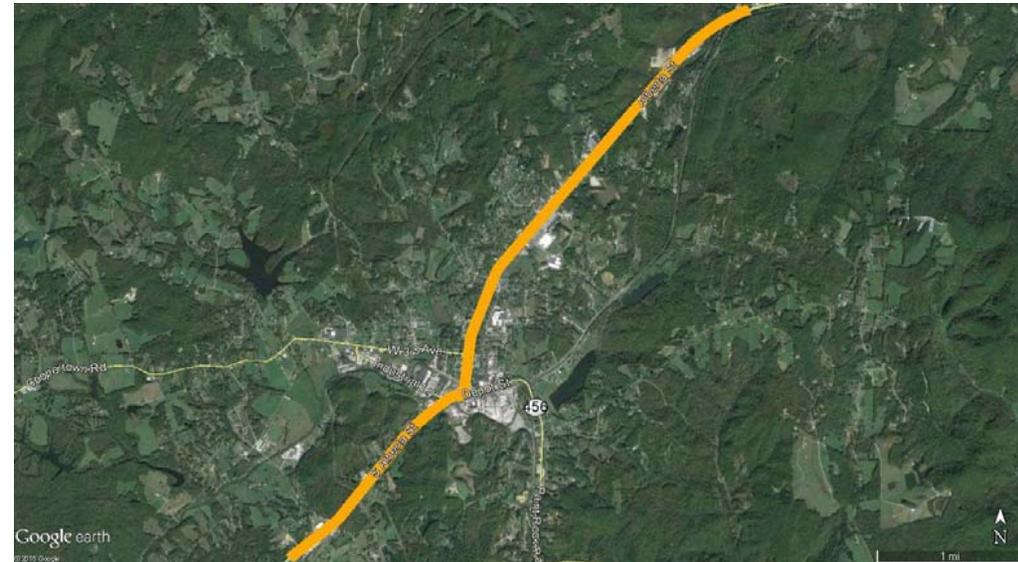
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1778028	<b>TDOT PIN #</b>	104959.01	<b>LENGTH IN MILES</b>	1.2	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	SEVIER						<b>TOTAL PROJECT COST</b>	\$18,600,000
<b>ROUTE</b>	SR-71 (US-441)							
<b>TERMINI</b>	SR-35 AND SR-338 (US-411) TO MACON LANE							
<b>PROJECT DESCRIPTION</b>	WIDEN EXISTING 4-LN TO 5-LN							
<b>REMARKS</b>								



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1778179	<b>TDOT PIN #</b>	121620.00	<b>LENGTH IN MILES</b>	0.36	<b>LEAD AGENCY</b>	SEVIER COUNTY	
<b>COUNTY</b>	SEVIER						<b>TOTAL PROJECT COST</b>	\$1,129,395
<b>ROUTE</b>	SR-35							
<b>TERMINI</b>	HPP# TN179 - SEVIER COUNTY, TN, SR-35 NEAR SR-449 INTERSECTION							
<b>PROJECT DESCRIPTION</b>	WIDEN SR-35 (DOLLY PARTON PARKWAY) TO ADD TURN LANES AT INTERSECTION WITH VETERANS BLVD (SR-39)							
<b>REMARKS</b>								



**COUNTY MAP**

FY	PHASE	FUNDING	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	PE, ROW, CONST	STBG-L	965,395	772,316	0	193,079



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

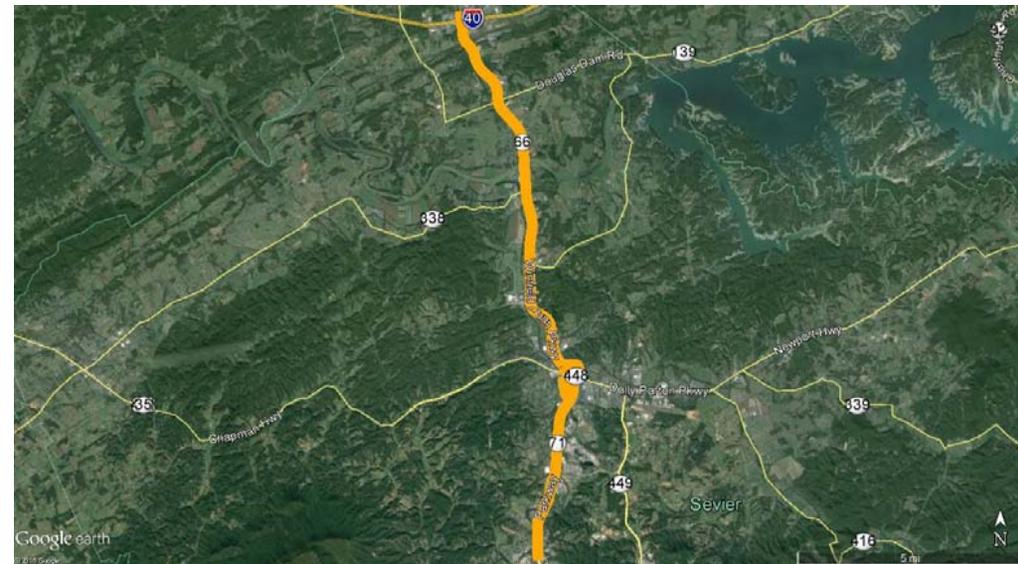
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

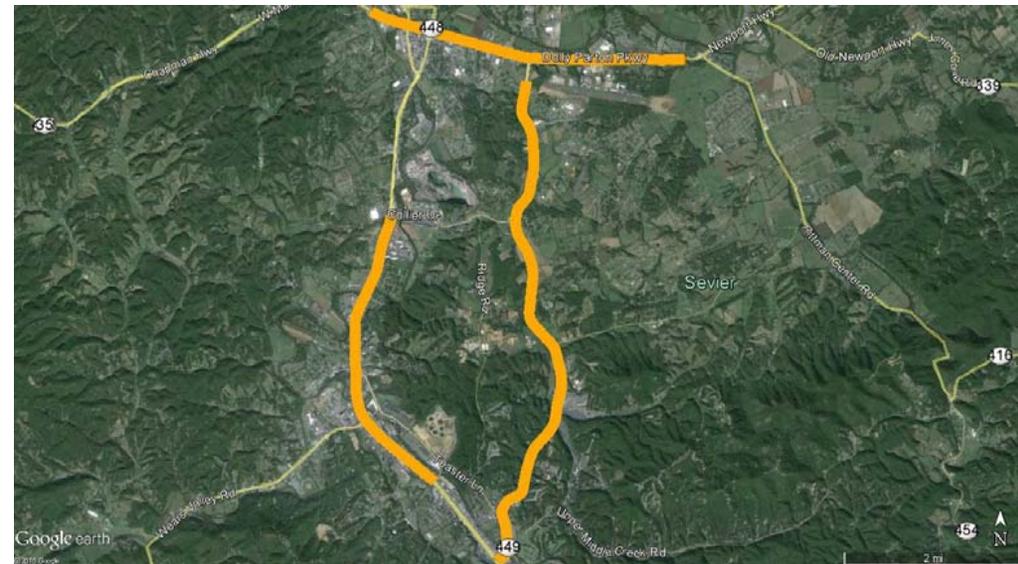
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

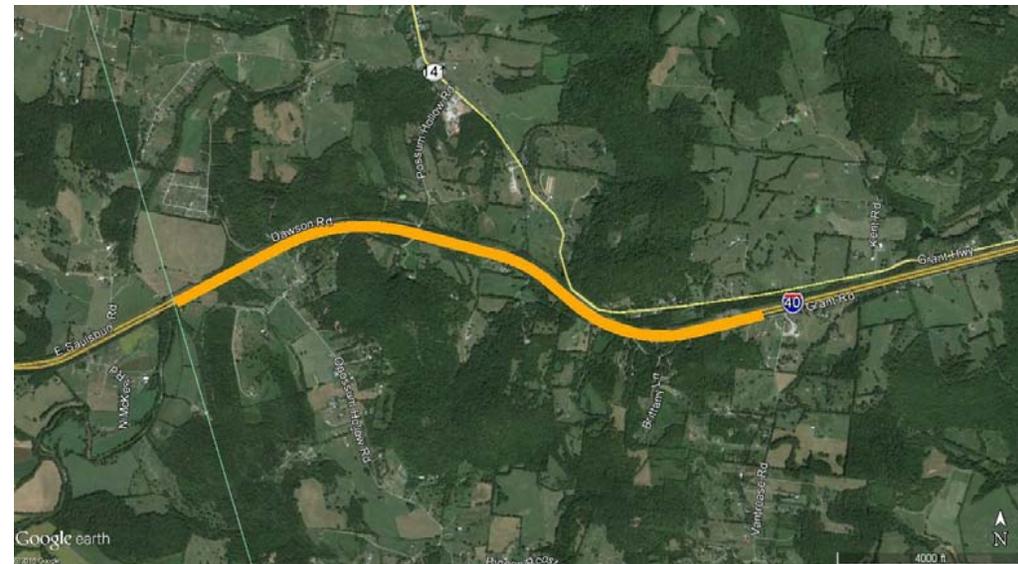
## STIP Project List

<b>STIP #</b>	1780000	<b>TDOT PIN #</b>	114170.00	<b>LENGTH IN MILES</b>	2.42	<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	SMITH						<b>TOTAL PROJECT COST</b>	\$10,460,000
<b>ROUTE</b>	I-40							
<b>TERMINI</b>	EASTBOUND TRUCK CLIMBING LANE NEAR MILE MARKER 250 (EPD)							
<b>PROJECT DESCRIPTION</b>	CONSTRUCT TRUCK CLIMBING LANE							
<b>REMARKS</b>								



**COUNTY MAP**

<u>FY</u>	<u>PHASE</u>	<u>FUNDING</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2017	CONST	NHPP	9,400,000	7,520,000	1,880,000	



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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

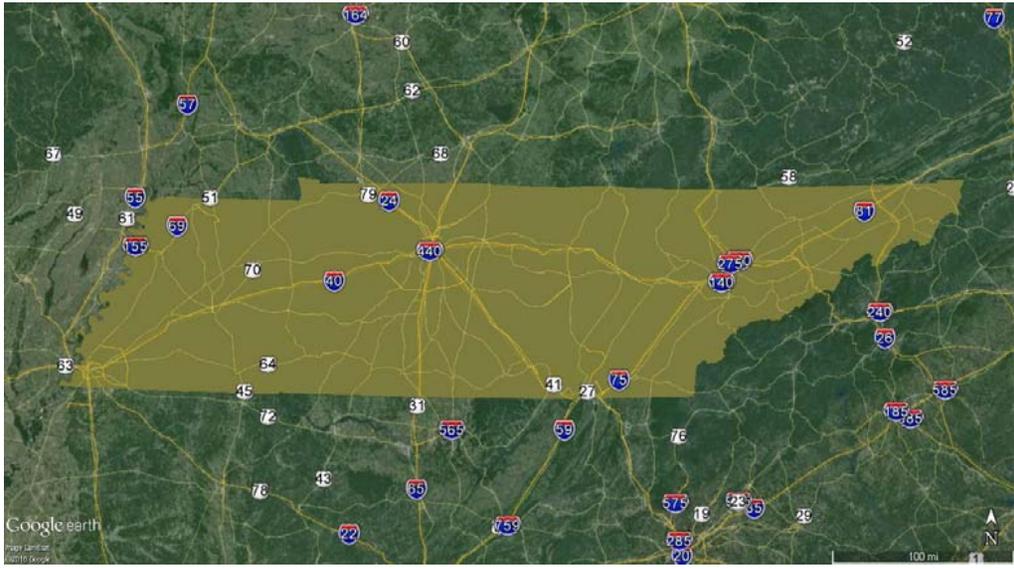
**PROJECT DESCRIPTION** THIS PROGRAM PROVIDES TRANSIT CAPITAL ASSISTANCE, THROUGH THE STATE, TO PRIVATE NON-PROFIT ORGANIZATIONS AND PUBLIC BODIES THAT PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND/OR PERSONS WITH DISABILITIES. ANNUALLY, ELIGIBLE APPLICANTS APPLY TO THE DIVISION FOR FUNDING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

**REMARKS**



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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

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

**REMARKS**



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1798100	<b>TDOT PIN #</b>		<b>LENGTH IN MILES</b>		<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	STATEWIDE - RURAL						<b>TOTAL PROJECT COST</b>	\$210,251,500
<b>ROUTE</b>								
<b>TERMINI</b>	5311 RURAL TRANSPORTATION PROGRAM							
<b>PROJECT DESCRIPTION</b>	FUNDS ALLOCATED TO STATE OF TENNESSEE FOR TRANSPORTATION IN RURAL AREAS							
<b>REMARKS</b>	THE FEDERAL SHARE OF ELIGIBLE CAPITAL AND PROJECT ADMINISTRATIVE EXPENSES MAY NOT EXCEED 80 PERCENT OF THE NET COST OF A PROJECT. FOR OPERATING, THE FEDERAL SHARE MAY NOT EXCEED 50 PERCENT OF THE NET OPERATING COST OF A PROJECT.							



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

<b>STIP #</b>	1798110	<b>TDOT PIN #</b>		<b>LENGTH IN MILES</b>		<b>LEAD AGENCY</b>	TDOT	
<b>COUNTY</b>	STATEWIDE - RURAL						<b>TOTAL PROJECT COST</b>	\$36,685,827
<b>ROUTE</b>								
<b>TERMINI</b>	5311(F) INTERCITY BUS PROGRAM (SUB-PART OF THE RURAL TRANSPORTATION PROGRAM)							

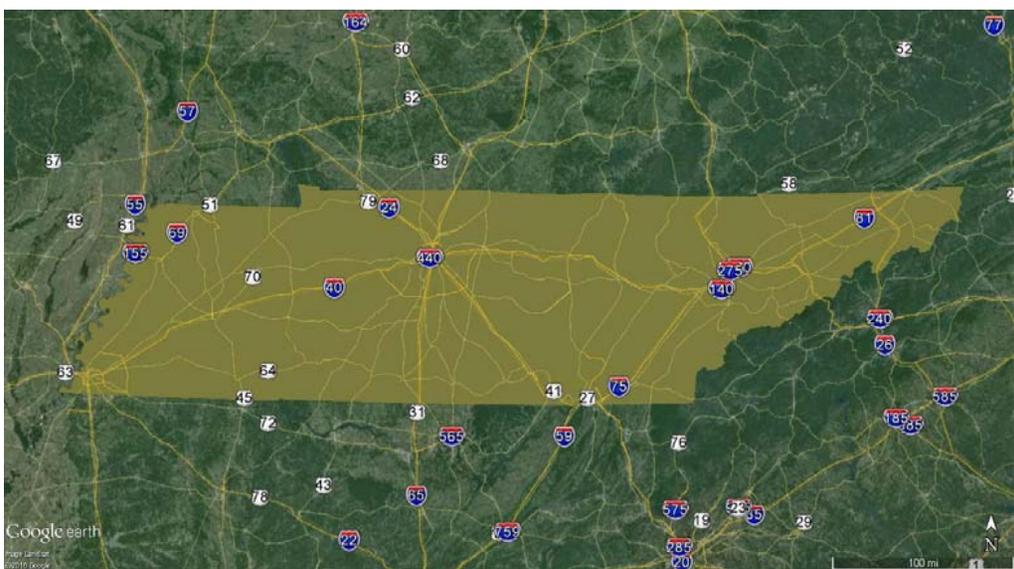
**PROJECT DESCRIPTION** FUNDS ALLOCATED TO STATE TO HELP WITH THE INTERCITY TRAVEL NEEDS OF RESIDENTS AND PERSONS IN NON-URBANIZED AREAS OF THE STATE

**REMARKS** THE FEDERAL SHARE OF ELIGIBLE CAPITAL AND PROJECT ADMINISTRATIVE EXPENSES MAY NOT EXCEED 80 PERCENT OF THE NET COST OF A PROJECT. FOR OPERATING, THE FEDERAL SHARE MAY NOT EXCEED 50 PERCENT OF THE NET OPERATING COST OF A PROJECT.



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

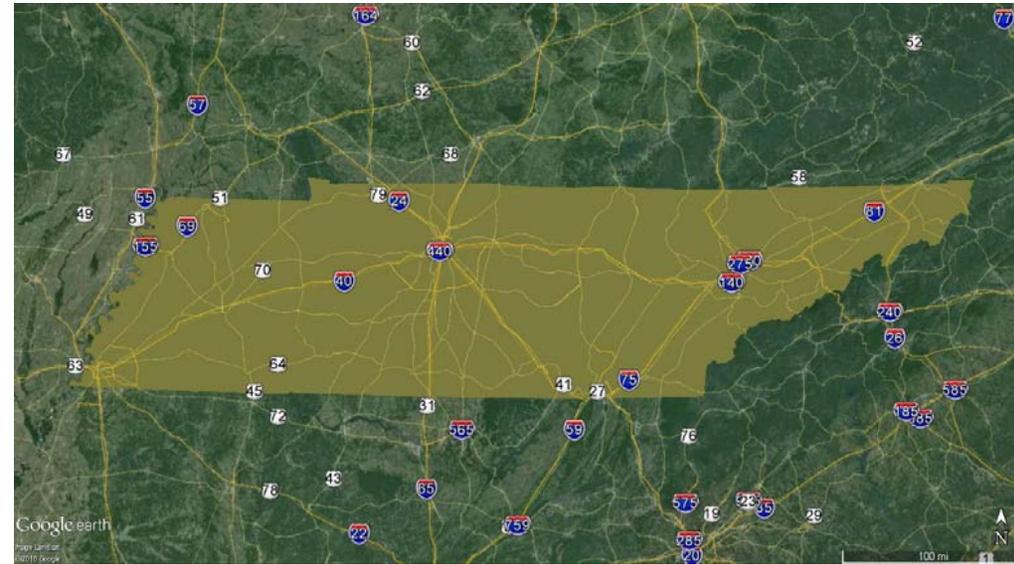
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

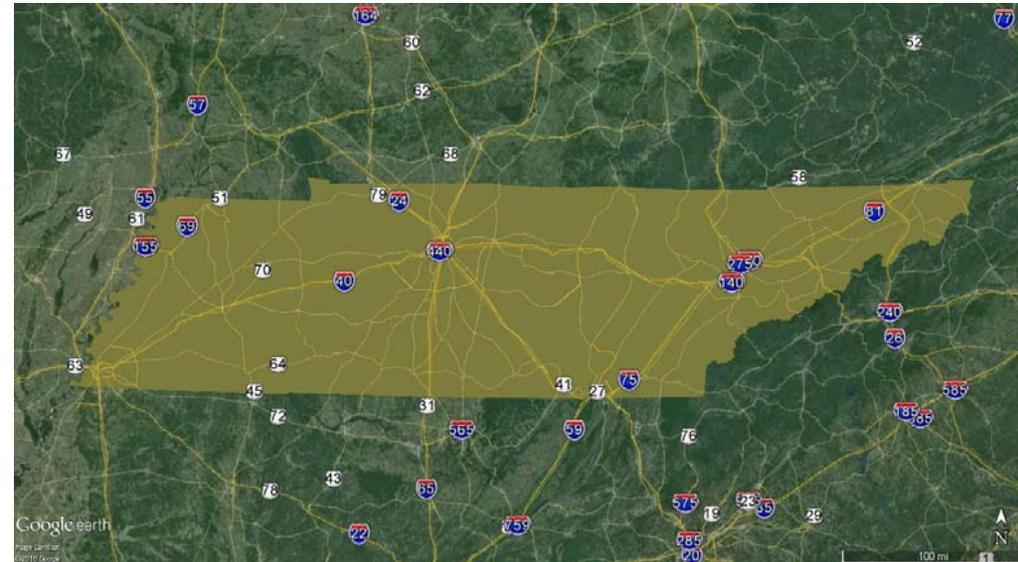
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

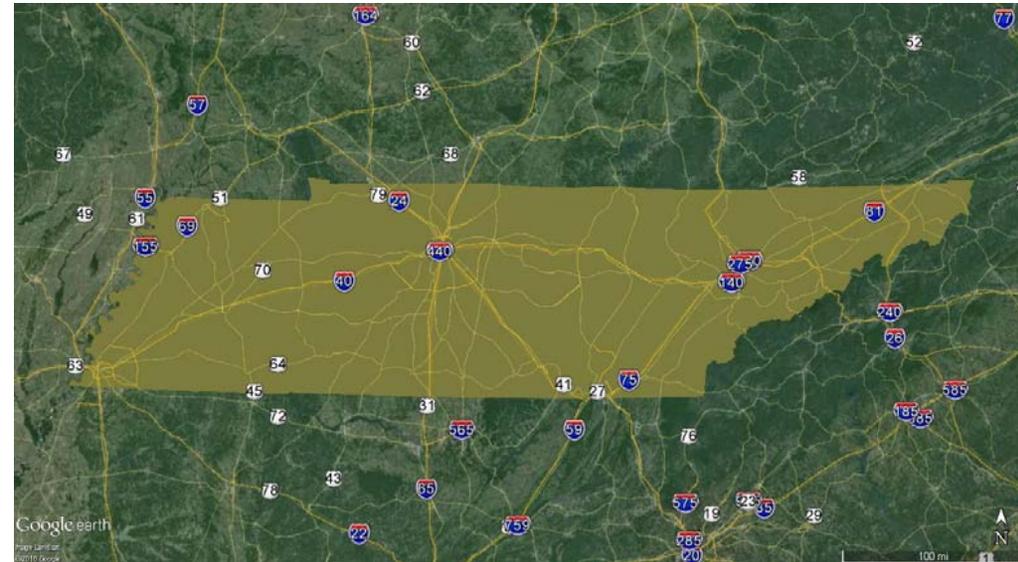
## STIP Project List

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



**COUNTY MAP**

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



**VICINITY MAP**

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## Chapter 5: Appendices

### External Resources

#### Metropolitan, Non-Metropolitan, and Rural Areas

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

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

#### Regional Significance and Air Quality Attainment Status

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

#### NHPP and STBGP Funding Qualifications

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

[http://www.fhwa.dot.gov/planning/national\\_highway\\_system/nhs\\_maps/](http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/)

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

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

## Statewide Grouping Descriptions

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

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

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

## Appendices

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

## Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p><b>Highway Safety Improvement Program(HSIP) Grouping</b></p> <p>(continued)</p> <p>STIP# 1799300</p>		<p><b>Activities included as part of the Highway Railroad Grade Crossing program:</b></p> <ul style="list-style-type: none"> <li>● Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings</li> <li>● Reconstruction of existing railroad grade crossing structures</li> <li>● Relocation of highways to eliminate grade crossings</li> <li>● Installation of protective devices</li> </ul>

## Appendices

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

## Appendices

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

## Appendices

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

As mentioned previously, TDOT advertised the review and comment period for the draft STIP as well as public meeting times in various newspapers across the state. Specifically, these items were advertised in the following publications:

- Chattanooga Times Free Press (Hamilton Co.)
- Knoxville News Sentinel (Knox Co.)
- The Commercial Appeal (Shelby Co.)
- The Kingsport Times-News (Sullivan Co.)
- The Tennessean (Davidson Co.)
- The Daily News Journal (Rutherford Co.)
- The Leaf-Chronicle (Montgomery Co.)
- Chattanooga Courier (Hamilton Co.)
- Clarksville Press (Montgomery Co.)
- Knoxville Enlightener (Knox Co.)
- Murfreesboro Vision (Rutherford Co.)
- Nashville Pride (Davidson Co.)
- El Crucero De Tennessee (Davidson Co.)
- Tri-State Defender (Shelby Co.)

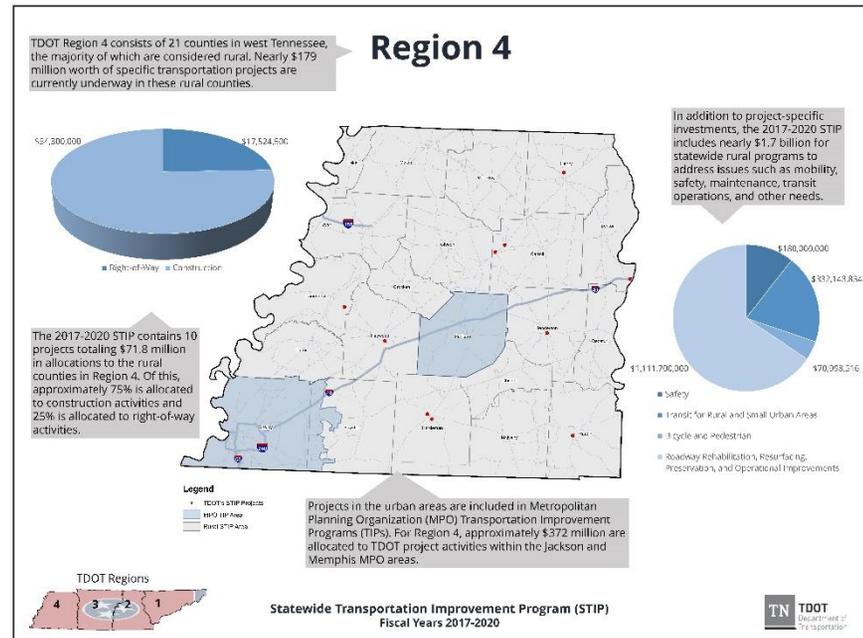
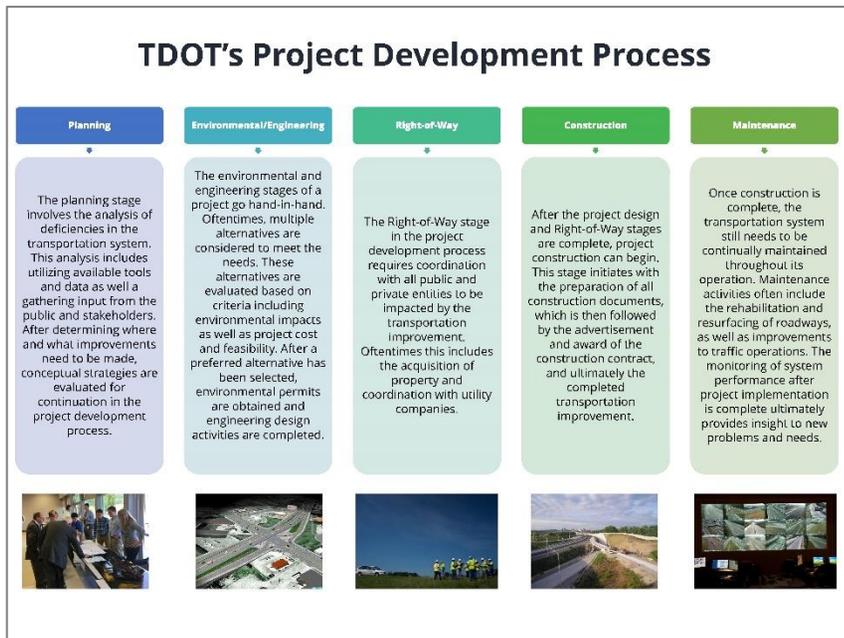
The public review and comment period was advertised to be held from August 1, 2016 through September 1, 2016. Residents were able to review paper copies of the draft STIP, which were made available at each of the TDOT Region offices, and provide written comments. Additionally, an online survey was provided through TDOT's website that allowed anyone reviewing the document electronically to provide input on topics such as priorities for investment as well as provide comments related to specific projects. There were no written or electronic comments received throughout the public comment period.

In addition to providing the draft STIP online and at the TDOT Region offices, meetings were held across the state to provide an opportunity for residents to review the document and ask questions. These public meetings were held in all four TDOT regional offices at the following locations from 4:00 to 6:00 local time:

- TDOT Region 1: 7345 Region Lane, Knoxville, TN 37914
- TDOT Region 2: 4005 Cromwell Road, Chattanooga, TN 37421
- TDOT Region 3: 6601 Centennial Blvd, Nashville, TN 37243

- TDOT Region 4: 300 Benchmark Place, Jackson, TN 38301

These meetings utilized a variety of methods to present information and solicit input from attendees. Google earth was utilized at each meeting so that residents would be able to look at the distribution of projects spatially using aerial photography. Display boards, such as the ones seen below, were created for each TDOT Region in order to convey how much TDOT is investing in the rural areas across the state, the distribution of allocations for the different project phases being funded, the project allocations within the MPO areas, and the allocations for various groupings included in the STIP. Additionally, TDOT’s project development process was displayed to convey the complexities of seeing a project carried from concept to construction. Sign-in sheets showing the participants in these meetings are located on the following pages. No comments were received during the public comment period.



**TDOT's Statewide Transportation Improvement Program**  
**Regional Public Meeting**  
**Sign-In Sheet**

*Region 1*

Name	Phone	Email
<i>Robin Hill</i>	<i>865 966 9435</i>	<i>robin.hill8@gmail.com</i>
<i>MIKE CONGER</i>	<i>865-215-3813</i>	<i>MIKE-CONGER@knoxtrans.org</i>
<i>Elizabeth Watkins</i>	<i>865-215-5554</i>	<i>Elizabeth.Watkins@knoxtrans.org</i>
<i>JOHN HUNTER</i>	<i>865-934-4171</i>	<i>JOHN.HUNTER@bwsc.net</i>



**TDOT's Statewide Transportation Improvement Program**  
**Regional Public Meeting**  
**Sign-In Sheet**

*Region 2*

Name	Phone	Email
<i>Chester Sutherland</i>	<i>423-510-1229</i>	<i>Chester.Sutherland@tn.gov</i>
<i>SCOTT MEDLIN</i>	<i>423-570-1118</i>	<i>Scott.Medlin@tn.gov</i>





Region 4

**TDOT's Statewide Transportation Improvement Program**  
**Regional Public Meeting**  
**Sign-In Sheet**

Name	Phone	Email
Carlos B. McCloud		carlos.mcccloud@tn.gov
Josh Suddath		Joshua.Suddath@tn.gov
Calvin Abram		calvin.abram@tn.gov
Ben Bradberry		ben.bradberry@nwtdd.org
M. Blahut		Mitch.Blahut@tn.gov
Gary Scroggs		Gary.Scroggs@tn.gov
Kelly Vaughn		Kelly.Vaughn@tn.gov
Tabitha Cavaness		tabitha.cavaness@tn.gov



## Title VI and Environmental Justice Analysis

As a recipient of Federal funding, TDOT is required to conduct analysis of equitable project investments under the guidance of Executive Order 12898 (1994) and Title VI of the 1964 Civil Rights Act. Specifically, Environmental Justice relates to identifying and addressing impacts on minority and low-income populations, and Title VI relates to discrimination based on race, color, and national origin; these terms are commonly intermingled, the combination of which is generally referred to as equity. The populations associated with equity analyses are commonly referred to as ‘traditionally underserved’ populations. For TDOT, these policies collectively mean that the Department must:

- Conduct an analyses of equity related to transportation decisions, including policies, plans, programming, project development, and implementation.
- Develop and conduct public participation strategies to engage traditionally underserved populations in the planning and project development processes.
- Determine whether there are disparate impacts on traditionally underserved communities.

In order to examine the impacts of the STIP projects on traditionally underserved populations, block group data from the U.S. Census Bureau was analyzed at a state and TDOT Region level. Specifically, data from the latest 2009-2013 American Community Survey (ACS) 5-Year estimates were utilized for the following analyses, which include an examination of minority, low income, Hispanic, senior, and disabled populations as well as those without access to a vehicle.

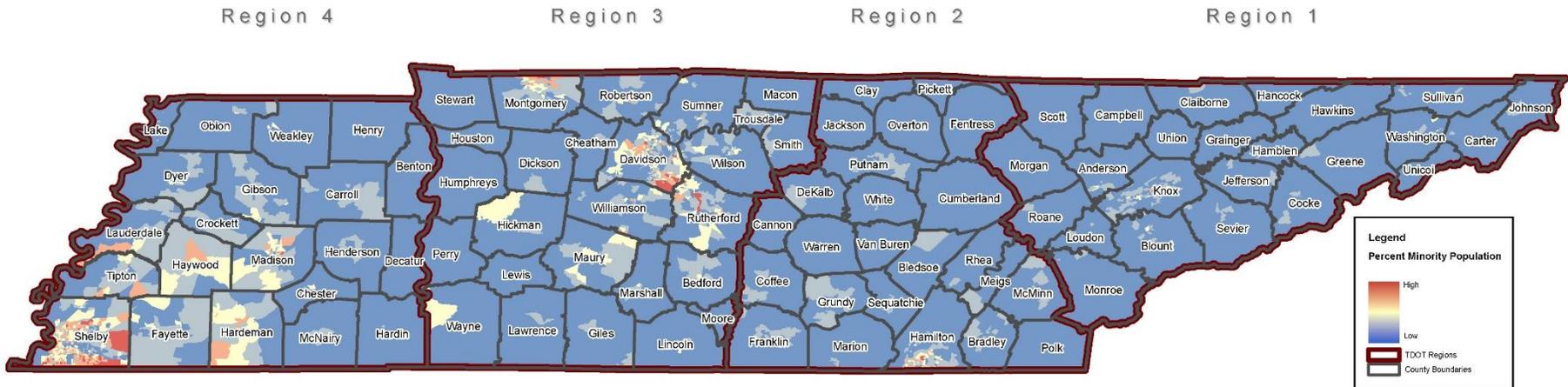
### Minority

Minority populations as defined by the USDOT and FHWA include the following:

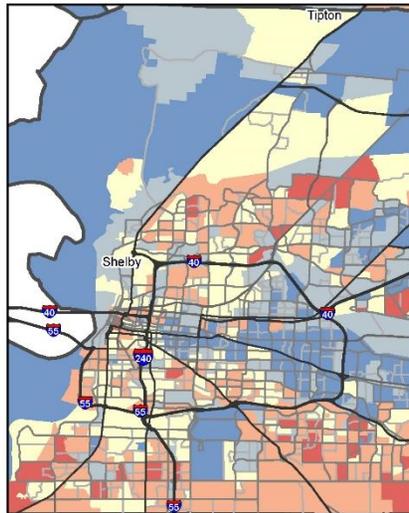
- Black (a person having origins in any of the black racial groups of Africa)
- Hispanic or Latino (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent);
- American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America, including Central America, and who maintains cultural identification through tribal affiliation or community recognition); and
- Native Hawaiian or Other Pacific Islander (people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands).

Approximately 21.7% of the state's population is a minority with the majority of these populations predominately residing in the major urban areas as shown in the map below compared to the national average of 26.6%.

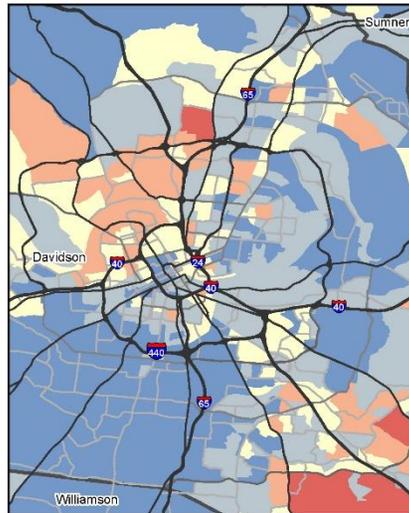
### Minority Populations Across Tennessee



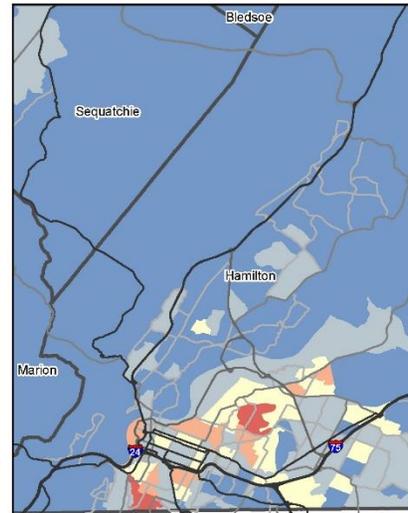
Memphis



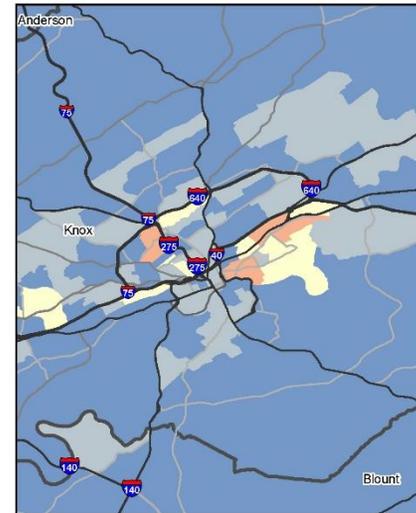
Nashville



Chattanooga



Knoxville



**Low Income**

Low income is defined by the Department of Health and Human Services poverty guidelines, which are updated each year by the Census Bureau. For Tennessee, the poverty thresholds are shown in the table to the right by household size. In Tennessee, approximately 16.5% of all households are below the poverty threshold compared to a national average of 11.5%. Statewide, the distribution of low income households is distributed fairly equally across urban and rural areas as seen in the map below.

Household Size	Poverty Threshold
1	\$11,880
2	\$16,020
3	\$20,160
4	\$24,300
5	\$28,440
6	\$32,580
7	\$36,730
8	\$40,890
>8	Additional \$4,160 per person

Source: <https://aspe.hhs.gov/poverty-guidelines>

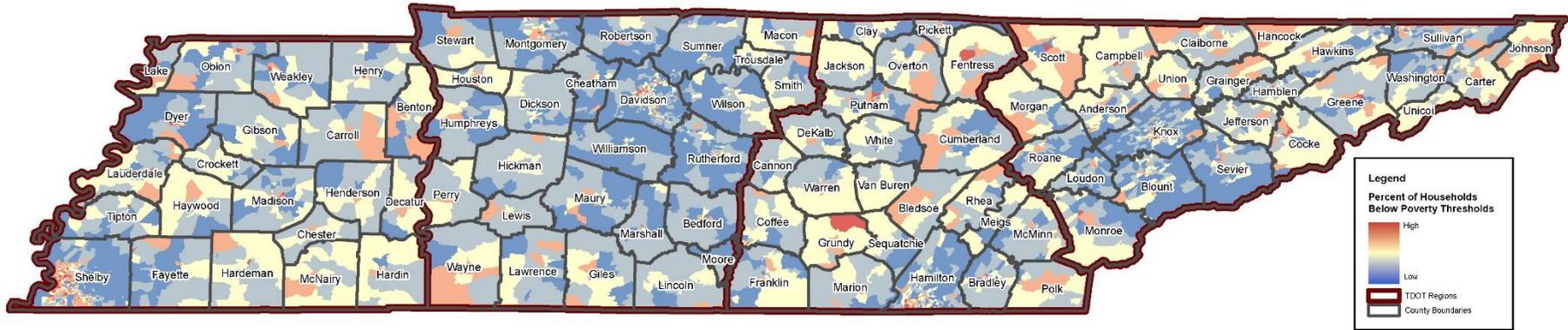
### Low Income Households Across Tennessee

Region 4

Region 3

Region 2

Region 1

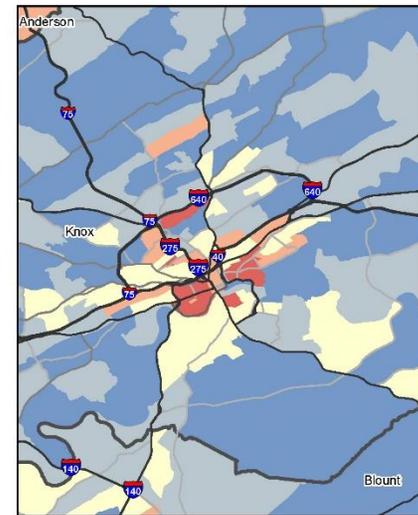
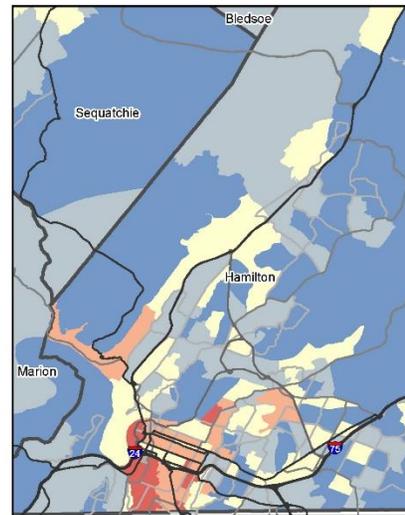
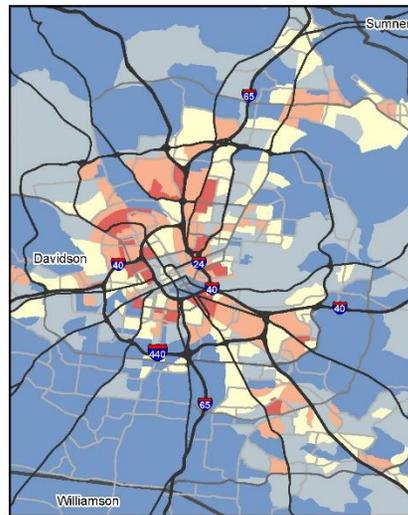
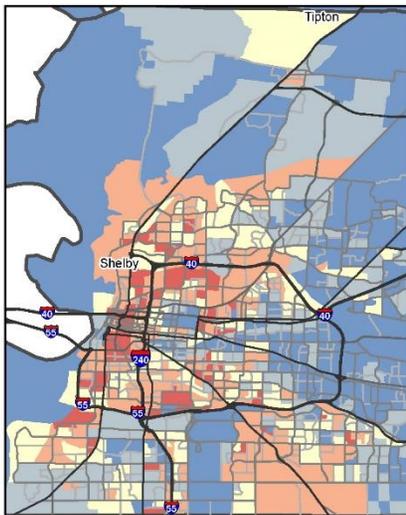


Memphis

Nashville

Chattanooga

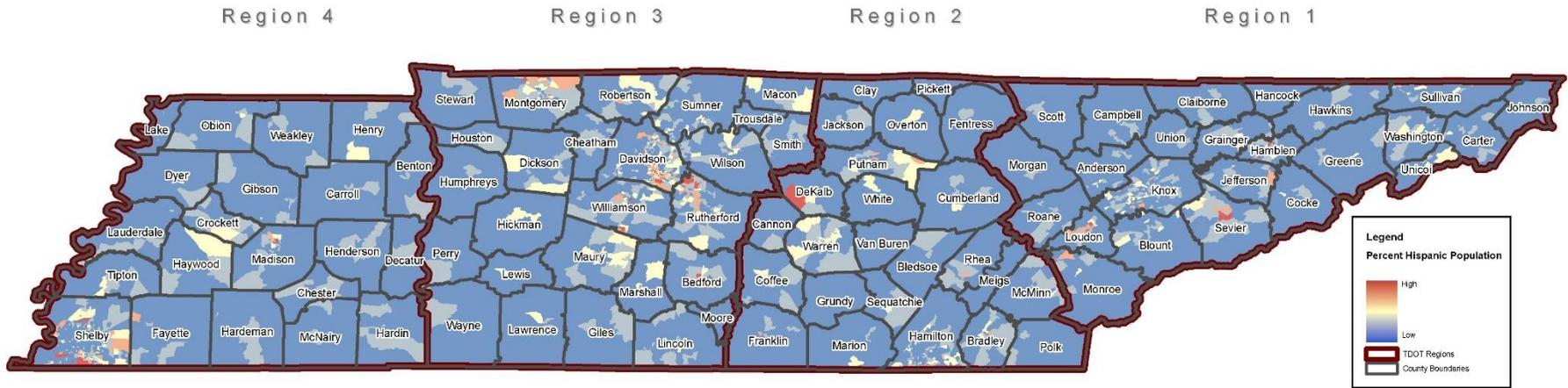
Knoxville



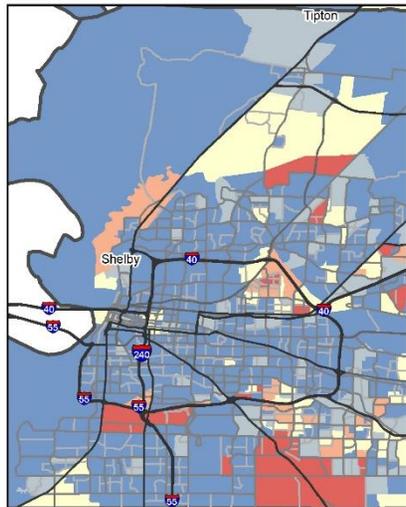
## Hispanic

Populations with Hispanic origin are defined by the Census Bureau as those people who identify as being of Hispanic, Latino, or Spanish decent. Approximately 4.7% of the state's population identify as being of Hispanic origin compared to a national average of 16.9%. The majority of Tennessee's Hispanic population lies in and around the major urban areas as well as in a few rural locations as shown in the map below.

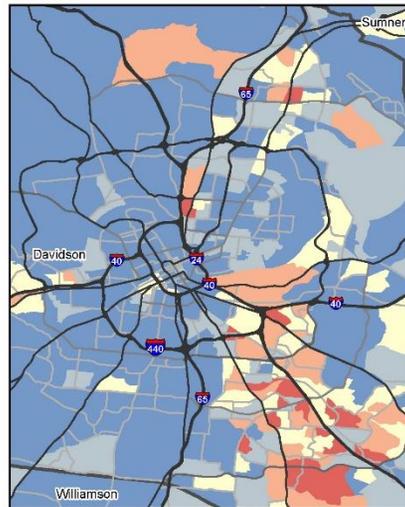
### Hispanic Populations Across Tennessee



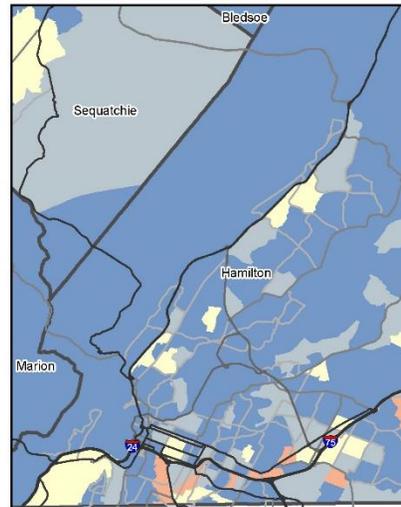
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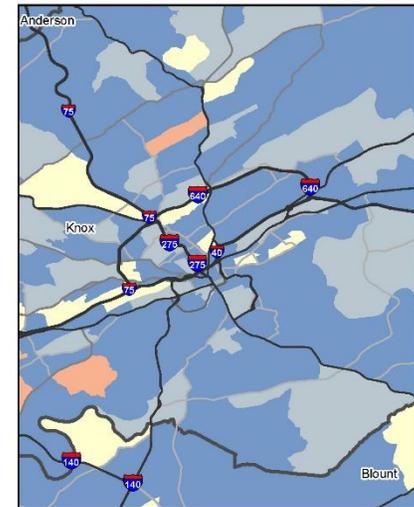
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Chattanooga



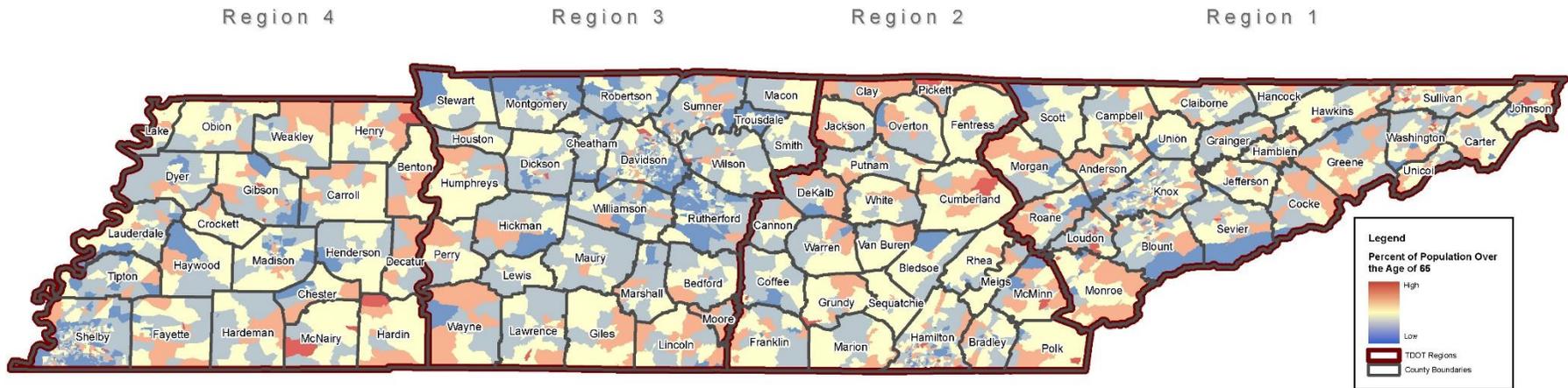
Knoxville



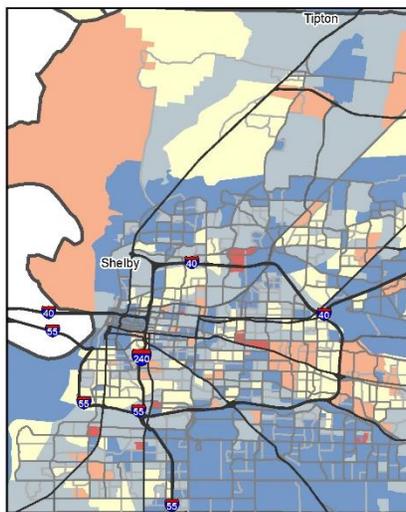
**Senior**

Senior populations are generally defined as people above the age of 65. Recognizing high geographical concentrations of seniors, while not called out as an Environmental Justice population, is beneficial to the identification of specific transportation needs for this group. Approximately 13.8% of Tennessee’s population is over the age of 65 compared to the national average of 13.7%, with the majority of these residents located in rural areas of the state as shown in the map below.

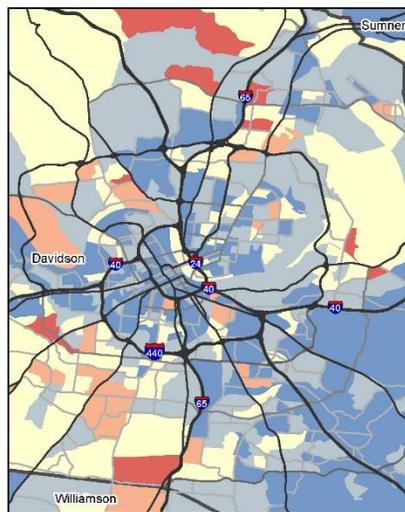
**Senior Populations Across Tennessee**



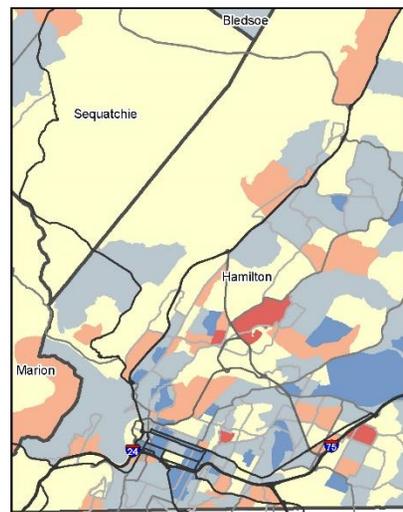
Memphis



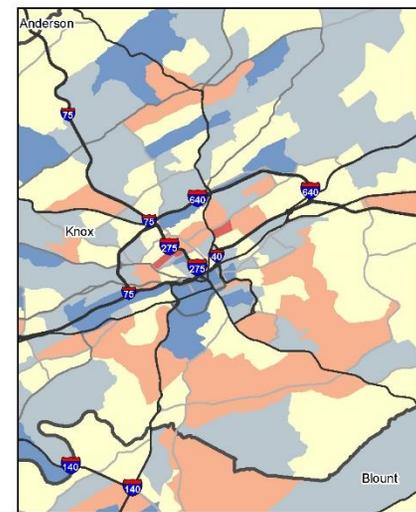
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Knoxville



## Disabled

The ACS's definition of disability is defined by someone having any of the following:

- Hearing difficulty - deaf or having serious difficulty hearing
- Vision difficulty - blind or having serious difficulty seeing, even when wearing glasses
- Cognitive difficulty - Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- Ambulatory difficulty - Having serious difficulty walking or climbing stairs
- Self-care difficulty - Having difficulty bathing or dressing
- Independent living difficulty - Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

In Tennessee, approximately 28.9% of households report having a family member who is disabled by the above definition compared to a national average of 24.8%. As shown in the map below, these households are well dispersed across the state.

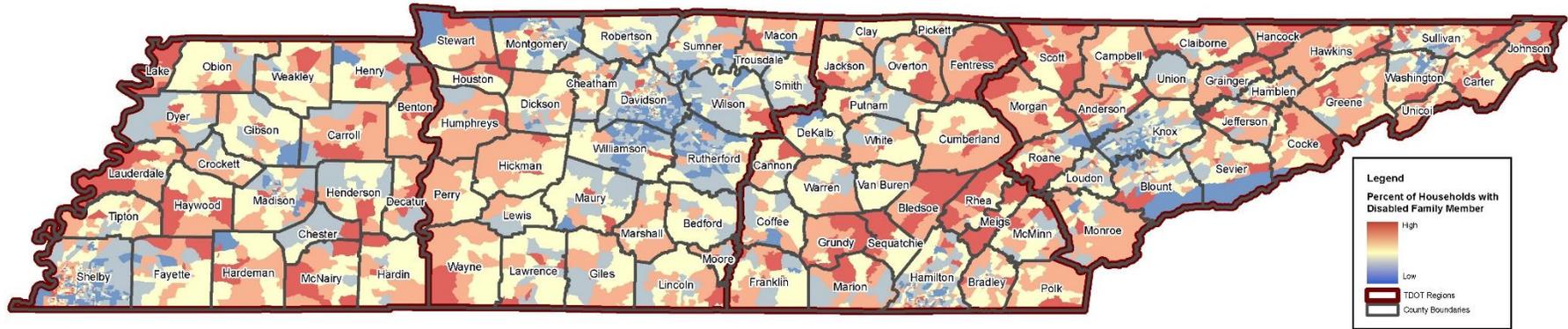
### Disabled Populations Across Tennessee

Region 4

Region 3

Region 2

Region 1

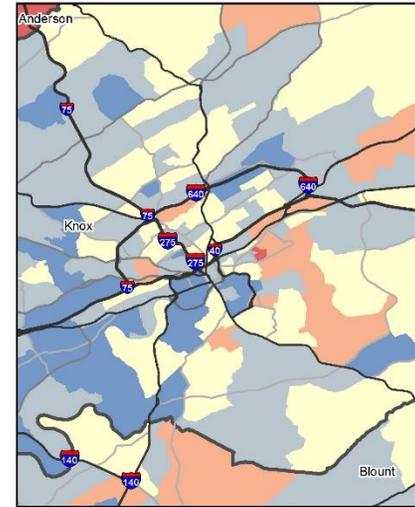
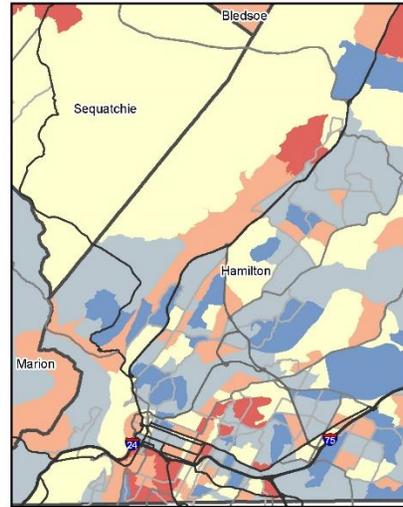
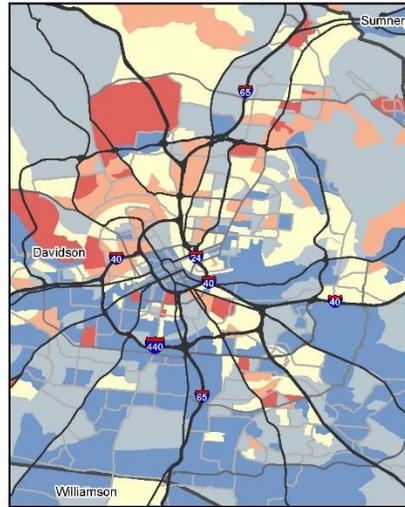
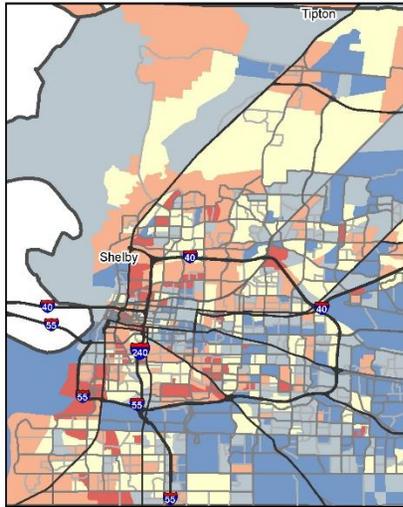


Memphis

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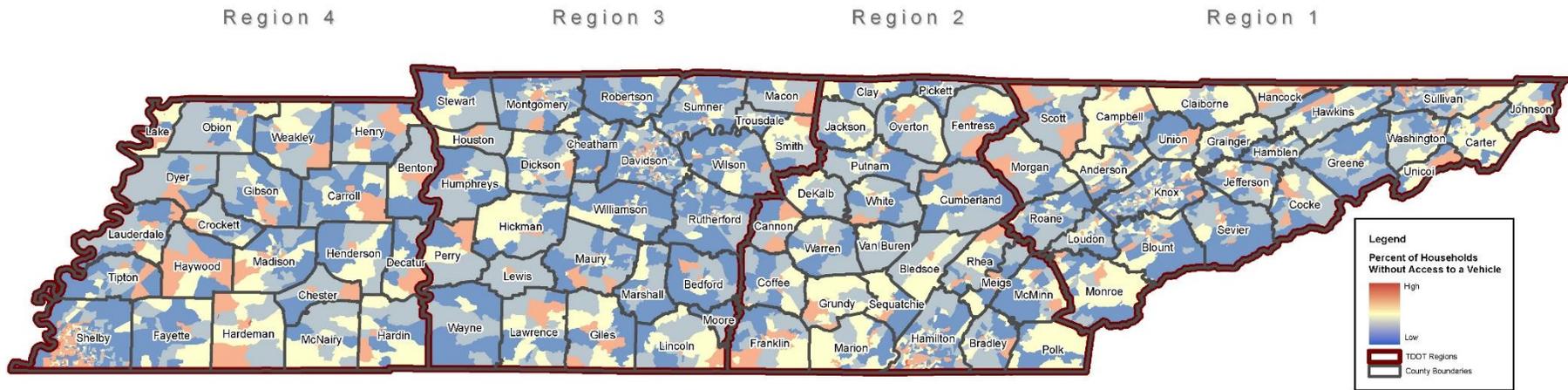
**No Vehicle**

It is important to understand the geographic distribution of households without access to a vehicle as it can impact the need for and potential benefit of multimodal investments. Across Tennessee, approximately 6.2% of households have no access to a vehicle compared to the national average of 8%. The distribution of these households is pretty equal across the state with higher concentrations seen in urban areas as seen in the map below. The aforementioned statistics are shown in the table below along with companion information as it relates to each TDOT Region.

<b>Population/Household</b>	<b>National Average</b>	<b>State Average</b>	<b>Region 1</b>	<b>Region 2</b>	<b>Region 3</b>	<b>Region 4</b>
Minority	26.6%	21.7%	7.4%	12.6%	21.0%	44.4%
Low Income	11.5%	16.5%	17.2%	18.7%	13.6%	18.5%
Hispanic	16.9%	4.7%	3.2%	3.9%	6.4%	4.5%
Senior	13.7%	13.8%	16.4%	16.6%	11.5%	12.6%
Disabled	24.8%	28.9%	32.2%	33.2%	24.3%	28.6%
No Vehicle	8.0%	6.2%	5.6%	6.4%	5.3%	8.3%

Source: 2009-2013 American Community Survey 5-Year Estimates

### Zero-Auto Households Across Tennessee

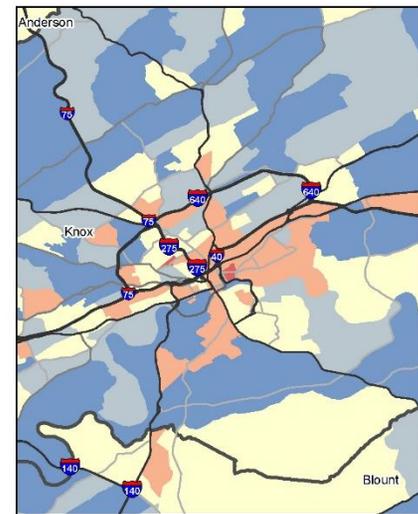
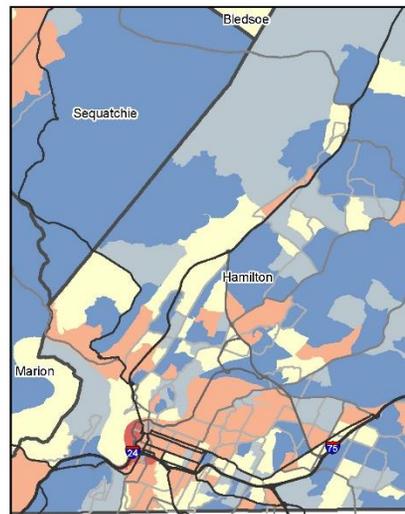
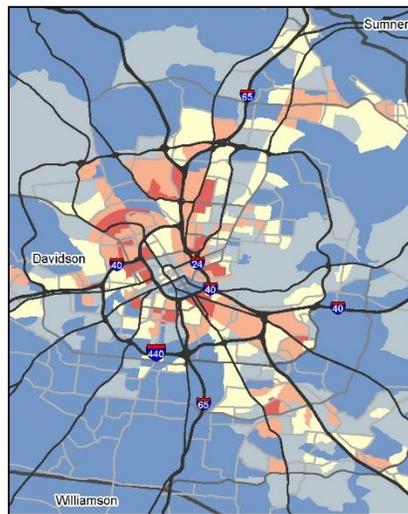
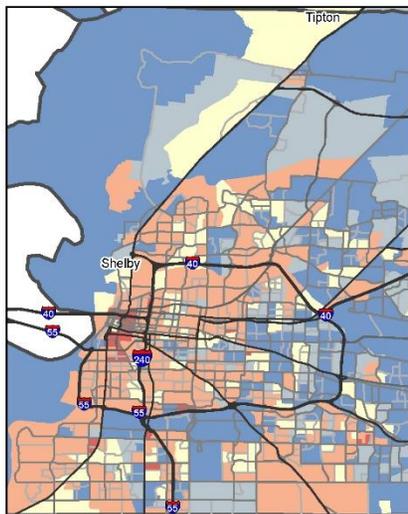


Memphis

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Chattanooga

Knoxville



**Analysis of STIP Projects**

The projects included in the 2017-2020 STIP were analyzed using GIS software. This provided the ability to examine the areas where transportation investments are planned to determine the characteristics of these areas and the effects that the projects could potentially have on traditionally underserved populations. The following table shows the demographic and socioeconomic profiles for the census block groups likely to be affected by the projects contained in the 2017-2020 STIP. It should be noted that the following table relates to all TDOT-led projects located in the rural areas of the state (contained in this STIP) as well as those located in the urban areas (located in the MPO TIPs).

<b>Population/Household</b>	<b>Statewide</b>	<b>Region 1</b>	<b>Region 2</b>	<b>Region 3</b>	<b>Region 4</b>
Minority	16.9%	6.6%	8.6%	17.2%	46.0%
Low Income	17.6%	22.4%	16.6%	10.9%	22.0%
Hispanic	4.5%	3.8%	4.2%	5.2%	4.9%
Senior	14.7%	16.9%	18.7%	11.0%	14.8%
Disabled	31.2%	37.0%	35.7%	22.8%	31.5%
No Vehicle	6.1%	6.3%	4.6%	3.8%	12.2%

The statistics shown in the table above are not necessarily correlated with the impacts of these projects on traditionally underserved populations. For instance, project details such as right-of-way acquisition, design details of roadway projects, environmental impacts, utility relocations, etc. cannot be ascertained at the STIP level. As such, an analysis of benefits and burdens associated with each project will need to be examined individually with each project as it progresses throughout the project development process.

## Tennessee RPO Contacts

<b>East Tennessee RPO North</b>	Don Brown, RPO Coordinator East Tennessee Development District P.O. Box 249 (Mailing) Alcoa TN 37701-0249 216 Corporate Place (Physical) Alcoa, TN 37701	Phone: (865) 273-6003 Fax: (865) 273-6010 Email: dbrown@etdd.org
<b>East Tennessee RPO South</b>	Don Brown, RPO Coordinator East Tennessee Development District P.O. Box 249 (Mailing) Alcoa TN 37701-0249 216 Corporate Place (Physical) Alcoa, TN 37701	Phone: (865) 273-6003 Fax: (865) 273-6010 Email: dbrown@etdd.org
<b>First Tennessee RPO</b>	Chris Craig, RPO Coordinator First TN Development District 3211 North Roan Street Johnson City, TN 37601	Phone: (423) 722-5091 Fax: (423) 928-5209 Email: ccraig@ftdd.org
<b>Middle Tennessee RPO</b>	Dianna Tomlin Mid-Cumberland Human Resource Agency 1101 Kermit Drive, Suite 300 Nashville, TN 37217	Phone: (615) 850-3937 Fax: (615) 833-2585 Email: dtomlin@mchra.com
<b>West Tennessee RPO</b>	Josh Shumaker Memphis Area Association of Governments 8289 Cordova Road Ste. 103 Cordova, TN 38016	Phone: (901) 729-2871 Fax: (901) 729-4107 Email: jshumaker@maagov.org
<b>Northwest Tennessee RPO</b>	Ben Bradberry, RPO Coordinator PO Box 963 124 Weldon Dr. Martin, TN 38237-0963	Phone: (731) 587-4213 ext.230 Fax: (731) 587-4587 Email: ben.bradberry@nwtd.org

## Appendices

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<b>South Central East RPO</b>	Lisa Cross, RPO Coordinator South Central TN Development District 101 Sam Watkins Blvd. Mt. Pleasant, TN 38474	Phone: (931) 379-2914 Fax: (931) 379-2640 E-mail: lcross@sctdd.org
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<b>South Central West RPO</b>	Lisa Cross, RPO Coordinator South Central TN Development District 101 Sam Watkins Blvd. Mt. Pleasant, TN 38474	Phone: (931) 379-2914 Fax: (931) 379-2640 Email: lcross@sctdd.org
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<b>Southeast Tennessee RPO</b>	Chad Reese, RPO Coordinator Southeast TN Development District 1000 Riverfront Parkway, 37402 PO Box 4757 Chattanooga, TN 37405-0757	Phone: (423) 424-4263 Fax: (423) 267-7705 Email: CReese@sedev.org
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<b>Southwest Tennessee RPO</b>	Shelton Merrell, RPO Coordinator Southwest TN Development District 102 E. College Street Jackson, TN 38301	Phone: (731) 668-6430 Fax: (731) 668-6421 Email: smerrell@swtdd.org
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<b>Center Hill RPO</b>	Virginia Solimine, RPO Coordinator Upper Cumberland Development District 1225 South Willow Avenue Cookeville, TN 38506	Phone: (931) 476-4111 Fax: (931) 432-6010 Email: vsolimine@ucdd.org
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<b>Dale Hollow RPO</b>	Mark Dudney, RPO Coordinator Upper Cumberland Development District 1225 South Willow Avenue Cookeville, TN 38506	Phone: (931) 476-4152 Fax: (931) 432-6010 Email: mdudney@ucdd.org
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## Tennessee MPO Contacts

<b>Bristol MPO</b>	Rex Montgomery Transportation Planning Coordinator P. O. Box 1189 Bristol, TN 37621-1189	Phone: (423) 989-5519 Fax: (423) 989-5717 Email: <a href="mailto:rmontgomery@bristoltn.org">rmontgomery@bristoltn.org</a> Website: <a href="http://www.bristoltn.org/Transportation.cfm">www.bristoltn.org/Transportation.cfm</a>
<b>Chattanooga TPO</b>	Karen Rennich Transportation Planning Coordinator Chattanooga-Hamilton County RPA 1250 Market Street, Suite 2000 Development Resource Center Chattanooga, TN 37402	Phone: (423) 643-5903 Fax: (423) 757-5532 Email: <a href="mailto:tpo@chattanooga.gov">tpo@chattanooga.gov</a> Website: <a href="http://www.chcrpa.org/">www.chcrpa.org/</a>
<b>Clarksville MPO</b>	Stan Williams Transportation Planning Coordinator Clarksville-Montgomery County Regional Planning Commission 329 Main Street Clarksville, TN 37040	Phone: (931) 645-7448 Ext. 16 Fax: (931) 645-7481 Email: <a href="mailto:stanwilliams@cityofclarksville.com">stanwilliams@cityofclarksville.com</a> Website: <a href="http://www.cuampo.com">www.cuampo.com</a>
<b>Cleveland MPO</b>	Greg Thomas Transportation Planning Coordinator 185 2nd St., N.E. Cleveland, TN 37311	Phone: (423) 479-1913 Ext. 223 Fax: (423) 559-3373 Email: <a href="mailto:gthomas@clevelandtn.com">gthomas@clevelandtn.com</a> Website: <a href="http://www.cityofclevelandtn.com/MPO/mpo.html">www.cityofclevelandtn.com/MPO/mpo.html</a>
<b>Jackson MPO</b>	James Matthews Transportation Planning Coordinator Jackson Municipal Regional Planning Commission 111 East Main Street, Suite 201 Jackson, TN 38301	Phone: (731) 425-8275 Fax: (731) 425-8281 Email: <a href="mailto:jmatthews@cityofjackson.net">jmatthews@cityofjackson.net</a> Website: <a href="http://www.cityofjackson.net/jackson-mpo#">http://www.cityofjackson.net/jackson-mpo#</a>

## Appendices

<b>Johnson City MTPO</b>	Glenn Berry Transportation Planning Coordinator Johnson City MTPO 137 West Market Street Johnson City, TN 37601	Phone: (423) 434-6272 Fax: (423) 434-2702 Email: glennberry@jcmpo.org Website: www.jcmpo.org
<b>Kingsport MTPO</b>	Troy Ebbert Transportation Planning Coordinator Kingsport Transportation Department 201 West Market Street Kingsport, TN 37660	Phone: (423) 224-2670 Fax - (423) 224-2756 Email: TroyEbbert@KingsportTN.gov Website: www.mtpo.kingsporttn.gov/
<b>Knoxville TPO</b>	Jeffrey Welch Transportation Planning Coordinator Knoxville Regional TPO 400 Main Avenue, Suite 403 Knoxville, TN 37902-2476	Phone: (865) 215-3790 Fax: (865) 215-2068 E-mail: Jeff.Welch@knoxtrans.org Website: www.knoxtrans.org/
<b>Lakeway MTPO</b>	Rich DesGroseilliers Transportation Planning Coordinator Lakeway Area MTPO P. O. Box 1499 Morristown, TN 37816-1499	Phone: (423) 581-6277 Fax: (423) 585-4679 Email: richd@mymorristown.com Website: www.lamtpo.org/
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<b>Nashville MPO</b>	Vacant Nashville Metropolitan Planning Organization 800 2nd Avenue South Nashville, TN 37219-6300	Phone: (615) 862-7186 Fax: (615) 862-7209 Email: tip@nashvillempo.org Website: www.nashvillempo.org

## TDOT Region Contacts

<https://tn.gov/tdot/article/local-information>

### Region 1

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### Region 2

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### Region 3

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### Region 4

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## Eastern Federal Lands Highway Division TIP

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Appendices



**FY2017 - FY2020 Transportation Improvement Program**  
 Federal Highway Administration  
 Eastern Federal Lands Highway Division  
 (Reflects Projects Since October 1, 2016)

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION
<b>TN -- Tennessee</b>													
FW_TENN_12(1)	FY2018	TN	Henry, Benton.	Tennessee National Wildlife Refuge	Rehabilitate Big Sandy Road (Route 12)	3RL	FLTP	\$1,200,000	Title 23	EFLHD	Planned	TN-08	FWS_R4
NATR_1G10	FY2017	TN	Wayne	Natchez Trace Parkway	Overlay Park Road-PM Project from MP 371 to 378 (7.15 Miles)	3RL	FLTP	\$1,800,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_SE
FOOT_8E21_F9	FY2017	TN	Sevier, Blount	Foothills Parkway	Rehabilitation of the Foothills Parkway Sections 8E and 8F	3RL	OTHER	\$21,400,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_SE
GRSM_11(2)	FY2017	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation of Gatlinburg Spur (US 441)	3RL	FLTP	\$5,000,000	Title 23	EFLHD	In Design	TN-01	NPS_SE
GRSM_1A29	FY2017	TN	Sevier	Great Smoky Mountains National Park	Rehabilitate Newfound Gap Road from Milepost 0.0 to 2.0	3RL_2R	FLTP	\$5,200,000	Title 23	EFLHD	In Design	TN-01	NPS_SE
GRSM_13(1)14(2)18(1)	FY2018	TN	Sevier, Blount	Great Smoky Mountains National Park	Pavement Preservation of Fighting Creek Gap, Little River Gorge and Elkmont Roads	2R	FLTP	\$2,800,000	Title 23	EFLHD	Planned	TN-02	NPS_SE
GRSM_15(2)_16(1)	FY2018	TN	Blount, Sevier	Great Smoky Mountains National Park	Pavement Preservation for Laurel Creek, Tremont and Townsend Entrance Roads	2R	FLTP	\$1,850,000	Title 23	EFLHD	In Design	TN-02	NPS_SE
GRSM_15(1)	FY2019	TN	Blount	Great Smoky Mountains National Park	Repair Bote Mountain Tunnel	TUN	FLTP	\$1,300,000	Title 23	EFLHD	In Design	TN-01	NPS_SE
GRSM_11(3)	FY2020	TN	Blount	Great Smoky Mountains National Park	Resurface Gatlinburg Bypass Road	3RL	FLTP	\$5,000,000	Title 23	EFLHD	Planned	TN-02	NPS_SE
GRSM_BMS_TN(1)	FY2020	TN	Sevier	Great Smoky Mountains National Park	Rehabilitate Eight Bridges on the Tennessee Side of the Park	3RH	FLTP	\$2,634,495	Title 23	EFLHD	Planned	TN-01	NPS_SE

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



FY2018-FY2021 Transportation Improvement Program  
 Federal Highway Administration  
 Eastern Federal Lands Highway Division

Last Printed: 18-Dec-17

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>Georgia/Tennessee</b>													
NP_CHCH_500(1)_501(1)_ETC	2020	GATN	Walker and Catoosa, GA, Hamilton, TN	Chickamauga Chattanooga National Park	Repair, Rehabilitation, Reconstruction of Multiple Roads near CHCH National	3RH	FLTP	\$3,596,392.00	Title 23	EFLHD	Planned	_VARIOUS	NPS_SE

Approval signature is shown on the first page of packet only. This listing reflects all newly identified and programmed and/or modified projects as of November 30, 2017.



FY2018-FY2021 Transportation Improvement Program  
 Federal Highway Administration  
 Eastern Federal Lands Highway Division

Last Printed: 18-Dec-17

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>Tennessee</b>													
GRSM_15(2)_16(1)	2018	TN	Blount, Sevier	Great Smoky Mountains National Park	Pvmt Preservation for Laurel Creek, Tremont and Townsend Entrance Rds	2R	FLTP	\$3,250,000.00	Title 23	EFLHD	In Design	TN-02	NPS_SE
TN_FLAP_SWRT_BELL(1)	2018	TN	Stewart	FWS/Cross Creeks National Wildlife Refuge	Resurfacing Bellwood Hollow & Bellwood Landing Rd.	3RL	FLAP	\$1,081,340.80	Title 23	LOCAL	In Design	TN-07	FWS_R4
TN_FLAP_SWRT_WLKR(1)	2018	TN	Stewart	FWS/Cross Creeks National Wildlife Refuge	Upgrading Walker Rd. & Webb Hollow Rd. to paved surface.	3RL	FLAP	\$587,292.47	Title 23	LOCAL	In Design	TN-07	FWS_R4
TN_FLAP_WAYNE_BGCYP(1)	2018	TN	Wayne	NPS, Natchez Trace Parkway	Resurfacing and widening Big Cypress Road.	3RL	FLAP	\$502,744.00	Title 23	LOCAL	In Design	TN-07	NPS_SE
FS_Bald_River_Falls_Bridge(1)	2019	TN	Monroe	Cherokee National Forest	Bridge Replacement	3RH_BRRP	FLTP	\$125,000.00	Title 23	USFS	In Design	TN-03	USFS_R8
NP_GRSM_13(1)14(2)18(1)	2019	TN	Sevier, Blount	Great Smoky Mountains National Park	Pvmt Preservation of Fighting Creek Gap, Little River Gorge and Elkmont Rds	2R	FLTP	\$2,800,000.00	Title 23	EFLHD	Planned	TN-02	NPS_SE
GRSM_BMS_TN(1)	2020	TN	Sevier	Great Smoky Mountains National Park	Rehabilitate Eight Bridges on the Tennessee Side of the Park	3RH	FLTP	\$2,634,495.00	Title 23	EFLHD	Planned	TN-01	NPS_SE
NP_BISO_10(2)	2020	TN	Scott, Fentress	Big South Fork National River and Recreation Area	Leatherwood Ford Road Resurfacing, MP 0.00 to MP 7.56. Replace existing signs and posts and stripe.	3RL	FLTP	\$3,519,966.00	Title 23	EFLHD	Planned	TN-03	NPS_SE
NP_GRSM_10N(1)	2020	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation of Newfound Gap Road, TN Side (MP 6.5 to 15)	2R	FLTP	\$3,163,298.00	Title 23	EFLHD	Planned	TN-01	NPS_SE
NP_GRSM_126(1)	2020	TN	Various	Great Smoky Mountains National Park	Replace five bridges on Forge Creek Road.	BRRC	FLTP	\$2,799,026.00	Title 23	EFLHD	Planned	TN-01	NPS_SE

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# FY2019-FY2022 Transportation Improvement Program

Last Printed: 06-Nov-18

Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
PR FS Route 27 StormDamage FAA	2019	PR	Rio Grande	El Yunque National Forest	Landslide and culvert repairs starting at the intersection with FS Route 930 to 3.2 miles southeast.	LSR_3RH	REIMB	\$130,000.00	Other	EFLHD	In Design	PR-AtLarge	USFS_R8
PR ST FEMA PR(1)	2019	PR	Multiple	Multiple	Design of Permanent Repairs in Puerto Rico funded by FEMA	MISC	REIMB	\$36,000,000.00	Other	EFLHD	In Design	PR-AtLarge	X_NA_OTH
PR ERFO FS 2017-1(3)	2020	PR	Rio Grande	El Yunque National Forest	Repair storm damage at 43 sites on PR-191 & 3 sites on PR-9938	LSR_3RL	ERFO	\$10,000,000.00	Title 23	EFLHD	In Design	PR-AtLarge	USFS_R8
<b>South Carolina</b>													
FW_SAVA_2006559089	2018	SC	Jasper	Savannah National Wildlife Refuge	Rehabilitate Kingfisher Pond Access Road (Route 103)	3RL	FLTP	\$35,000.00	Title 23	FWS	In Design	SC-01	FWS_R4
SC_FLAP_DOT_10-98(1)	2018	SC	Charleston	U.S. Forest Service	Resurface, widen, and patch 3 miles of Halfway Creek Rd (SC 10-98).	3RL	FLAP	\$739,760.00	Title 23	STATE	In Design	SC-06	USFS_R8
SC_FLAP_DOT_OLBLF(1)	2018	SC	Richland	NPS - Congaree National Park	Replacing Dry Branch Bridge along Old Bluff Rd. Rehabilitation and widening of Mountain View Rd.	3RL_BRRP	FLAP	\$747,440.00	Title 23	STATE	Planned	SC-06	NPS_SE
<b>Tennessee</b>													
GRSM_15(2)_16(1)	2018	TN	Blount, Sevier	Great Smoky Mountains National Park	Pvmt Preservation for Laurel Creek, Tremont and Townsend Entrance Rds	2R	FLTP	\$3,250,000.00	Title 23	EFLHD	In Design	TN-02	NPS_SE
SO CE Percy Priest(1)	2018	TN	Davidson	J Percy Priest Dam - Anderson Road Campground, Seven Points Campground,	Repairing resurfacing pavement Anderson Road Campground on J Percy Priest Lake.	3RL_2R	FLTP	\$621,500.00	Title 23	USACE	Under Construction	TN-05	USACE_GLORD
SO TN ERFO FW CHIC 2016-1(1)	2018	TN	Lauderdale & Tipton	Chickasaw & Lower Hatchie National Wildlife Refuges	Repair Ed Jones Rd & Shankle Lake Rd. ERFO DSR #: CHIC3-100-RJBRR-0.0-0.5 & LOU4-102-SJB-0.0-0.4	3RH	FLTP	\$199,810.00	Title 23	FWS	Planned	TN-08	FWS_R4
SO TN ERFO FW CRCR 2016-1(1)	2018	TN	Stewart	Cross Creeks National Wildlife Refuge	Repair Routes 13 & 100. ERFO DSR # CC6-013-MSRA-8.6, CC7-100-LP4A-0.3, CC8-100-LP4A-0.5.	3RH	FLTP	\$32,739.00	Title 23	FWS	Planned	TN-07	FWS_R4
SO TN ERFO FW TENN 2016-1(1)	2018	TN	Henry, Humphreys, & Benton	Tennessee National Wildlife Refuge	ERFO DSR #: TN1-106, TN10-108 (MP 0.7), TN12-108 (MP 1.3-1.35), TN17-112, TN21-914, TN31-15, TN25-11	3RH	FLTP	\$267,611.00	Title 23	FWS	Planned	TN-08	FWS_R4
TN_FLAP_HNRY_RHB(1)	2018	TN	Henry	USFWS, Tennessee National Wildlife Refuge	Rehabilitate portions of Bobcat Den Rd & Elkhorn Nobles Rd within TN National Wildlife Refuge.	3RH_3RL	FLAP	\$263,024.00	Title 23	LOCAL	In Design	TN-08	FWS_R4
TN_FLAP_MLGTN_AST(1)	2018	TN	Shelby	Dept of the Navy, Naval Support Activity (NSA) Mid-South	Construct an extension of a two-lane access route from the Millington Jetport to the Navy Base.	3RH_NEW	FLAP	\$2,389,360.00	Title 23	LOCAL	In Design	TN-08	X_NA_OTH
TN_FLAP_MTGMRYLAF(1)	2018	TN	Montgomery	Department of the Army Fort Campbell	Reconstruction and widening of 1,100 feet of Lafayette Road.	3RH_NEW	FLAP	\$1,958,000.00	Title 23	LOCAL	In Design	TN-07	X_NA_OTH

# FY2019-FY2022 Transportation Improvement Program

Last Printed: 06-Nov-18

Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
TN_FLAP_SWRT_BELL(1)	2018	TN	Stewart	FWS/Cross Creeks National Wildlife Refuge	Resurfacing Bellwood Hollow & Bellwood Landing Rd.	3RL	FLAP	\$1,081,340.80	Title 23	LOCAL	In Design	TN-07	FWS_R4
FS_Bald_River_Falls_Bridge(1)	2019	TN	Mitchell	Cherokee National Forest	Bridge Replacement	3RH_BRRP	FLTP	\$125,000.00	Title 23	USFS	In Design	TN-01	USFS_R8
GRSM_15(1)	2019	TN	Blount	Great Smoky Mountains National Park	Repair Bote Mountain Tunnel	TUN	FLTP	\$1,300,000.00	Title 23	EFLHD	Planned	TN-01	NPS_SE
NP_BISO_10(2)	2019	TN	Scott, Fentress	Big South Fork National River and Recreation Area	Leatherwood Ford Road Resurfacing, MP 0.00 to MP 7.56. Replace existing signs and posts and stripe.	3RL	FLTP	\$3,519,966.00	Title 23	EFLHD	Planned	TN-03	NPS_SE
NP_GRSM_13(1)14(2)18(1)	2019	TN	Sevier, Blount	Great Smoky Mountains National Park	Pvmt Preservation of Fighting Creek Gap, Little River Gorge and Elkmont Rds	2R	FLTP	\$2,800,000.00	Title 23	EFLHD	Planned	TN-02	NPS_SE
TN_FLAP_TDEC_NEMOBR(1)	2019	TN	Morgan	National Park Service/ Obed Wild and Scenic River	Restoration of culturally historic vehicular bridge.	BRRP	FLAP	\$1,020,000.00	Title 23	STATE	Planned	TN-03	NPS_SE
TN_FLAP_CHAT_MBC(1)	2019	TN	Hamilton	NPS, Chickamauga and Chattanooga National Military Park	Extend the Moccasin Bend Connector in Chattanooga, TN.	3RH_3RL	FLAP	\$1,631,829.00	Title 23	LOCAL	In Design	TN-03	NPS_SE
TN_FLAP_FRKN_BKLN(1)	2019	TN	Franklin	Department of the Air Force, Arnold Eng.Development Ctr	Resurfacing and widening of UTSI Road for the accommodation of new bike lanes in Franklin County,TN.	3RH	FLAP	\$572,183.00	Title 23	LOCAL	In Design	TN-04	X_NA_OTH
TN_FLAP_WAYNE_BGCYP(1)	2019	TN	Wayne	NPS, Natchez Trace Parkway	Resurfacing and widening Big Cypress Road.	3RL	FLAP	\$502,744.00	Title 23	LOCAL	Planned	TN-07	NPS_SE
TN_FLAP_WAYNE_WCRK(1)	2019	TN	Wayne	NPS, Natchez Trace Parkway	Resurface and widen Weatherford Creek Road from 18 ft. to 22 ft. in Wayne County, TN.	3RL	FLAP	\$432,192.00	Title 23	LOCAL	In Design	TN-07	NPS_SE
TN_FLAP_WAYNE_WRR(1)	2019	TN	Wayne	National Park Service (NPS), Natchez Trace Parkway	Resurface and widen Wright Ridge Road from 18 ft. to 22 ft. in Wayne County, TN.	3RL	FLAP	\$290,004.00	Title 23	LOCAL	Planned	TN-07	NPS_SE
TN_FLAP_WNCH_TWNLK(1)	2019	TN	Franklin	Twin Creeks Marina	Construct an asphalt road leading to Twin Creeks Marina.	NEW	FLAP	\$956,627.00	Title 23	LOCAL	In Design	TN-05	X_NA_OTH
NP GRSM 14(3) 112(1) ETC	2020	TN	Sevier	Great Smoky Mountains National Park	Rehabilitate & Repair 8 Bridges on TN Side of the Park: 5460-013P,-042P,-048P-050P,-060P,-078I	3RH	FLTP	\$2,634,495.00	Title 23	EFLHD	Planned	TN-01	NPS_SE
NP_GRSM_10N(1)	2020	TN	Knox	Great Smoky Mountains National Park	Pavement Preservation of Newfound Gap Road, TN Side (MP 6.5 to 15)	2R	FLTP	\$3,163,298.00	Title 23	EFLHD	Planned	TN-02	NPS_SE
NP_GRSM_26(2)_137(1)	2020	TN	Townsend	Great Smoky Mountains National Park	Pavement Preservation of Cades Cove Loop road and Campground entrance road	3RL_2R	FLTP	\$2,121,282.00	Title 23	EFLHD	Planned	TN-02	NPS_SE

# FY2019-FY2022 Transportation Improvement Program

Last Printed: 06-Nov-18

Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
TN_FLAP_DOT_461(1)	2020	TN	Stewart	USFS - Land Between the Lakes National Recreation Area	Resurfacing 3 miles of Route 461 from intersection with Route 76 heading north	3RL	FLAP	\$533,500.00	Title 23	STATE	Planned	TN-07	USFS_R8
TN_FLAP_POLK_LADD(1)	2020	TN	Polk	USFS - Cherokee National Forest	Resurface and widen Ladd Springs Road to improve safety in Polk County, TN.	3RL	FLAP	\$941,011.00	Title 23	STATE	Planned	TN-03	USFS_R8
TN_FLAP_POLK_SGLF(1)	2020	TN	Polk	USFS - Cherokee National Forest	Resurface and widen Sugarloaf Drive to improve safety in Polk County, TN.	3RL	FLAP	\$270,872.00	Title 23	STATE	Planned	TN-03	USFS_R8
TN_FLAP_SWRT_WLKR(1)	2020	TN	Stewart	FWS/Cross Creeks National Wildlife Refuge	Upgrading Walker Rd. & Webb Hollow Rd. to paved surface.	3RL	FLAP	\$587,292.47	Title 23	LOCAL	Planned	TN-07	FWS_R4
NP FOOT PMS(1)	2021	TN	various	Great Smoky Mountains National Park	FY21 Pavement Preservation of Foothills Parkway, West (MP 55 to 72)	3RH_3RL	FLTP	\$5,921,693.00	Title 23	EFLHD	Planned	TN-02	NPS_SE
NP_GRSM_126(1)	2021	TN	Various	Great Smoky Mountains National Park	Replace five bridges on Forge Creek Road.	BRRC	FLTP	\$2,799,026.00	Title 23	EFLHD	Planned	TN-01	NPS_SE
NP_GRSM_17(1)	2021	TN	Knox	Great Smoky Mountains National Park	Pavement Preservation of Clingman's dome Road	3RL_2R	FLTP	\$2,737,138.00	Title 23	EFLHD	Planned	TN-02	NPS_SE
NP_GRSM_21(1)	2022	TN	Cosby	Great Smoky Mountains National Park	Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	3RL	FLTP	\$3,736,958.00	Title 23	EFLHD	Planned	TN-02	NPS_SE
<b>Texas</b>													
TX_FLAP_200(1)	2020	TX	Denton	USACE, Lewisville Lake	Widen Jones Street (0.5 mi) and North Kealy Avenue (0.34 mi) and construct an adjacent trail.	3RH	FLAP	\$3,327,883.00	Title 23	EFLHD	Planned	TX-26	USACE_SWD
TX_FTFW_INDA_10(1)_11(1)	2020	TX	Burnet	Inks Dam National Fish Hatchery	Improve intersec safety, Entrance Rd @ Park Road. Resurface Visitor Center Rte 10 & Entrance Rte 11	3RL	FLTP	\$300,000.00	Title 23	EFLHD	Planned	TX-25	FWS_R2
TX_FTFW_SAMA_10(1)	2020	TX	Hays	San Marcos National Fish Hatchery	Relocate Entrance Rd to existing signalized intersection	3RL_4R	FLTP	\$400,000.00	Title 23	EFLHD	Planned	TX-35	FWS_R2
TX_FTFW_UVAL_10(1)_900(1)	2020	TX	Uvalde	Uvalde National Fish Hatchery	Reconstruct Entrance Rd., replace culverts, ditch grading. Resurface 2 parking lots.	3RH	FLTP	\$300,000.00	Title 23	EFLHD	Planned	TX-23	FWS_R2
<b>Utah</b>													
UT_FTFW_JOHO_10(1)	2020	UT	Uintah	Jones Hole National Fish Hatchery	Resurface Jones Hole Road.	3RL	FLTP	\$3,800,000.00	Title 23	EFLHD	In Design	UT-01	FWS_R6
<b>Virginia</b>													
BLRI_1E10	2018	VA	Nelson and Rockbridge	Blue Ridge Parkway	R/R ML Rd Section 1E	3RL_2R	FLTP	\$2,900,000.00	Title 23	EFLHD	In Acquisitions	VA-09	NPS_NE
GWMP_210(1)	2018	VA	Fairfax	George Washington Memorial Parkway	Spall repair CIA/FHWA bridge structure 3300-003	BRRH	OTHER	\$943,000.00	Title 54	EFLHD	Under Construction	VA-08	NPS_NC

Please note that there are a few County location corrections for the following Eastern Federal Lands Highway Division (EFLHD) TIP projects:

- Project FS\_Bald\_River\_Falls\_Bridge (1) is in Monroe County. There is no Mitchell County in Tennessee.
- Project NP\_BISO\_10(2): Fentress County is misspelled as “Fentriss”.
- Project NP\_GRSM\_26(2)\_137(1): Cades Cove Loop Road is located in Blount County. There is a nearby municipality of Townsend, but there is no Townsend County in Tennessee.
- Project NP-GRSM\_21(1): Cosby Campground is in Cocke County. There is no Cosby County in Tennessee.

The Eastern Federal Lands Highway Division (EFLHD) within the Federal Highway Administration was notified of the suggested modifications. EFLHD will make these corrections on the 2020-2023 TIP update in 2019.

# FY2020-FY2023 Transportation Improvement Program

Last Printed: 11/18/2019

Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL FUNDS PROGRAMMED FROM AMOUNT	TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA
<b>Georgia/Tennessee</b>													
NP_CHCH_500(1)_501(1)_ETC	2021	GATN	Walker and Catoosa, GA, Hamilton, TN	Chickamauga Chattanooga National Park	Repair, Rehabilitation, Reconstruction of Multiple Roads near CHCH National Park	3RH	FLTP	\$3,596,392.00	Title 23	EFLHD	In Design	_VARIOUS	NPS

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Federal Highway Administration  
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PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL FUNDS PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA
<b>Tennessee</b>													
GRSM 158579	2019	TN	Blount	Great Smoky Mountains National Park	Pavement Preservation of Look Rock Developed Area	2R	FLTP	\$965,000.00	Title 23	EFLHD	Planned	TN-02	NPS
GRSM 257435	2019	TN	Sevier and Blount	Great Smoky Mountains National Park	Conduct a Visitor Use Study for visitor counting procedures on Foothills Parkway	Study	FLTP	\$208,000.00	Title 23	EFLHD	Planned	TN-01, TN02	NPS
GRSM 253191	2019	TN	Sevier	Great Smoky Mountains National Park	EA for Safety and Improvements to Gatlinburg Spur (US 441)	Study	FLTP	\$2,000,000.00	Title 23	EFLHD	Planned	TN-01	NPS
FS_Bald_River_Falls_Bridge(1)	2019	TN	Monroel	Cherokee National Forest	Bridge Replacement	3RH_BRRP	FLTP	\$125,000.00	Title 23	USFS	In Design	TN-01	USFS
GRSM_15(1)	2019	TN	Blount	Great Smoky Mountains National Park	Repair Bote Mountain Tunnel	TUN	FLTP	\$1,360,000.00	Title 23	EFLHD	Under Construction	TN-01	NPS
NP STRI TRAFFIC Impact Study	2019	TN	Rutherford	Stones River National Battlefield	Develop SOW, IGE&proposal STRI Traffic Impact& Safety Study Coordinate A&E & award EFL serve as COR	MISC	FLPP	\$130,000.00	Title 23	EFLHD	Planned	TN-06	NPS
NP_GRSM_13(1)14(2)18(1)	2019	TN	Sevier, Blount	Great Smoky Mountains National Park	Pvmt Preservation of Fighting Creek Gap, Little River Gorge and Elkmont Rds	2R	FLTP	\$4,400,000.00	Title 23	EFLHD	In Acquisitions	TN-02	NPS
TN_FLAP_MLGTN_AST(1)	2019	TN	Shelby	Dept of the Navy, Naval Support Activity (NSA) Mid-South	Construct an extension of a two-lane access route from the Millington Jetport to the Navy Base.	3RH_NEW	FLAP	\$2,389,360.00	Title 23	LOCAL	In Design	TN-08	X_NA
NP NATR 5570-463P	2019	TN	Williamson	Natchez Trace Parkway	Pedestrian Barrier on Double Arch Bridge (Str. #5570-463P) to reduce suicide fatalities.	BRRP	NPS	\$1,250,000.00	Title 23	EFLHD	In Design	TN-07	NPS
NP FOOT 8D5	2020	TN	Sevier and Blount	Great Smoky Mountains National Park	Complete EIS / ROD for Section 8D of Foothills Parkway	I/3R	FLTP	\$4,500,000.00	Title 23	EFLHD	Planned	TN-01, TN02	NPS
NP GRSM 10N(2)	2020	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation of Newfound Gap Road, TN Side (MP 12.32 to 14.64).	3RL_2R	FLTP	\$5,408,000.00	Title 23	EFLHD	In Design	TN-02	NPS
NP GRSM 14(3) 112(1) ETC	2020	TN	Sevier	Great Smoky Mountains National Park	Rehabilitate & Repair 8 Bridges on TN Side of the Park: 5460-013P,-042P,-048P-050P,-060P,-078P,-162P	3RH	FLTP	\$3,081,989.00	Title 23	EFLHD	In Design	TN-01	NPS
NP NATR 1D6	2020	TN	Hickman	Natchez Trace Parkway	Stabilization of Pier 2 on NATR Bridge over Duck River	BRRP	NPS	\$1,096,517.00	Title 23	EFLHD	In Design	TN-07	NPS
NP_BISO_10(2)	2020	TN	Scott, Fentress	Big South Fork National River and Recreation Area	Leatherwood Ford Road Resurfacing, MP 0.00 to MP 7.56. Replace existing signs and posts and stripe.	3RL	FLTP	\$4,828,900.00	Title 23	EFLHD	In Design	TN-03	NPS
NP_GRSM_10N(1)	2020	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation of Newfound Gap Road, TN Side (MP 6.5 to 13)	2R	FLTP	\$3,163,298.00	Title 23	EFLHD	In Design	TN-02	NPS
NP_GRSM_126(1)	2020	TN	Various	Great Smoky Mountains National Park	Replace five bridges on Forge Creek Road.	BRRP	FLTP	\$2,799,026.00	Title 23	EFLHD	In Design	TN-01	NPS
TN FLAP HARDIN FED(1)	2020	TN	Hardin	NPS - Shiloh National Military Park	Rehabilitation of Federal Rd.	3RL	FLAP	\$505,360.00	Title 23	LOCAL	In Design	TN-07	NPS
TN FLAP HKMN SHEB(1)	2020	TN	Hickman	NPS/Natchez Trace Parkway	Resurfacing of New Sheboss Road to the concrete ditch lines.	3RL	FLAP	\$936,912.00	Title 23	LOCAL	In Design	TN-07	NPS
TN FLAP HENRY RHB(2)	2020	TN	Henry	USFWS - Tennessee NWR	Rehabilitation of Bobcat Den Rd.	3RL	FLAP	\$486,000.00	Title 23	LOCAL	In Design	TN-08	FWS

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## Federal Highway Administration Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL FUNDS PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA
TN_FLAP_LEWIS_KEG(1)	2020	TN	Lewis	NPS/Natchez Trace Parkway	Resurfacing of Keg Springs Road and Falls Branch Rd. to improve safety.	3RL	FLAP	\$450,148.00	Title 23	LOCAL	In Design	TN-05	NPS
TN_FLAP_TDEC_NEMOBR(1)	2020	TN	Morgan	National Park Service/ Obed Wild and Scenic River	Restoration of culturally historic vehicular bridge.	BRRP	FLAP	\$1,020,000.00	Title 23	STATE	Planned	TN-03	NPS
TN_FLAP_WAYNE_PINEY(1)	2020	TN	Wayne	NPS/Natchez Trace Parkway	Resurfacing and widening of Piney Road to improve safety.	3RL	FLAP	\$542,120.00	Title 23	LOCAL	In Design	TN-09	NPS
TN_FLAP_CHAT_MBC(1)	2020	TN	Hamilton	NPS, Chickamauga and Chattanooga National Military Park	Extend the Moccasin Bend Connector in Chattanooga, TN.	3RH_3RL	FLAP	\$1,631,829.00	Title 23	LOCAL	In Design	TN-03	NPS
TN_FLAP_DOT_461(1)	2020	TN	Stewart	USFS - Land Between the Lakes National Recreation Area	Resurfacing 3 miles of Route 461 from intersection with Route 76 heading north	3RL	FLAP	\$533,500.00	Title 23	STATE	Planned	TN-07	USFS
TN_FLAP_FRKN_BKLN(1)	2020	TN	Franklin	Department of the Air Force, Arnold Eng.Development Ctr	Resurfacing and widening of UTSI Road for the accommodation of new bike lanes in Franklin County, TN.	3RH	FLAP	\$572,183.00	Title 23	LOCAL	In Design	TN-04	Other
TN_FLAP_HNRY_RHB(1)	2020	TN	Henry	USFWS, Tennessee National Wildlife Refuge	Rehabilitate portions of Bobcat Den Rd & Elkhorn Nobles Rd within TN National Wildlife Refuge.	3RH_3RL	FLAP	\$263,024.00	Title 23	LOCAL	In Design	TN-08	FWS
TN_FLAP_MTGMRYLAF(1)	2020	TN	Montgomery	Department of the Army Fort Campbell	Reconstruction and widening of 1,100 feet of Lafayette Road.	3RH_NEW	FLAP	\$1,958,000.00	Title 23	LOCAL	In Design	TN-07	Other
TN_FLAP_POLK_LADD(1)	2020	TN	Polk	USFS - Cherokee National Forest	Resurface and widen Ladd Springs Road to improve safety in Polk County, TN.	3RL	FLAP	\$941,011.00	Title 23	STATE	Planned	TN-03	USFS
TN_FLAP_POLK_SGLF(1)	2020	TN	Polk	USFS - Cherokee National Forest	Resurface and widen Sugarloaf Drive to improve safety in Polk County, TN.	3RL	FLAP	\$270,872.00	Title 23	STATE	Planned	TN-03	USFS
TN_FLAP_SWRT_WLKR(1)	2020	TN	Stewart	FWS/Cross Creeks National Wildlife Refuge	Upgrading Walker Rd. & Webb Hollow Rd. to paved surface.	3RL	FLAP	\$587,292.47	Title 23	LOCAL	Planned	TN-07	FWS
TN_FLAP_WAYNE_WCRK(1)	2020	TN	Wayne	NPS, Natchez Trace Parkway	Resurface and widen Weatherford Creek Road from 18 ft. to 22 ft. in Wayne County, TN.	3RL	FLAP	\$432,192.00	Title 23	LOCAL	In Design	TN-07	NPS
TN_FLAP_WAYNE_WRR(1)	2020	TN	Wayne	National Park Service (NPS), Natchez Trace Parkway	Resurface and widen Wright Ridge Road from 18 ft. to 22 ft. in Wayne County, TN.	3RL	FLAP	\$290,004.00	Title 23	LOCAL	Planned	TN-07	NPS
TN_FLAP_WNCH_TWNLK(1)	2020	TN	Franklin	Twin Creeks Marina	Construct an asphalt road leading to Twin Creeks Marina.	NEW	FLAP	\$956,627.00	Title 23	LOCAL	In Design	TN-05	Other
FW_TENN_12(1)	2021	TN	Henry, Benton.	Tennessee National Wildlife Refuge	Rehabilitate Big Sandy Road (Route 12)	3RH	FLTP	\$1,200,000.00	Title 23	EFLHD	In Design	TN-08	FWS
NP FOOT_PMS(1)	2021	TN	Sevier and Blount	Great Smoky Mountains National Park	FY21 Pavement Preservation of Foothills Parkway, West MP 55 to 65	3RH_3RL	FLTP	\$5,921,693.00	Title 23	EFLHD	Planned	TN-02	NPS
NP FOOT_PMS(2)	2021	TN	Sevier and Blount	Great Smoky Mountains National Park	Pavement Preservation of Foothills Parkway, East	3RH_3RL	FLTP	\$2,846,624.00	Title 23	EFLHD	Planned	TN-02	NPS
NP_GRSM_17(1)	2021	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation of Clingman's dome Road	3RL_2R	FLTP	\$2,737,138.00	Title 23	EFLHD	In Design	TN-01	NPS
NP_GRSM_26(2)_137(1)	2021	TN	Blount	Great Smoky Mountains National Park	Pavement Preservation of Cades Cove Loop road and Campground entrance road	3RL_2R	FLTP	\$2,206,133.00	Title 23	EFLHD	In Design	TN-02	NPS

**FY2020-FY2023 Transportation Improvement Program**

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TN_FLAP_SWRT_BELL(1)	2021	TN	Stewart	FWS/Cross Creeks National Wildlife Refuge	Resurfacing Bellwood Hollow & Bellwood Landing Rd.	3RL	FLAP	\$1,081,340.80	Title 23	LOCAL	In Design	TN-07	FWS
TN_FLAP_WAYNE_BGCYP(1)	2021	TN	Wayne	NPS, Natchez Trace Parkway	Resurfacing and widening Big Cypress Road.	3RL	FLAP	\$502,744.00	Title 23	LOCAL	Planned	TN-07	NPS
NP FOOT PMS(3)	2022	TN	Sevier and Blount	Great Smoky Mountains National Park	FY22 Pavement Preservation of Foothills Parkway (East) from MP 65 to MP 72.	3RH_3RL	FLTP	\$ 2,737,138.00	Title 23	EFLHD	Planned	TN-01, TN02	NPS
NP_GRSM_21(1)	2022	TN	Cocke	Great Smoky Mountains National Park	Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	3RL	FLTP	\$3,736,958.00	Title 23	EFLHD	Planned	TN-02	NPS