

**KEVIN BROOKS, CHAIRMAN**

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MPO Coordinator Greg Thomas, AICP

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Cleveland Urban Area MPO Technical Coordinating Committee

WEDNESDAY, JANUARY 9, 2019, 10:00 O'CLOCK AM, 2nd FLOOR CITY COUNCIL MEETING ROOM, MUNICIPAL BUILDING, 190 CHURCH STREET NE, CLEVELAND, TN

AGENDA

1. Call TCC meeting to order
2. Approval of meeting minutes— November 7, 2018 p. 3
3. New Business
 - A. Recommendation to MPO concerning adoption of proposed amendment to the 2040 RTP moving Project #83 Interchange Improvement at I-75 Exit 33 to 2016-2025 Planning Horizon and moving Project #101A Widening I-75 from Exit 33 to McMinn County Line into the 2026-2040 Planning Horizon p. 8
 - B. Recommendation to MPO concerning adoption of proposed amendment 2018-02 to the 2017-2020 TIP to Modify TIP Project #2017-09 From a Widening Project on I-75 from Exit 33 to the McMinn County Line to an Interchange Improvements Project for Exit 33 p. 13
 - C. Recommendation to MPO concerning adoption of proposed TIP amendment 2018-03 to the 2017-2020 TIP RTP to Add Funds to TIP Project #06001, TDOT PIN#101430.01 SR60 Georgetown Road Widening From Near West Lake Drive to Near SR 306 p. 19
 - D. Schedule for development of new TIP and call for projects p. 25
 - E. New UPWP Development p. 28
 - F. PM1 Safety Performance Measure Targets p. 30

4. Old Business---none

5. Comments by federal, state, local agencies

6. MPO Coordinator/staff comments

p. 33

7. Public comments

8. Next regular TCC meeting date is Wednesday, March 6, 2019 at 10 a.m.

9. Adjourn



Kevin Brooks, CHAIRMAN
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Cleveland Urban Area MPO Technical Coordinating Committee

WEDNESDAY, NOVEMBER 7, 2018, 10:00 O'CLOCK AM, 2nd FLOOR CITY COUNCIL MEETING ROOM, MUNICIPAL BUILDING, 190 CHURCH STREET NE, CLEVELAND, TN

TCC Minutes

1. TCC meeting called to order- 10:00 am

City of Cleveland Public Works Director, Tommy Myers called the meeting to order, asked everyone to sign in and called the roll. Those in attendance were; Tommy Myers- City of Cleveland, Greg Thomas- City of Cleveland/MPO, Christi Long- City of Cleveland, Tad Bacon- Cleveland Utilities, Andrea Noel- TDOT, Mary Lynn Brown- SETHRA, Brian Beck- City of Cleveland, Jonathan Jobe- City of Cleveland, Bently Thomas- Bradley County, Stacy Morrison- TDOT, Ted Smith- SETHRA, Kwabena Aboagye (KB), TDOT, David Sheely- City of Cleveland, Sara Elmore- TDOT, Brian Moran- City of Cleveland and Tim Siniard- Cleveland Daily Banner

2. Approval of meeting minutes— September 12, 2018

Tommy Myers asked for approval of the minutes from September 12, 2018. Brian Beck made the motion and was seconded by Tad Bacon. Motion was approved unanimously.

3. New Business

A. Public Hearing on MPO Public Participation Plan (PPP) Amendments

Greg Thomas explained this was unusual for a TCC Board to handle a project this way with a public hearing, but it is what the (PPP) Public Participation Plan calls for. It's a public hearing on the MPO Public Participation Plan for amendments or revisions to the RTP and TIP. At the August 8, 2018 meeting, the

MPO endorsed the release of the proposed amendments to the PPP for public review. The proposed PPP changes were publicized and made available to the public. There haven't been any comments on them. These changes would allow staff to release proposed amendments to the RTP and the TIP for public review after advising the MPO but without waiting for formal approval at the MPO meeting. The public review time for TIP amendments would be reduced to the minimum fourteen days. In summary, these changes save time.

Greg opened it up for a formal public hearing.

There were no comments and the public hearing was closed.

B. Recommendation of TCC Concerning Public Participation Plan (PPP) Amendments for adoption by MPO

Greg Thomas asked if there were any comments from the TCC and asked for the recommendation of the TCC to the MPO regarding the PPP amendments.

Bently Thomas made a motion to recommend the adoption of the amendments of the (PPP) and was seconded by Brian Beck. Motion was approved unanimously.

C. Recommendation of TCC on Prioritization of TDOT Projects

Greg explained TDOT has asked the MPO to provide a priority ranking of TDOT projects in the MPO area.

The first project was PIN number 124013, I-75 near interchange 33. It was originally a widening project but has now been changed to ramp improvements. The ROW phase for it starts in June 2021 and it is scheduled to go out for bid in 2023.

The second project is PIN number 124018, SR 2, US Highway 11 (North Lee Highway) from near Anatole Lane to SR-308 in Charleston. The ROW phase for it is 2020 and it is scheduled to go out for bids in 2023.

The third project is PIN number 101430.20, SR-60, Georgetown Road NW, from near SR-306 in Bradley County to near SR-58 in Hamilton County. The ROW phase for it is scheduled to start in 2021 and it is scheduled to go out for bids in 2023 as well.

While there was agreement on the I-75 interchange project that it should be the number one priority, there was a lot of discussion as to which project should be second and third.

Brian Beck made mention putting the North Lee Highway project second. David Sheely spoke up saying really there wasn't enough info available about the roadways to make an accurate decision. He suggested getting the crash history, ADT, and any safety concerns before making a recommendation to the MPO.

Kwabena Aboagye (KB), with TDOT did a demonstration of the two roads and showed crash histories on both to help the TCC Board decide.

David Sheely made a motion to recommend the prioritization be #1 (I-75), #2 SR-60 (Georgetown Rd), #3 SR-11 (North Lee), and was seconded by Bently Thomas. Motion was approved with one nay.

D. Release for Public Comment: Proposed Amendment to the 2040 RTP Moving Project #83 Interchange Improvement at I-75 Exit 33 to 2016-2025 Planning Horizon and moving Project #101A Widening I-75 from Exit 33 to McMinn County Line into the 2026-2040 Planning Horizon

Greg explained this is consistent with the interchange improvements that are going to be happening there. His opinion was to recommend this to the MPO to be released for public comment. He said this will be back on the next agenda on January 9, 2019.

Brian Beck made the motion to recommend to the MPO to release this for public comment and was seconded by Tad Bacon. Motion was approved unanimously.

E. Recommendation on Release for Public Comment: Proposed Amendment 2018-02 to the 2017-2020 TIP to Modify TIP Project 2017-09 From a Widening Project on I-75 From Exit 33 to the McMinn County Line to an Interchange Improvement Project for Exit 33

Greg explained this was a companion change in the TIP to the put the interchange improvements project into the TIP. He then explained this was also for release of public comment as well.

Stacy Morrison made the motion to recommend to the MPO to release this for public comment and was seconded by Ted Smith and it was approved unanimously.

F. Recommendation on Release for Public Comment: Proposed TIP Amendment 2018-03 to the 2017-2020 TIP RTP to Add Funds to TIP Project #06001, TDOT PIN # 1014301.01 SR 60 (Georgetown Road Widening Project From Near West Lake Drive to Near SR 306)

Greg explained this too was just to recommend to the MPO to release for public comment.

Brian Beck made the motion to recommend to the MPO to release this for public comment and was seconded by Tad Bacon. Motion was approved unanimously.

G. Proposed MPO and TCC Meeting Calendar for 2019

Greg read aloud the dates of the proposed meetings for 2019 and announced the date of the annual MPO meeting, January 9, 2019.

Brian Beck made the motion to recommend the dates to the MPO and was seconded by Ted Smith. Motion was approved unanimously.

H. Report on Annually Obligated Funds

Greg explained there was nothing that needed to be done with this. This info is for the public and is published on the MPO website.

4. Old Business- None

5. Comments by Federal, State & Local Agencies-

Kwabena Aboagye (KB), with TDOT reported to the TCC Board there was nothing board going on right now. He said everything is still business as usual with the election that was yesterday and the new governor. The changes he anticipates will be good for everyone involved.

He also informed everyone TDOT is starting a traffic study data project merging everyone's info with theirs so there is only one set of data. They are also developing a MPO manual since there isn't a document that is put together that instructs any MPO on how to handle MPO issues.

Stacy Morrison also told the Board that TDOT is kicking off a corridor studies of I-75 from Georgia to Kentucky. He said the study should take about eighteen months.

6. MPO Coordinator/ Staff Comments- None

7. Public Comments- None

8. Next Regular Meeting: Wednesday, January 9, 2019 at 10 am

9. Adjourned Meeting at 10:58 am



Cleveland Urban Area

METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

TO: MPO and TCC Members

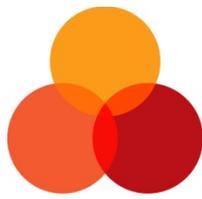
FROM: Greg Thomas, AICP, MPO Coordinator

DATE: October 31, 2018

SUBJECT: Proposed 2040 RTP Amendments—I-75 Exit 33 Area

Following the IMPROVE Act, various road projects were slated for completion by TDOT in Bradley County and throughout Tennessee. One of these was a widening of I-75 from Exit 33 to near the McMinn County line which was added to the 2016-2025 Horizon as RTP Project #101A in the 2040 RTP in September 2017. After preliminary design work was begun on this project identified as TDOT PIN# 124013, TDOT determined that interchange improvements at Exit 33 would better meet the needs in this area for the foreseeable future. The work undertaken by TDOT in PIN# 124013 is going in a direction that does not match the project description in the interstate widening RTP Project #101A. A much better match would be RTP Project #83, an Exit 33 interchange improvements project, but it is in the 2016-2040 Horizon and not meeting the near-term need. Because of the change in planned TDOT work near Exit 33, Staff has worked closely with TDOT and is proposing that these amendments be released for public review and comment and considered for adoption after a public hearing at the next regularly scheduled MPO meeting, presently proposed for January 9, 2019:

- 1) Move RTP Project #101A, the widening of I-75 from near Exit 33 to near the McMinn line, from the 2016-2025 Planning Horizon to the 2026-2040 Planning Horizon.
- 2) Move RTP Project #83, interchange improvements at Exit 33, to the 2016-2025 planning horizon in the 2040 RTP.



MEMORANDUM

TO: Interested parties

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: November 7, 2018

SUBJECT: Proposed 2040 RTP Amendment—Release for Public Comment

The Cleveland Urban Area Metropolitan Planning Organization (MPO) released for public review and comment a proposed amendment to its 2040 Regional Transportation Plan (RTP) which is summarized as follows:

Proposed Amendment to the 2040 RTP Moving Project #83 Interchange Improvement at I-75 Exit 33 to 2016-2025 Planning Horizon and moving Project #101A Widening I-75 from Exit 33 to McMinn County Line into the 2026-2040 Planning Horizon (see attached).

The proposed RTP amendment is available for review on the MPO website <http://clevelandtn.gov/index.aspx?nid=153>. The proposed amendments are also available for review at the Cleveland Public Library at 795 Church Street NE, the Cleveland/Bradley Chamber of Commerce at 225 Keith Street SW, the Development and Engineering Services Building (MPO office) at 185 2nd Street, NE, and the Charleston City Hall at 126 Worth Street. Comments will be accepted on the on the proposed amendment through the time of the public hearing described below. For more information or to submit comments, please contact MPO Coordinator Greg Thomas, phone (423) 479-1913, fax (423) 559-3373, or email gthomas@clevelandtn.gov.

A public hearing for the above-described RTP amendment will be held at the next meeting of the MPO Executive Board to be held on Wednesday, January 19, 2019 at 11:00 A.M., 2nd floor, City Council meeting room of the Cleveland Municipal Building, located at 190 Church Street NE in Cleveland.

Table 5.7: Proposed Roadway Projects, 2016-2025

ID	Type of Improvement	Roadway	From	To	Miles	Description	Agency	Anticipated Funding	Cost (VOE, millions)
82	New Roadway	Paul Huff Parkway Extension	Freewill Road	SR 60 (Georgetown Road)	0.8	Construct new 3-lane road	Cleveland	U-STBG	10.5
62	Road Widening	20th Street	Shady Lane	Old Tasso Road	0.7	Widen from 2 to 3 lanes	Cleveland	U-STBG	11.2
112	Road Widening	Georgetown Road N.W.	25 th Street	20 th Street	1.3	Widen from 2 to 3 lanes, including roundabouts at major intersections	Cleveland	U-STBG	9.4
108	Reconstruction	Michigan Avenue Road	Minnis Road	20th Street	0.2	Reconstruct 2-lane road	Cleveland	HSIP, U-STBG	1.2
63	Road Widening	20 th Street	Old Tasso Road	Michigan Avenue Road		Widen from 2 to 3 lanes	Cleveland	HSIP, U-STBG	2.7
7	Intersection Improvements	25th Street (SR 60)	@ Peerless Road			Widen North and South approaches from 4 to 5 lanes	Cleveland/TDOT	U-STBG, S-STBG	0.5
94	Intersection Improvements	20th Street	@ Michigan Ave Rd			Safety improvements	Cleveland	HSIP, U-STBG	0.4
95	Intersection Improvements	Georgetown Rd (SR 60)	@ Candies Lane			Realign intersection	TDOT	HSIP, S-STBG	3.2
96	Intersection Improvements	N Ocoee Street (SR 74)	8th Street			Construct roundabout	TDOT	HSIP, S-STBG	1.7
99	Intersection Improvements	6 th Street N.E.	@ Gaut Street			Safety improvements	Cleveland	U-STBG	0.6
110	Intersection Improvements	Mouse Creek Road	@ Paul Huff Pkwy			Add lane to NB approach on Mouse Creek Rd	Cleveland	U-STBG	0.1
111	Intersection Improvements	Peerless Road	@ Paul Huff Pkwy			Improve NB approach on Peerless Road from intersection to Valleyhead Road	Cleveland	U-STBG	0.5
93	Safety Improvements	SR 308 (Lower River Rd)	Bowater Logging Rd	I-75	0.9	Safety improvements	TDOT	HSIP, S-STBG	0.5
70	Road Widening	N. Lee Highway (US 11/SR 2)	Near Anatole Ln	SR 308 (Lauderdale Men Hwy)	4.3	Widen from 2 to 4/5 lanes	TDOT	S-STBG	39.3
86	Road Widening	Georgetown Road (SR 60)	SR 306 (Eureka Rd)	Near SR 58 in Hamilton County	5.5	Corridor improvements, including some 3-lane sections	TDOT	NHPP	30.1
83	Interchange Improvements	I-75	@ SR 308 (Lauderdale Memorial Hwy.)			Extend ramps	TDOT	NHPP, S-STBG	2.5
101A	Road Widening	I-75	SR-308 (Exit 33)	McMinn/Bradley Co line	2.1	Widen from 4 to 6 lanes	TDOT	NHPP	29.3

Table 5.8: Proposed Roadway Projects, 2026-2040

ID	Type of Improvement	Roadway	From	To	Miles	Description	Agency	Anticipated Funding	Cost (VOE, millions)
100	New Roadway	Midtown Connector				Construct bridge over RR in downtown Cleveland	Cleveland	U-STBG	2.2
92	New Roadway	SR 308 Extension	SR 2/US 11 (N. Lee Hwy.)	Chatata Valley Dr	0.5	Extend as 3-lane roadway, including RR overpass. Eastern terminus aligns with Upper River Rd N.E.	TDOT	S-STBG	18.2
113	Road Widening	Mouse Creek Road	Robin Hood Drive	Wedgewood Drive	0.1	Widen from 2 to 3 lanes	Cleveland	U-STBG, Local	2.1
114	Road Widening	Mouse Creek Road	Wedgewood Dr	East Circle	0.4	Widen from 2 to 3 lanes	Cleveland	U-STBG, Local	7.4
115	Road Widening	Mouse Creek Road	East Circle	Hunters Run	1.0	Reconstruct 2-lane road	Cleveland	U-STBG, Local	6.8
59	Road Widening	20th Street	APP-40 (Bypass)	Ocoee Street	1.3	Widen from 2 to 3 lanes	Cleveland	U-STBG	21.5
20	Road Widening	Benton Pike	APP-40 (Bypass)	Michigan Avenue Rd	1.0	Widen from 2 to 3 lanes	Cleveland	U-STBG	16.5
60	Road widening	Peerless Road	25th Street	Georgetown Road	0.5	Widen from 2 to 3 lanes	Cleveland	U-STBG	8.6
55	Road Widening	Georgetown Road	20 th Street	Harrison Pike (SR 312)	1.0	Widen from 2 to 3 lanes	Cleveland	U-STBG	9.6
72	Road Widening	Spring Place Road (SR 74)	APD 40	Kile Lake Road	1.7	Widen from 2 to 3 lanes	TDOT	S-STBG	35.2
104	Road Widening	SR 163 (Etowah Rd)	Lee Highway (US 11/SR 2)	Lyncrest Ave in Calhoun	0.6	Widen from 2 to 3 lanes, including improvements to narrow RR underpass	TDOT	S-STBG	13.3
105	Road Widening	I-75	Hamilton Co. line	APP-40	2.5	Widen from 4 to 6 lanes	TDOT	NHPP, S-STBG	129.2
101A	Road Widening	I-75	SR 308 (Exit 33)	McMinn/Bradley County line	2.1	Widen from 4 to 6 lanes	TDOT	NHPP, S-STBG	29.3
101B	Road Widening	I-75	APP-40 (SR 311)	SR 308	12.3	Widen from 4 to 6 lanes	TDOT	NHPP, S-STBG	213.6
17	Reconstruction	Mouse Creek Road	City Limits	Hoopers Gap	1.1	Reconstruct 2-lane road, turn lanes at Hoopers Gap	Cleveland/Bradley County	HSIP, U-STBG	14.5
58	Reconstruction	20th Street	Ocoee Street	Georgetown Road	0.7	Upgrade lane width, shoulders; add left turns at intersections	Cleveland	HSIP, U-STBG	9.6
23	Reconstruction	Hoopers Gap Road	Frontage Road	Mouse Creek Road	0.3	Upgrade lane width, shoulders; add turn lanes at Mouse Creek Road	Bradley County	U-STBG, Local	3.6
98	Reconstruction	9th Street S.E.	Euclid Avenue S.E.	Church Street	0.2	Align offset intersection at Euclid Ave. S.E.	Cleveland	Local	3.0
6	Intersection Improvements	25th Street (SR 60)	@ N Ocoee Street (SR 74)			Widen N & S approaches, add dual left-turn lanes	Cleveland/TDOT	HSIP, U-STBG, NHPP	11.8
10	Intersection Improvements	Westside Drive	@ Harrison Pike (SR 312)			Widen approaches; consider signalization	Cleveland	U-STBG	0.4
9	Intersection Improvements	20th Street	@ Parker Street			20th St - Widen approaches to 5 lanes; Parker St - Widen approaches to 3 lanes	Cleveland	U-STBG	0.9
1	Intersection Improvements	20th Street	@ N. Ocoee Street (SR 74)			Widen from 4 to 5 lanes, signalize	Cleveland/TDOT	U-STBG, S-STBG	0.3

Table 5.8: Proposed Road Road Projects, 2026-2040 (continued from previous page)

ID	Type of Improvement	Roadway	From	To	Miles	Description	Agency	Anticipated Funding	Cost (VOE, millions)
3	Intersection Improvements	20th Street	@ Keith Street (US 11/SR 2)			Widen and relocate existing signal	Cleveland/TDOT	U-STBG, S-STBG	0.3
8	Intersection Improvements	Peerless Road	@ Norman Chapel Road			Widen west approach from 2 to 3 lanes	Cleveland	U-STBG	0.3
11	Intersection Improvements	Keith Street (US 11/SR 2)	@ N Ocoee Street (SR 74)			Intersection improvement with "flyover", remove traffic signals and add lanes	TDOT/Cleveland	NHPP, S-STBG, U-STBG	10.3
83	Interchange Improvements	I-75	@ SR 308 (Lauderdale Memorial Hwy.)			Interchange modifications for increased capacity	TDOT	NHPP, S-STBG	4.7
111	Intersection Improvements	Peerless Road	@ Paul Huff Pkwy			Improve NB approach on Peerless Rd from intersection back to Valleyhead Rd	Cleveland	U-STBG	0.3
97	Intersection Improvements	Industrial Drive S.W.	@ Old Chattanooga Pike			Realign and improve rail crossing	Cleveland	Local	0.3
5	Intersection Improvements	Spring Place Road (SR 74)	@ Wildwood Ave (SR 311)			Widen to 4 lanes on all approaches; modify signal	Cleveland/TDOT	S-STBG	0.8



Cleveland Urban Area

METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

TO: MPO and TCC Members

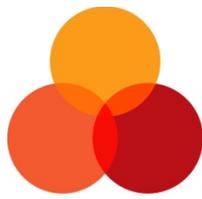
FROM: Greg Thomas, AICP, MPO Coordinator

DATE: October 29, 2018

SUBJECT: Proposed TIP Amendment 2018-02 to TIP Project 2017-09 at I-75 Exit 33 Area

TIP Project 2017-09 was added to the 2017-2020 TIP last year as a widening of I-75 from Exit 33 to near the McMinn County line (also added to the 2016-2025 Horizon as RTP Project #101A in the 2040 RTP). After preliminary design work was begun on this project identified as TDOT PIN# 124013, TDOT determined that interchange improvements at Exit 33, mostly ramp extensions, would better meet the current needs in this area for that an interstate widening. TDOT's intention is to modify the description of TIP Project 2017-09 to an interchange improvement project and associate it with 2040 RTP Project #83 for interchange improvements at Exit 33 (RTP project #83 is proposed to be moved to the 2016-20125 horizon in the 2040 RTP). The merge and diverge segments of the ramp terminals will be extended to approximately twice their current length.

Staff is proposing that the TIP Amendment 2018-02 to TIP Project 2017-09 be released for public review and comment and considered for adoption after a public hearing at the next regularly scheduled MPO meeting, presently proposed for January 9, 2019.



MEMORANDUM

TO: Interested parties

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: November 7, 2018

SUBJECT: Proposed TIP Amendments 2018-02 and 2018-03—Release for Public Comment

The Cleveland Urban Area Metropolitan Planning Organization (MPO) released for public review and comment two proposed amendments to its 2017-2020 Transportation Improvement Program (TIP), which are summarized as follows:

Proposed Amendment 2018-02 to the 2017-2020 TIP to Modify TIP Project #2017-09 From a Widening Project on I-75 from Exit 33 to the McMinn County Line to an Interchange Improvements Project for Exit 33 (see attached)

Proposed TIP Amendment 2018-03 to the 2017-2020 TIP RTP to Add Funds to TIP Project #06001, TDOT PIN#101430.01 SR60 Georgetown Road Widening From Near West Lake Drive to Near SR 306 (see attached)

The proposed TIP amendments are available for review on the MPO website <http://clevelandtn.gov/index.aspx?nid=153> . The proposed amendments are also available for review at the Cleveland Public Library at 795 Church Street NE, the Cleveland/Bradley Chamber of Commerce at 225 Keith Street SW, the Development and Engineering Services Building (MPO office) at 185 2nd Street, NE, and the Charleston City Hall at 126 Worth Street. Comments will be accepted on the on the proposed amendments through the time of the public hearings described below. For more information or to submit comments, please contact MPO Coordinator Greg Thomas, phone (423) 479-1913, fax (423) 559-3373, or email gthomas@clevelandtn.gov.

Public hearings for the above-described TIP amendments will be held at the next meeting of the MPO Executive Board to be held on Wednesday, January 9, 2019 at 11:00 A.M., 2nd floor, City Council meeting room of the Cleveland Municipal Building, located at 190 Church Street NE in Cleveland.

FY 2017-2020 TIP Amendment – November 2018

TIP Amendment # 2018-02

TIP Project # 2017-09

LRTP Project# 101A, 83

Project: Extend I-75 ramps at SR 308 (Lauderdale Highway) interchange

Requested By: TDOT

Phase: Preliminary Engineering
(NEPA/environmental and design)

Fiscal Year(s): 2019

Proposed Action: Amend Project 2017-09

Total Project Cost: \$2.5 million

FROM:

FY	Work	Funding	Total	Federal	State	Local
2018	PE-N	NHPP	\$1,000,000	\$800,000	\$200,000	\$0
2018	PE-D	NHPP	\$1,700,000	\$1,360,000	\$340,000	\$0

TO:

FY	Work	Funding	Total	Federal	State	Local
2019	PE-N	NHPP	\$280,000	\$252,000	\$28,000	\$0
2019	PE-D	NHPP	\$120,000	\$108,000	\$12,000	\$0

Description of Project 2017-09:

Extend I-75 ramps at SR 308 (Lauderdale Highway).

Background:

Last year, TDOT added RTP Project 101A to the TIP to widen a short section of I-75 in the area of the Bradley/McMinn county line. This became TIP Project 2017-09.

After studying the most appropriate solution to the concerns (primarily issues with trucks safely accessing the interstate), TDOT has proposed instead to make improvements to the I-75/SR 308 (Lauderdale Memorial Highway) interchange by extending the ramps. The merge and diverge segments of the ramp terminals will be extended to approximately twice their current length.

This TIP amendment is therefore proposed to modify Project #2017-09 from a widening project to a ramp improvement project.

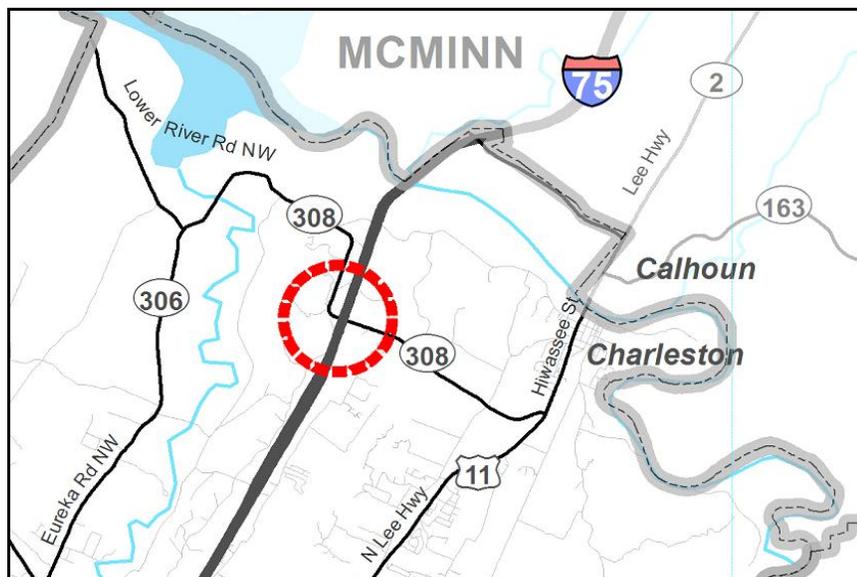
In addition, there will be two amendments needed to the 2040 Regional Transportation Plan (RTP):

1. The full I-75 widening (RTP Project 101A) is currently listed in the 2016-2025 horizon of the plan. Since the interchange improvements are adequate to address the current traffic issues, the widening project is proposed to move into the later 2026-2040 horizon.
2. RTP Project #83 (the SR 308 interchange improvements) is currently in the 2026-2040 horizon of the plan. It is proposed to move to the 2016-2025 horizon of the plan in order to match the TIP.

FY2017-2020 Transportation Improvement Program

Project Name	<input type="text" value="I-75 / SR 308 interchange"/>	Route	<input type="text" value="I-75"/>	Total Project Cost	<input type="text" value="\$2,500,000"/>
TIP Number	<input type="text" value="2017-09"/>	Long Range Plan #	<input type="text" value="101"/>	TDOT PIN	<input type="text" value="124013.00"/>
STIP #	<input type="text" value="1706010"/>				
Previous TIP #	<input type="text"/>	Fed Project #	<input type="text"/>		
Sponsoring Agency	<input type="text" value="TDOT"/>	Project Length	<input type="text" value="0.45"/>	Amended	<input type="text" value="1/9/2019"/>
Adjusted	<input type="text"/>				
Termini/Intersecting Road	<input type="text" value="SR 308 (Exit 33)"/>				
Project Description	<input type="text" value="Extend ramps at SR 308 (Lauderdale Hwy) interchange"/>				
Mod #	<input type="text" value="1"/>				
Project Remarks	<input type="text"/>				

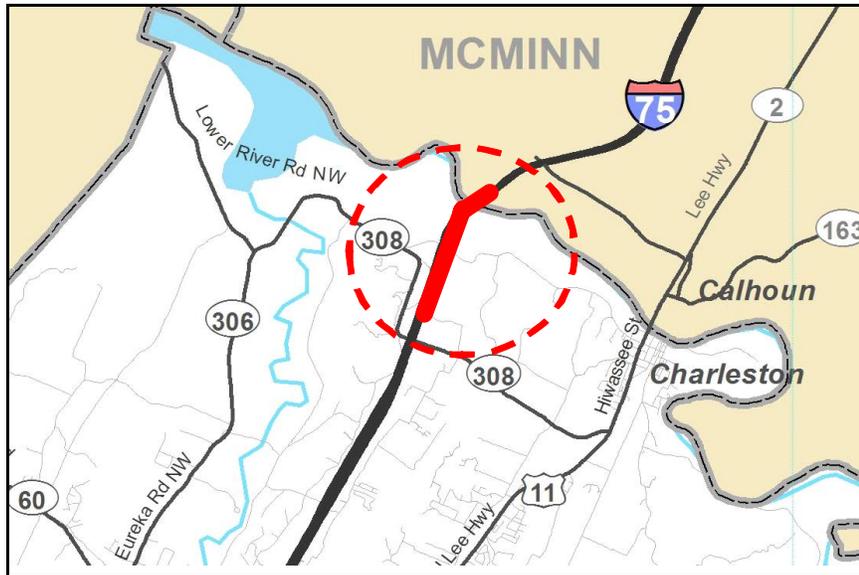
Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2019	PE-N	NHPP	\$252,000	\$28,000	\$0	\$280,000
2019	PE-D	NHPP	\$108,000	\$12,000	\$0	\$120,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$360,000	\$40,000	\$0	\$400,000

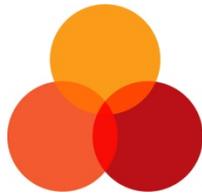


FY2017-2020 Transportation Improvement Program

Project Name	I-75 / SR 308 interchange	Route	I-75	Total Project Cost	\$29,300,000
TIP Number	2017-09	Long Range Plan #	101	TDOT PIN	124013.00
STIP #	1706010				
Previous TIP #		Fed Project #			
Sponsoring Agency	TDOT	Project Length	2.1	Amended	
Adjusted					
Termini/Intersecting Road	SR 308 (Exit 33) to near Bradley/McMinn Co line				
Project Description	Widen I-75 from 4 to 6 lanes from near Exit 33 (SR 308) to near the Bradley/McMinn county line				
Mod #	0				
Project Remarks	TDOT PIN 124013.00. Exit 33				

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2018	PE-N	NHPP	\$800,000	\$200,000	\$0	\$1,000,000
2018	PE-D	NHPP	\$1,360,000	\$340,000	\$0	\$1,700,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$2,160,000	\$540,000	\$0	\$2,700,000





Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

TO: MPO and TCC Members

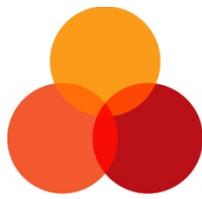
FROM: Greg Thomas, AICP, MPO Coordinator

DATE: October 31, 2018

SUBJECT: Proposed TIP Amendment 2018-03 to TIP Project 6001 widening SR60 Georgetown Road

TIP Project 6001 widens SR 60 Georgetown Road to 5-lanes from near Westlake Drive to near SR 306. The project is presently in the ROW phase and this TIP amendment adds more funds needed for the construction phase to FY2019.

Staff is proposing that the TIP Amendment 2018-03 to TIP Project 6001 be released for public review and comment and considered for adoption after a public hearing at the next regularly scheduled MPO meeting, presently proposed for January 9, 2019.



MEMORANDUM

TO: Interested parties

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: November 7, 2018

SUBJECT: Proposed TIP Amendments 2018-02 and 2018-03—Release for Public Comment

The Cleveland Urban Area Metropolitan Planning Organization (MPO) released for public review and comment two proposed amendments to its 2017-2020 Transportation Improvement Program (TIP), which are summarized as follows:

Proposed Amendment 2018-02 to the 2017-2020 TIP to Modify TIP Project #2017-09 From a Widening Project on I-75 from Exit 33 to the McMinn County Line to an Interchange Improvements Project for Exit 33 (see attached)

Proposed TIP Amendment 2018-03 to the 2017-2020 TIP RTP to Add Funds to TIP Project #06001, TDOT PIN#101430.01 SR60 Georgetown Road Widening From Near West Lake Drive to Near SR 306 (see attached)

The proposed TIP amendments are available for review on the MPO website <http://clevelandtn.gov/index.aspx?nid=153> . The proposed amendments are also available for review at the Cleveland Public Library at 795 Church Street NE, the Cleveland/Bradley Chamber of Commerce at 225 Keith Street SW, the Development and Engineering Services Building (MPO office) at 185 2nd Street, NE, and the Charleston City Hall at 126 Worth Street. Comments will be accepted on the on the proposed amendments through the time of the public hearings described below. For more information or to submit comments, please contact MPO Coordinator Greg Thomas, phone (423) 479-1913, fax (423) 559-3373, or email gthomas@clevelandtn.gov.

Public hearings for the above-described TIP amendments will be held at the next meeting of the MPO Executive Board to be held on Wednesday, January 9, 2019 at 11:00 A.M., 2nd floor, City Council meeting room of the Cleveland Municipal Building, located at 190 Church Street NE in Cleveland.

Background:

Last year, TDOT added RTP Project 101A to the TIP to widen a short section of I-75 in the area of the Bradley/McMinn county line. This became TIP Project 2017-09.

After studying the most appropriate solution to the concerns (primarily issues with trucks safely accessing the interstate), TDOT has proposed instead to make improvements to the I-75/SR 308 (Lauderdale Memorial Highway) interchange by extending the ramps. The merge and diverge segments of the ramp terminals will be extended to approximately twice their current length.

This TIP amendment is therefore proposed to modify Project #2017-09 from a widening project to a ramp improvement project.

In addition, there will be two amendments needed to the 2040 Regional Transportation Plan (RTP):

1. The full I-75 widening (RTP Project 101A) is currently listed in the 2016-2025 horizon of the plan. Since the interchange improvements are adequate to address the current traffic issues, the widening project is proposed to move into the later 2026-2040 horizon.
2. RTP Project #83 (the SR 308 interchange improvements) is currently in the 2026-2040 horizon of the plan. It is proposed to move to the 2016-2025 horizon of the plan in order to match the TIP.

FY 2017-2020 TIP Amendment – November 2018

TIP Amendment # 2018-03

TIP Project # 6001

LRTP Project# E+C

Project: Widen SR 60 (Georgetown Road) to 5 lanes from near Westlake Drive to near SR 306

Requested By: TDOT

Phase: Construction

Fiscal Year(s): 2019

Proposed Action: Add funds to project

Total Project Cost: \$40.4 million

FROM:

FY	Work	Funding	Total	Federal	State	Local
2017	ROW	NHPP	\$13,650,000	\$10,920,000	\$2,730,000	\$0
2019	Construction	NHPP	\$14,700,000	\$11,760,000	\$2,940,000	\$0

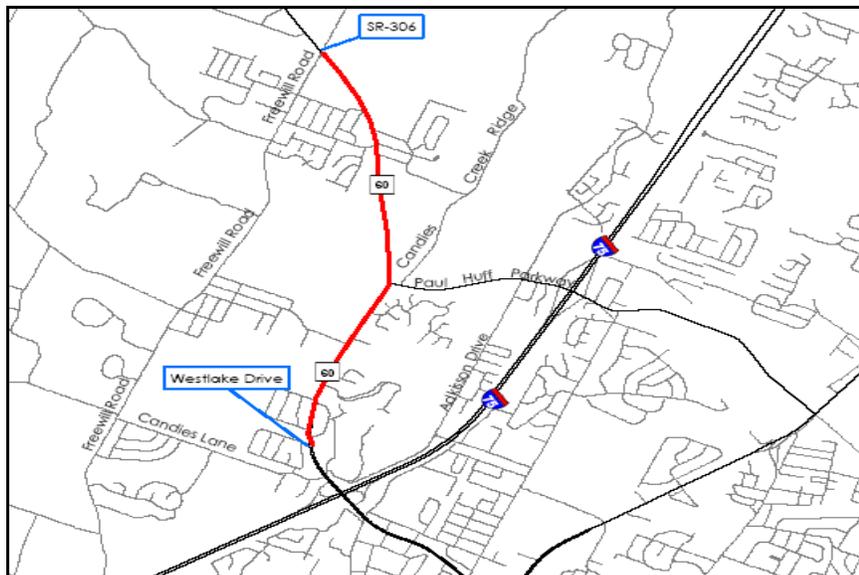
TO:

FY	Work	Funding	Total	Federal	State	Local
2017	ROW	NHPP	\$13,650,000	\$10,920,000	\$2,730,000	\$0
2019	Construction	NHPP	\$26,700,000	\$21,360,000	\$5,340,000	\$0

FY2017-2020 Transportation Improvement Program

Project Name	SR-60 Widening	Route		Total Project Cost	\$40,400,000
TIP Number	06001	Long Range Plan #	E+C	TDOT PIN	101430.01
STIP #					
Previous TIP #	06040, 06009	Fed Project #			
Sponsoring Agency	TDOT	Project Length	2.69	Amended	
Adjusted	5/4/2018				
Termini/Intersecting Road	from near Westlake Drive to near SR-306 (IA)				
Project Description	Widen from 4-lane and from 2-lane to 5-lane cross section with paved shoulder/bike lanes and sidewalks on each side along SR 60 (Georgetown Rd)				
Mod #	1				
Project Remarks					

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	ROW	NHPP	\$10,920,000	\$2,730,000	\$0	\$13,650,000
2019	CONST	NHPP	\$21,360,000	\$5,340,000	\$0	\$26,700,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$32,280,000	\$8,070,000	\$0	\$40,350,000



FY2017-2020 Transportation Improvement Program

Project Name Route Total Project Cost

TIP Number Long Range Plan # TDOT PIN STIP #

Previous TIP # Fed Project #

Sponsoring Agency Project Length Amended Adjusted

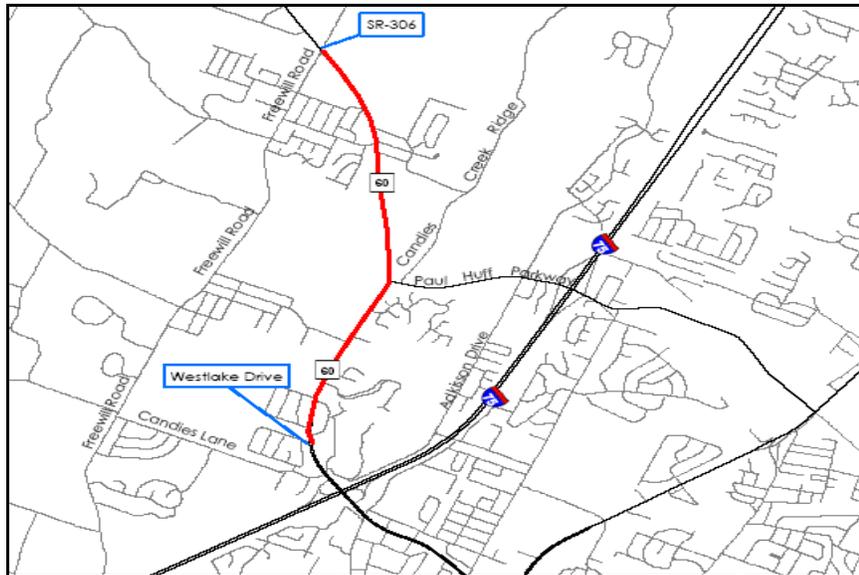
Termini/Intersecting Road

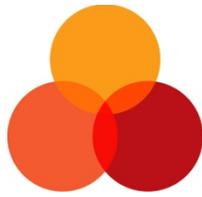
Project Description

Mod #

Project Remarks

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	ROW	NHPP	\$10,920,000	\$2,730,000	\$0	\$13,650,000
2019	CONST	NHPP	\$11,760,000	\$2,940,000	\$0	\$14,700,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$22,680,000	\$5,670,000	\$0	\$28,350,000





MEMORANDUM

TO: MPO and TCC members

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: January 6, 2019

SUBJECT: development of new TIP

Following this memo is a schedule from TDOT for the development of the new TIP. MPO staff are calling upon member jurisdictions (Cleveland, Bradley County, McMinn County, Charleston, and Calhoun) and SETHRA/CUATS as the transit provider to submit projects for inclusion in the TIP. In order to keep up with the schedule for the TIP development, the goal is to receive and initial list of project proposals by the March 6, 2019 date of the next MPO meeting to allow time to work on a cost constrained project list developed around local priorities.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

26 of 51

FISCAL YEARS 2020-2023

TDOT and MPO MILESTONE TIMELINE 2019

TIP TIMELINE

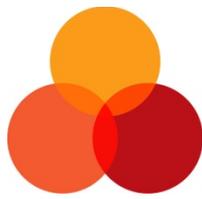
Dec 2018 – Apr 2019	Request Program and Project information from transit providers and MPO member jurisdictions; Receive Project Cost Estimation Tool from TDOT
February 2019	Receive Inflation Rate from TDOT Programming & Scheduling for YOE revenues & expenditures and system-level cost/revenue for O&M
Feb 2019 – May 2019	Non-Attainment and Maintenance Areas provide IAC with TIP project list for comment
Apr 1 – May 15 2019	Receive State Projects and anticipated State funds to program
May 16 – May 31 2019	Submit Draft TIP to TDOT for Review (30 business day review)
May 17 – Jul 15 2019	TDOT reviews MPOs' draft TIPs
Jun 28 – Jul 15 2019	Receive TDOT comments and revise TIP based on comments
Jul 15 – Jul 29 2019	Submit Draft TIP to TDOT for submission to FHWA/FTA; TDOT submits Draft TIP to FHWA/FTA (20 business day review)
July 18 – Sept 12 2019	FHWA/FTA reviews MPOs' draft TIPs
Aug 29 – Sept 12 2019	Receive FHWA/FTA comments and revise TIP based on comments
Sept - Oct 2019	Obtain Public Comment/Executive Board Approval based on Participation Plan
Nov 9 2019	Deadline for Submitting Final Approved Copies of TIP to TDOT; Non-Attainment and Maintenance MPOs must also include a TIP Conformity Determination Report and Conformity Letter. The conformity process must be completed prior to submitting the final approved TIP, and includes a 30 business day review by FHWA, FTA, and EPA.
Nov 10 – Dec 15 2019	TDOT submits Rural STIP and MPO TIPs to FHWA/FTA for approval
Nov 15 – Jan 15 2020	FHWA/FTA Review Period (20 business days)
Jan 15 2020	FHWA/FTA Approval of STIP
Yearlong	Amendments to TIP as required

PLEASE NOTE- IF YOU DO NOT SUBMIT YOUR TIP BY THE DEADLINES OUTLINED ABOVE, YOU COULD RISK A TIP LAPSE – ANY MPO'S TIP THAT IS NOT INCLUDED IN THE STIP WHEN APPROVED IS CONSIDERED IN A TIP LAPSE

STIP TIMELINE - 2019

January	Provide Project Cost Estimation Tool to MPOs
---------	--

February	Provide Inflation Rate for YOE Revenues & Expenditures and system-level cost/revenue for O&M to MPOs
April 1 – May 15	Submit State projects to MPOs
May 17 – Jul 15 2019	TDOT Reviews Draft MPO TIPs (30 business day review)
June 28 – July 15	Provide comments to MPOs on Draft TIPs
June 1 – 30	Submit 1st draft of STIP to FHWA/FTA
Aug 1 – Sept 15	Hold Public Hearings and Obtain Public Comments
Sept 15 – Oct 14	Review and incorporate public comments; Finalize document
Nov 9	Deadline for submitting approved copies of MPO TIPs to TDOT
Nov 10 – Dec 15	Submit Rural STIP and MPO TIPs to FHWA/FTA for approval
Nov 15 – Jan 15	FHWA/FTA Review Period
Jan 15	FHWA/FTA Approval of STIP
Yearlong	Amendments to STIP/TIP as required



MEMORANDUM

TO: MPO and TCC members

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: January 6, 2019

SUBJECT: development of new 2020-2022 UPWP

We are advised by TDOT that the target date for the development of the new Unified Planning Work Program (UPWP) is March 1, 2019. Your next meeting is March 6, 2019. In general, it is expected that the UPWP will receive increased attention at the State and Federal level and that it will figure prominently in the planning agreement now being drafted by TDOT (Cleveland MPO and other MPOs responded to an initial draft which is now being revised).

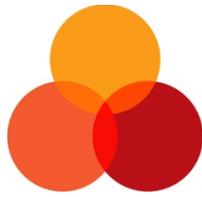
Community Transportation Planner Sara Elmore with TDOT Region 2 has suggested the following in her e-mail of December 3, 2018:

2020-2022 UPWP

1. Using Three C Process and engaging with Transit Partner (and other partners) in development of UPWP (I know Chattanooga is doing this).
2. Perhaps a "Call for Studies" of sorts to allow your member jurisdictions to let you know what they plan to work on in the coming years that may require your involvement (see #1 above). I can think of a few things, like Greenway Feasibility Studies, RPA land use studies, and the Thrive meetings.
3. Inclusion of TDOT planning efforts that will require your involvement: Corridor Studies (I-75), Statewide Long Range Plan, Freight Plan and Freight Advisory Committee, Corridor Management Agreements, etc.

I have reached out to SETHRA/CUATS regarding needed work tasks in for the upcoming UPWP. I will be reaching out to our member jurisdictions: Cleveland, Bradley County, McMinn County, Charleston, and Calhoun regarding work tasks to be included in the UPWP. Our on-call consultant Jeanne Stevens with WSP, Inc. is involved in the development of the new UPWP.

I believe that continued interaction with the TDOT, other nearby MPOs, the RPO, Thrive 2055 and other regional entities, e.g. ARC, will be important to our transportation future. Interaction with State and local officials regarding I-75, I-75 interchanges and parallel and connecting roadways will be important, as will interacting with these officials on other major roadways. Participation in land use and redevelopment planning will be important, e.g. downtown Cleveland and the Inman Street corridor, SR 60, the Cherokee Gateway and its connecting roadways and land uses, the Adkisson Drive/West Side Drive corridor, Paul Huff Parkway Extension, 20th Street/Michigan Avenue Road area, North Lee Highway and the emerging development node, connecting roadways to the Cleveland Jetport, rail crossing improvements, SR 308 Lauderdale Highway, Bowater Road, etc. In this connection, continuing to work with other entities involved in redevelopment efforts, e.g. Impact Cleveland, Mainstreet Cleveland, and others will be important. Continuing consultation with local economic development officials and on-going participation in the statewide and regional freight planning processes will be important. Participation with other organizations such as AMPO, TAPA/APA, the Congress for the New Urbanism, ORNL's Urban Dynamics Institute, etc., is important to the quality of transportation for the Cleveland MPO and its region.



MEMORANDUM

TO: MPO and TCC members

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: January 7, 2019

SUBJECT: Revised PM1 Safety Targets

Please see attached revised PM1 Safety Targets. These need to be adopted at your January 9, 2019 meeting since there will not be another MPO meeting until after the February 27, 2019 deadline for adoption.



2015-2019 Targets

PM1 Safety Performance Measures

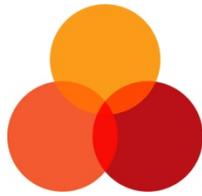
The following targets have been reviewed and approved by TDOT Oversight Committee Members, including the Tennessee Highway Safety Office. The targets will be officially reported in the Highway Safety Improvement Plan on August 31, 2018.

PM 1 Safety

Performance Measure Targets

Measure	2013-2017 Baseline	2015-2019 Targets
Number of Fatalities*	1000.6	1022.0
Fatality Rate*	1.329	1.291
Number of Serious Injuries*	7227.6	7374.6
Serious Injury Rate	9.594	9.324
Number of Non-motorized Serious Injuries and Fatalities	467.7	546.8

** Denotes common performance measures and shared targets with THSO*



Cleveland Urban Area

METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

TO: MPO and TCC members

FROM: Greg Thomas, AICP, MPO Coordinator

DATE: January 6, 2019

SUBJECT: 2019 INFRA Grant opportunity

The U.S. Department of Transportation, in a Notice of Funding Opportunity (NOFO) published in the Federal Register December 21, 2018, announced that it has begun soliciting applications for the FY19 Infrastructure for Rebuilding America (INFRA) discretionary grant program. The INFRA grants are provided on a competitive basis for highway and freight projects of national and regional significance. Highlights from the NOFO are given below.

Based upon my review of the NOFO, the feasibility of submitting a successful INFRA grant application in the FY19 cycle is doubtful. The application deadline is March 4, 2019. The USDOT is looking for projects that can go to construction in a very short time frame. The project minimum size is pretty large, not less than \$5M for a small project and not less than \$100M for a large project, with not more than 60% coming from the INFRA grant. The amount avail for small projects nationally in FY 2019 appears to be around \$85M with about \$765M reserved for large projects, so it is going to be really competitive (in 2017- 2018, 26 out of 234 project applications were funded). The FAST Act authorized \$4.5B for INFRA grants over the FY2016- FY2020 period. INFRA Grant program applications have to address four key USDOT objectives: 1) supporting economic vitality at the national and regional level; 2) leveraging Federal funding to attract non-Federal sources of infrastructure investment; 3) deploying innovative technology, project delivery, and incentivizing the use of innovative financing; and 4) holding grant recipients accountable for their performance Successful program applications would have to be well-planned and include significant cost-benefit analysis.

Non-intermodal projects for eligible for INFRA grants include:

1. Highway freight projects carried out on the National Highway Freight Network (23 U.S.C. 167). *For the Cleveland MPO area the National Highway Freight Network*

would include I-75 and the one Critical Urban Freight Corridor designated by TDOT within the MPO which is SR 308 Lauderdale Highway from I-75 to North Lee Highway US 11/SR 2. Within the adjacent RPO, US 64 into Polk County---part of Corridor K--- has been designated as a Critical Rural Freight Corridor and is therefore part of the National Highway Freight Network.

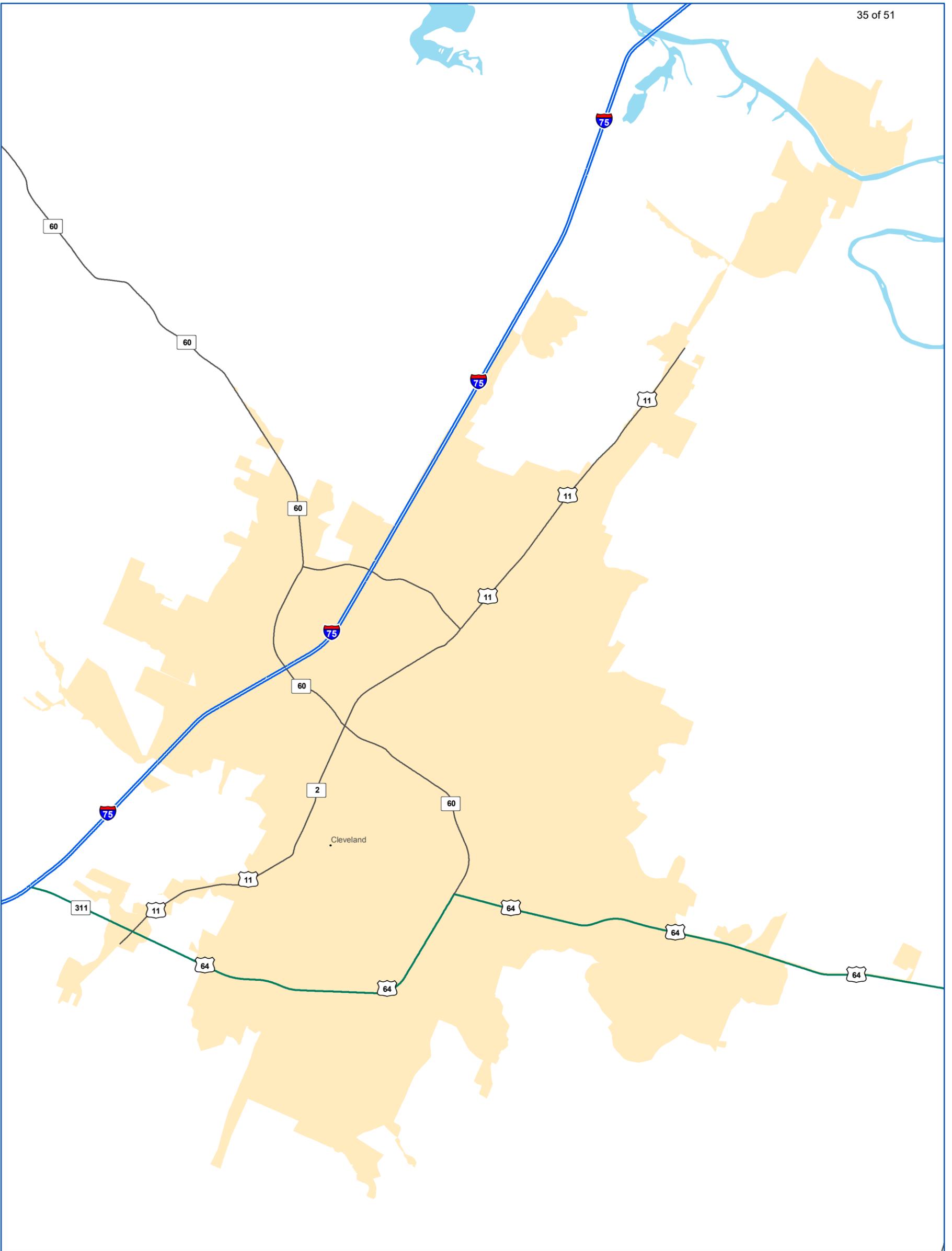
2. Highway or bridge projects carried out on the National Highway System (NHS) including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area. *The NHS includes the interstates and other major roadways important to the nation's economy, defense, and mobility. I am seeking clarification from FHWA as to whether projects on the NHS which do not add interstate capacity and which are not within a national scenic area would be eligible. A map of the NHS within the Cleveland MPO area is attached.*

3. Railway-highway grade crossing or grade separation projects

In 2017-2018 a small project INFRA grant was funded for a rail crossing at the University of Alabama for about \$6M with other funding for a total project cost of \$17M. The project is known as the 2nd Avenue Connectivity Corridor Project.

MPO member jurisdictions may want to consider INFRA Grant possibilities for 2020 in developing ideas for the 2020-2022 UPWP.

National Highway System: Cleveland, TN



U.S. Department of Transportation
Federal Highway Administration

Eisenhower Interstate System	Census Urbanized Areas	Airport	Port Terminal
Other NHS Routes	Non-Interstate STRAHNET Route	Intercity Bus Terminal	Truck/Rail Facility
STRAHNET Connector	Intermodal Connector	Ferry Terminal	AMTRAK Station
Intermodal/STRAHNET Connector	Department of Defense	Truck/Pipeline Terminal	Public Transit Station
Unbuilt NHS Routes	Water	Multipurpose Passenger Facility	
MAP-21 Principal Arterials			

Miles

Kilometers

FHWA: May 10, 2016

**U.S. Department of Transportation
FY 2017-2018 INFRA Grant Proposed Awards**

Project Name	Applicant Organization Name	Applicant State	Project Size	Proposed Award	Estimated Future Project Cost*	Proposed 117(d)(2)(a) Amount*
Centennial Corridor State Route 58/99 Freight Improvement Project	City of Bakersfield	CA	Large	\$ 50,000,000	\$ 386,637,000	-
Interstate 5 Golden State Chokepoint Relief Program (I-5 Component)	Los Angeles County Metropolitan Transportation Authority	CA	Large	\$ 47,000,000	\$ 500,347,000	-
I-25 South Gap Project	El Paso County	CO	Large	\$ 65,000,000	\$ 350,000,000	-
I-70 Westbound Peak Period Shoulder Lane	Colorado Department of Transportation	CO	Large	\$ 25,000,000	\$ 96,600,000	-
SR 400 Express Lanes	Georgia Department of Transportation	GA	Large	\$ 184,124,447	\$ 1,623,124,447	-
Accelerating Regional Mobility: I-80/I-380 Systems Interchange	Iowa Department of Transportation	IA	Large	\$ 50,000,000	\$ 416,506,706	-
Interstate 84 Safety, Mobility, and Economic Opportunity Expansion - Karcher Interchange to Franklin Boulevard	Idaho Department of Transportation	ID	Large	\$ 90,240,000	\$ 150,400,000	-
75th Street Corridor Improvements and Argo Connections (P3, GS19, B9)	Illinois Department of Transportation	IL	Large	\$ 132,034,680	\$ 413,466,297	\$ 12,249,643
Boone County I-71/I-75 Interchanges	Kentucky Transportation Cabinet	KY	Large	\$ 67,445,000	\$ 150,890,000	-
LA 23 Belle Chasse Bridge and Tunnel Replacement	Louisiana Department of Transportation and Development	LA	Large	\$ 45,000,000	\$ 121,918,866	-
I-395/Route 9 Connector	Maine Department of Transportation	ME	Large	\$ 25,000,000	\$ 78,944,931	-
Mound Road Industrial Corridor Technology and Innovation Project	Macomb County	MI	Large	\$ 97,864,465	\$ 216,860,000	-
I-95/U.S. 70 Innovative Technology and Rural Mobility Corridor Improvements	North Carolina Department of Transportation	NC	Large	\$ 147,264,000	\$ 879,755,000	-
I-44 Corridor Improvements	Oklahoma Department of Transportation	OK	Large	\$ 45,000,000	\$ 107,744,810	-
I-80 and I-99 Interstate Connection	Pennsylvania Department of Transportation	PA	Large	\$ 35,110,410	\$ 183,395,232	-
Packer Avenue Marine Terminal Capacity & Warehouse Relocation Project	Philadelphia Regional Port Authority	PA	Large	\$ 25,500,000	\$ 110,500,000	\$ 25,500,000
US-78 /SR 4/Lamar Avenue Corridor Improvements	Tennessee Department of Transportation	TN	Large	\$ 71,196,998	\$ 258,004,207	-
I-35 North Tarrant Express "Accelerated Elements" Project	Texas Department of Transportation	TX	Large	\$ 65,000,000	\$ 827,900,000	-
Northwest Quadrant Freight Mobility Project (5600 West and SLGW Rail Interchange Components)	Utah Department of Transportation	UT	Large	\$ 25,000,000	\$ 111,675,487	\$ 13,647,228
94 North-South Freeway Project	Wisconsin Department of Transportation	WI	Large	\$ 160,000,000	\$ 492,500,000	-
2nd Avenue Connectivity Corridor Project	The University of Alabama	AL	Small	\$ 6,025,657	\$ 16,737,936	-
PortMiami Truck Gate Innovation	Miami-Dade County	FL	Small	\$ 7,000,000	\$ 15,000,000	\$ 7,000,000
Heartland Expressway Junction L62A / US 385 to Alliance	Nebraska Department of Transportation	NE	Small	\$ 18,263,743	\$ 34,000,000	-
Ohio River Rail Improvement Project	Ohio Rail Development Commission	OH	Small	\$ 16,250,600	\$ 31,882,843	\$ 16,250,600
Veterans Parkway	South Dakota Department of Transportation	SD	Small	\$ 21,000,000	\$ 52,776,625	-
Rock Springs I-80 Interchange and Interchange Road	Wyoming Department of Transportation	WY	Small	\$ 14,000,000	\$ 28,446,455	-
				Total Proposed Awards	Total Estimated Costs	Total Estimated 117(d)(2)(a) Amount
				\$ 1,535,320,000	\$ 7,656,013,842	\$ 74,647,471

UA Awarded \$6 million DOT Grant for Rail Line Overpass

📅 June 6th, 2018

WASHINGTON, D.C. — U.S. Sen. Richard Shelby (R-Ala.) announced today that the U.S. Department of Transportation has awarded The University of Alabama with a \$6,025,657 Infrastructure For Rebuilding America, or INFRA, grant.

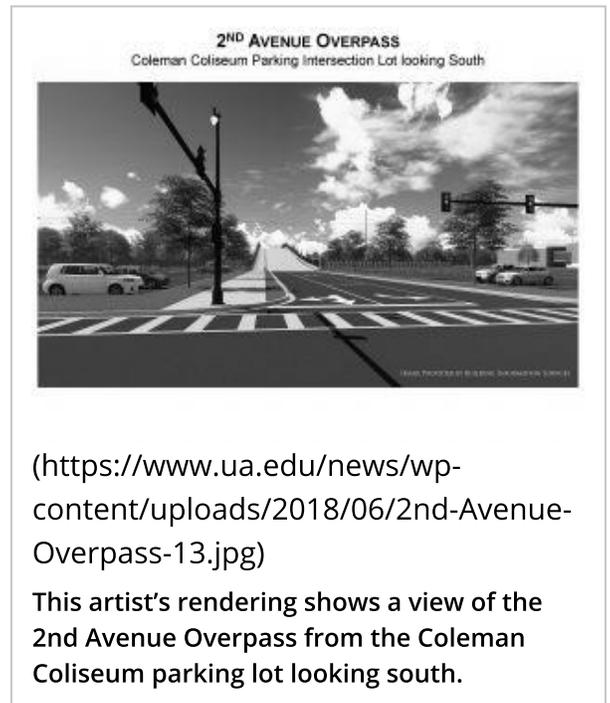
This funding will assist with the construction of a \$22,608,175 overpass that will correct a transportation barrier in Tuscaloosa.

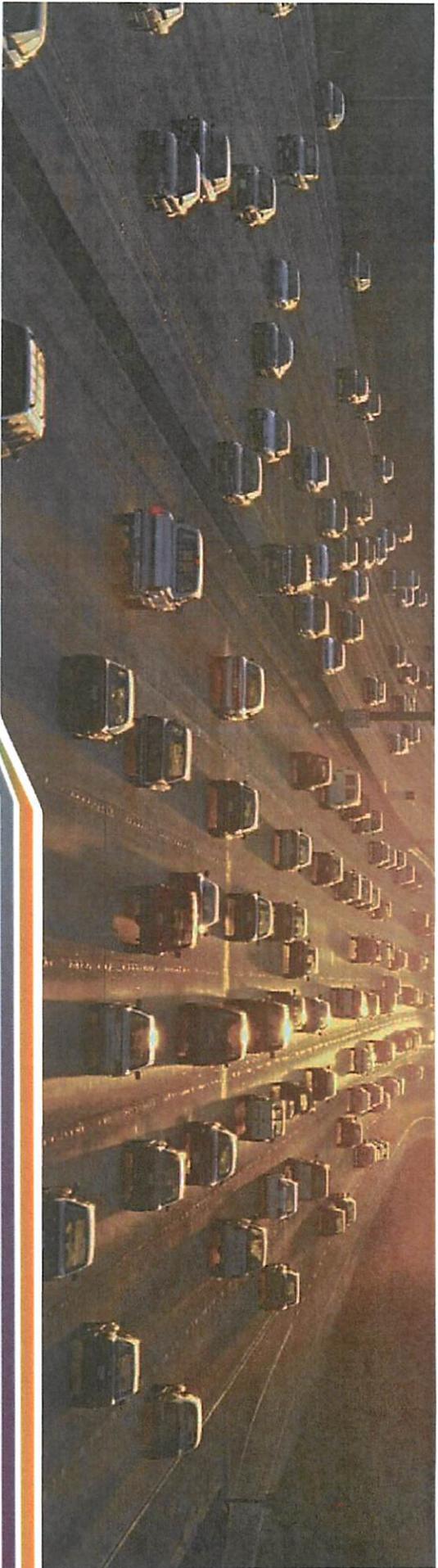
“I am proud to announce that The University of Alabama will receive a \$6 million INFRA grant for a vital transportation project in the Tuscaloosa area,” said Shelby. “With ongoing growth and development throughout the state, Alabama’s transportation needs are rapidly changing, and it is imperative that we find the appropriate solutions. I look forward to working closely with my Senate colleagues and this Administration as we continue to address our nation’s critical infrastructure needs.”

This \$6,025,657 INFRA grant will provide funding for the construction of a bridge over an existing rail line, which will decrease traffic delays and improve safety for residents in Tuscaloosa and surrounding areas. Additionally, it will provide an alternative route for approximately 80,000 vehicles per day, reducing conflicts with the train and other vehicle-pedestrian traffic for those traveling on and off campus.

The INFRA grants program was established by DOT in June 2017 to advance the Administration’s principles and help rebuild the nation’s infrastructure. Additionally, INFRA aims to increase the total investment by state, local and private partners.

📌 **Announcements** (<https://www.ua.edu/news/category/announcements/>), **Campus & Community** (<https://www.ua.edu/news/category/campus-community/>)





I-55/75/26 Multimodal Corridor Study

Advisory Committee Meeting, December 13, 2018



AECOM



Project Advisory Committee

- Role of Advisory Committee
 - Provide input on identified corridor issues, opportunities and solutions
 - Help identify priorities
- Advisory Committee members
 - TDOT (Multimodal, Traffic Operations, Strategic Transportation Investments)
 - RPO/MPO/TPOs
 - West TN RPO
 - Memphis MPO
 - Cleveland MPO
 - East TN North RPO
 - Chattanooga TPO
 - Knoxville TPO
 - First Tennessee RPO
 - Johnson City MTPPO
 - Kingsport MTPPO

Project Advisory Committee

Meeting #1

December 2018

- Overview of corridor study
- Identification of issues & opportunities

We are here

Meeting #2

Summer 2019

- Review existing conditions / future conditions analysis
- Preliminary discussion of solutions development

Meeting #3

Fall 2019

- Proposed solutions
- Project priorities

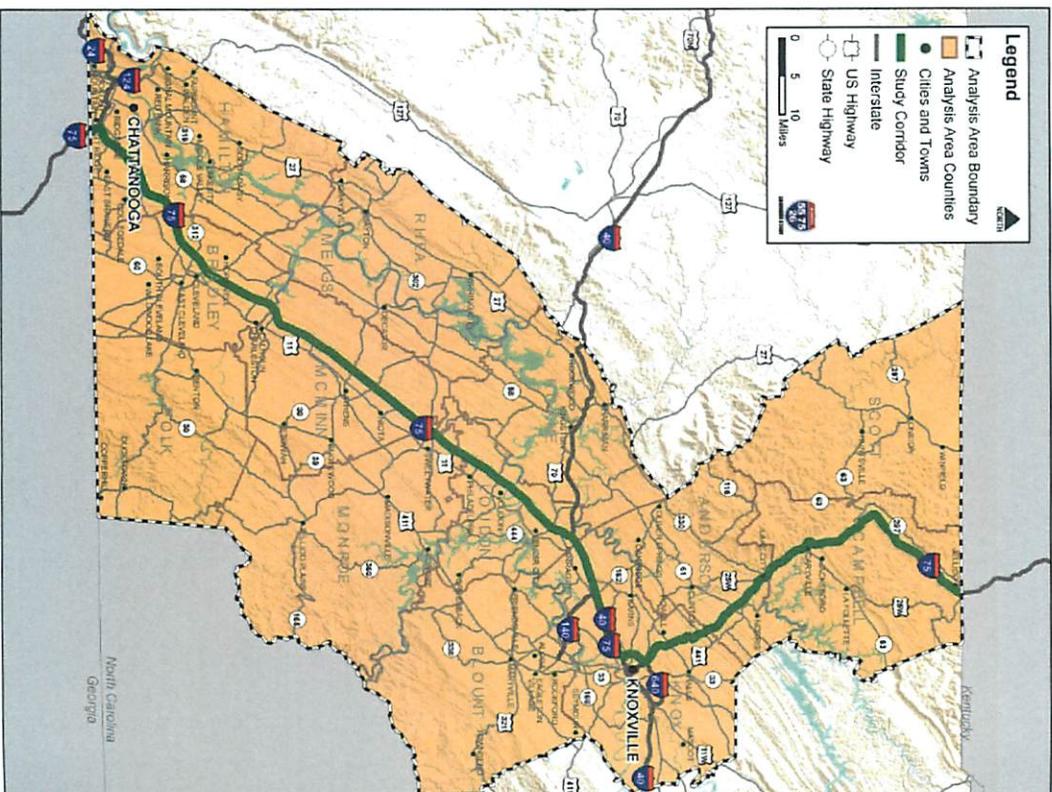


I-75

Begin: Kentucky State Line
End: Georgia State Line

162 miles

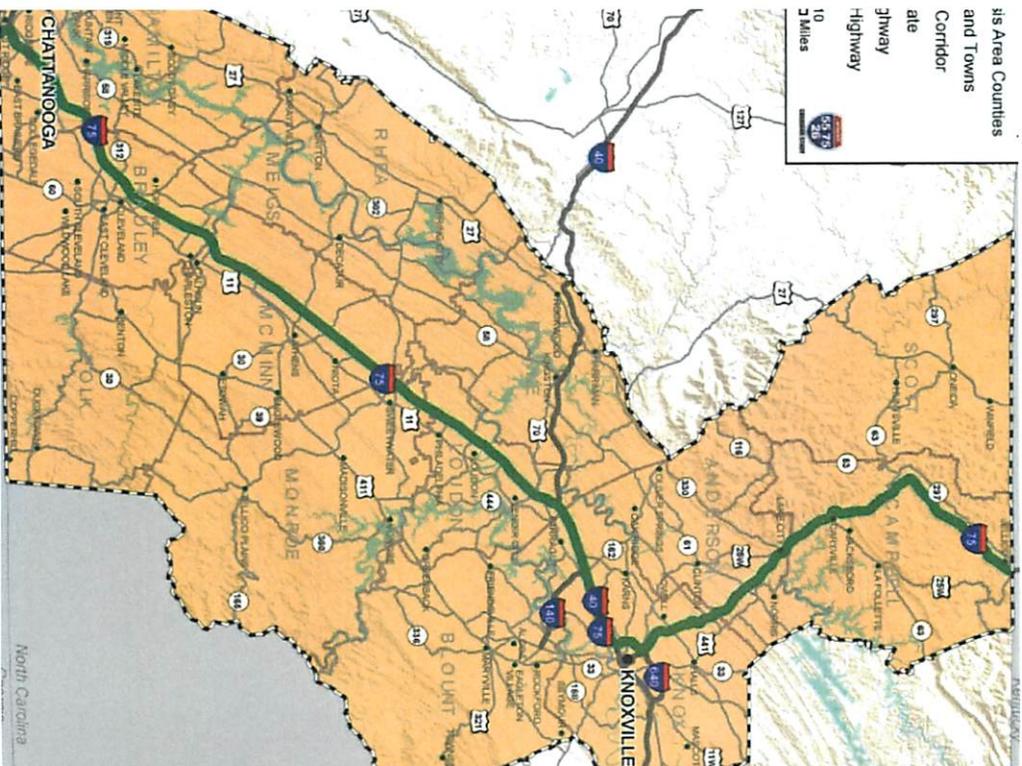
Countries: Anderson, Blount, Bradley, Campbell,
Hamilton, Knox, Loudon, McMinn, Meigs,
Monroe, Polk, Rhea, Roane, Scott



I-75

What we've heard

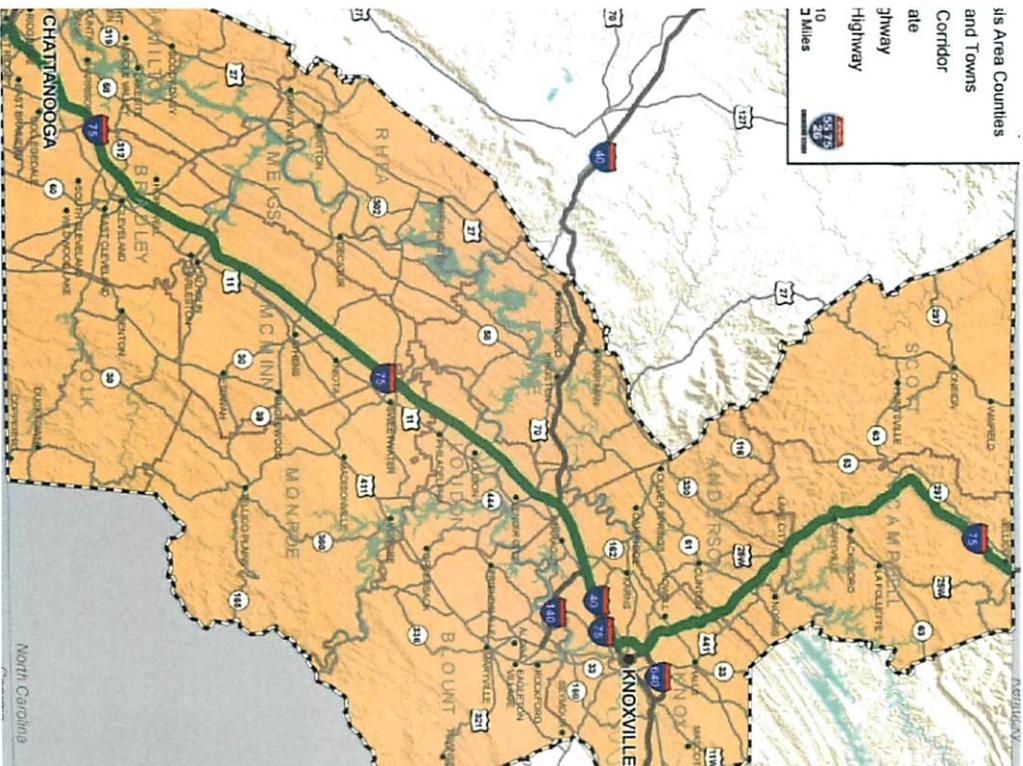
- Study area too big?
- Congestion common during peak hours and as a result of incidents
- Lack of transportation alternatives
- Alternate routes needed (accidents or fog events)
- Truck climbing lane needed over White Oak Mountain. Heavy truck traffic near Lovell Road and Watt Road.
- Cleveland-Chatanooga Commute Hub in progress
- Key improvements? Capacity expansion near Knoxville, new interchange at SR 312.



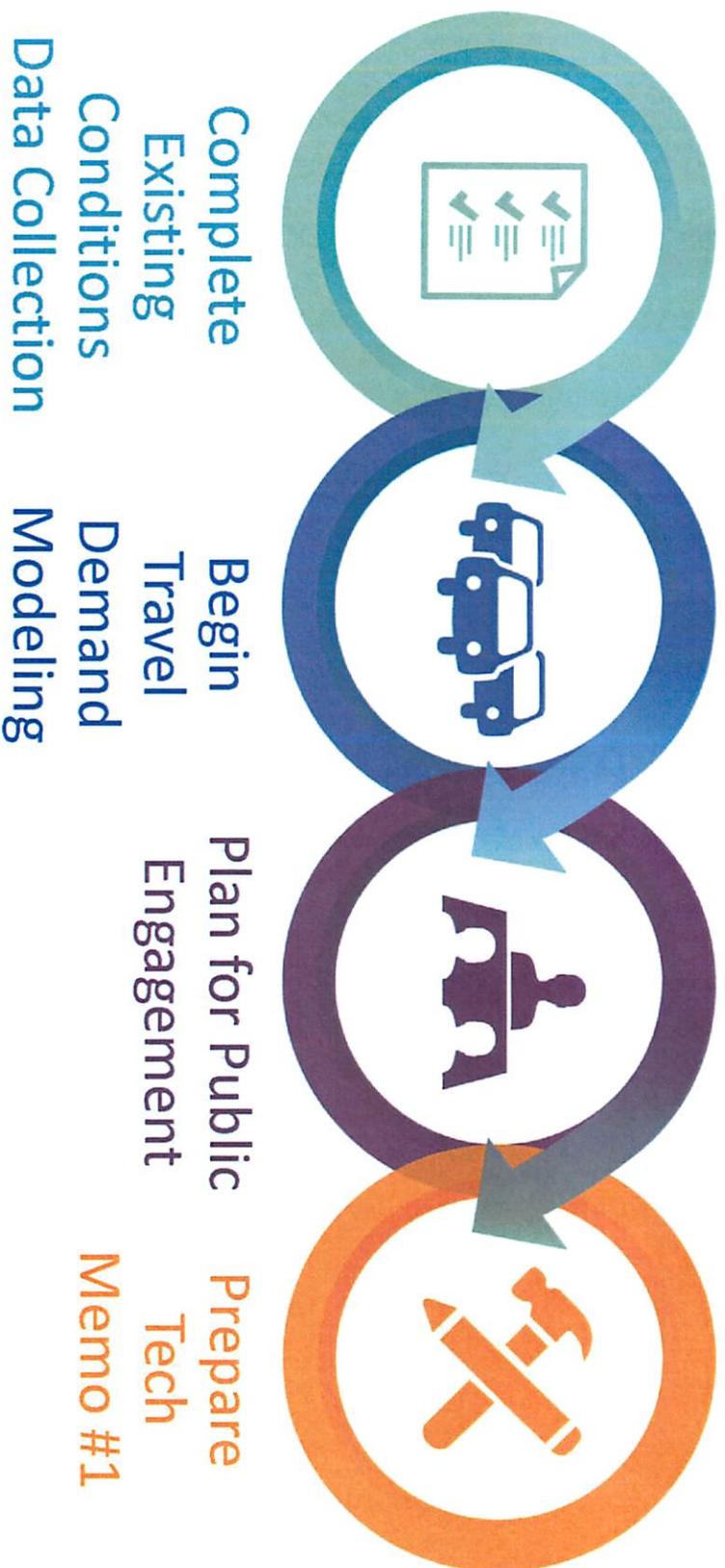
I-75

Group discussion

- What is the biggest issue / problem you hope this study will address?



Next Steps



TO: TDOT I-55/75/26 Corridor Study file

FROM: Greg Thomas, MPO Coordinator

DATE: 12/10/2018

SUBJ: responses submitted to AECOM survey

Study Area Geography

Based on the study area map(s) included with the invitation, do you feel the study area is appropriate?

- Is it missing any areas that would make sense to include?
- Is it too big or should some areas be omitted?

For the Cleveland and Southeast TN area, the study area seems reasonable given the I-75 location relative to the mountains and the Tennessee River Valley, and connecting roadways. From a Cleveland area perspective, regional connections to I-75 near Dalton, GA and to the new inland port in GA on US 411 are important. The Corridor K connection from North Carolina to I-75 through I-75 Exit 20 and on to US 111 is important as is the new river crossing north of SR 153 that would support it. All of these have a connection to I-75 at Exit 20 in Cleveland/Bradley County

Demographic and Economic Overview

Where is growth occurring in the corridor? Is it residential, commercial, industrial?

Are you seeing demographic changes in particular areas (e.g. gentrification, disinvestment)?

Beginning at the northernmost interchange in the MPO area, I-75 Exit 36 in McMinn County, land use has been fairly static in recent years and is characterized by forest land near the Hiwassee River and access to the nearby paper mill in Calhoun, TN. At Exit 33 in Bradley County there has been significant change along SR 308 since about 2000. Walker Valley High School was built followed by a new truck stop, an expansion/upgrade at Olin Chemical, the construction of the Wacker Chemie plant (one of the State's largest industrial investments), a GE distribution center, and the Amazon fulfillment center. The high school has attracted residential development in the vicinity and the industrial development has significantly changed land use and traffic. Exit 27 at Paul Huff Parkway has seen three major commercial retail developments and hotel development since the year 2000, as well as apartment development near Cleveland State Community College. There is good connectivity to SR 60, US 11 and the rest of Cleveland from Exit 27 which is near significant new single-family residential growth on either side of the I-75. Exit 25 on SR 60 (25th Street/Georgetown Road) has significant older commercial and residential development around it but with newer hotels and restaurant interspersed. Exit 25 is the closest and most direct connection to downtown Cleveland and it serves the growing residential area of northwest Cleveland. Cleveland Middle School was built nearby on SR 60 in the early 2000s and a new elementary school is now under construction (Candies Creek Cherokee Elementary School). I-75 Exit 20 is the

southernmost interchange in the MPO area. From east of I-75, Exit 20 receives truck traffic from the APD-40 bypass (US 64/74) and nearby industrial development and it will serve the new industrial park at the adjacent Cherokee Gateway where the new Tom Rowland interchange is expected to facilitate the development of surrounding commercial property. On the west side of I-75, Exit 20 has developed with car dealerships and truck stops/travel centers since 2000. Locally, connectivity to I-75 via the Tom Rowland interchange and its local interstate connector roadways will improve interstate connectivity for a large area of Cleveland/Bradley County. Regionally, Exit 20 is the I-75 connection for the long-promised Appalachian Developmental Highway Corridor K and the logical by-pass of Chattanooga from I-75 near Dalton, GA.

Capacity and Congestion

Where do you have congestion problems now? Describe them. Both on the freeway and on intersecting and parallel routes. Peak hour only? How severe?

Given the growth discussed previously, do you anticipate increasing congestion in particular areas?

What are the system's bottlenecks?

The top ten traffic growth areas in the period 2010-2014 included three count stations on I-75 (#78, #167, and #60) between Exit 33 and Exit 20 where 2014 counts ranged from 44,498 to 50,669 AADT with percent changes from 2010 to 2014 ranging from 7% to 9%. High growth in traffic volumes 2010-2014 was most concentrated near the I-75 interchanges and the connecting roadways (Paul Huff Parkway and SR 60 in particular), along the US 11 corridor, and near industrial development including the recently constructed Whirlpool plant on the east side of Cleveland. Except for Paul Huff Parkway near Exit 27, growth in AADT seems to be more concentrated east of I-75 where about 5% of 61 count stations showed growth over 2500 AADT and about 46% showed growth over 500 AADT. West of I-75 there are 18 count stations of which 28%, all near Paul Huff Parkway, had growth exceeding 500 AADT in 2010-2014.

For the 2013 base year, the section of I-75 from Hamilton County to Exit 20 was shown to exceed a Volume/Capacity ratio of 70%. Without improvements beyond those in the Existing plus Committed (E+C) list, I-75 from Exit 36 to Exit 20 is expected to have a V/C ratio exceeding 70% and the section of I-75 south of Exit 20 is expected to have a V/C ratio greater than 1. In 2013, the SR 60 corridor connecting at Exit 25 was shown to have a V/C ratio greater than 85% for most of its length north of Water Level Highway (US 64/74, SR 40) and the V/C ratio exceeded 1 north of Paul Huff Parkway. Portions of Keith Street, North Lee Highway, Ocoee Street, Water Level Hwy/Inman Street/Harrison Pike, South Lee Highway, Michigan Avenue, Peach Orchard Hill Road, and Spring Place Road were at a V/C ratio of 70% or higher. In 2040 without further improvements conditions along SR 60 will worsen to a V/C ratio between 85% and 1, and the aforementioned streets will deteriorate further with a V/C ratio exceeding 85% in many places and greater than 1 in several places. Significantly, the intersecting roadways at Exit 27 (Paul Huff Parkway), Exit 25 (SR 60), and Exit 20 (APD-40 US 64/74 SR 311) are all expected to have a V/C ratio of greater than 1 in 2040.

Within the MPO, total Vehicle-Hours of Delay is expected to increase by 42% on freeways, 137% on arterials, and 126% on collectors from 2013 to 2040. The situation would be worse without the projects in the E+C list which include widening on SR 60 Georgetown Road from Westlake Drive to SR 306

Freewill Road, I-75 interchange improvements at Exit 20 and Exit 25, completion of the Tom Rowland interchange on APD-40 near I-75 Ext 20, intersection improvement on SR 60 (Georgetown Road and 25th Street), etc. To further address capacity issues affecting delay, the 2016-2025 horizon of the 2040 Regional Transportation Plan, there are intersection improvement projects on SR 60, 20th Street, North Ocoee Street, and Mouse Creek Road; and road widening projects on 20th Street, Georgetown Road, and Michigan Avenue Road. A new roadway, Paul Huff Parkway, is planned from Georgetown Road (SR 60) to Freewill Road.

Observations of city officials and the public in terms concerning delay focus primarily on Paul Huff Parkway, Georgetown Road/25th Street (SR 60), Keith Street/North Lee Highway (US 11, SR 2), and Ocoee Street. The City of Cleveland has actively sought to optimize signal timing along these corridors, most recently acquiring Miovision technology to produce turning movement counts and other information along Paul Huff Parkway. Schools on or near the SR 60 school contribute significantly to traffic volumes as do the morning and evening rush hours. Keith Street experiences AM and PM peaks but volumes are heavy during the late morning and throughout the afternoon. A major source of complaints, one without an easy or affordable solution, is the congestion at 25th Street (SR 60) and Ocoee Street.

Operations and Maintenance

Specific areas of concern?

The maintenance of bridges by TDOT is important within the region and IMPROVE Act dollars are helping to advance some of these projects. A structurally deficient bridge on 20th Street in Cleveland, important to industrial and residential traffic, is in the process of being replaced. Pavement maintenance on State and Federal Highways along with maintenance of guardrails is important. The City of Cleveland has a re-paving program and regularly evaluates paving conditions on its streets. A recent tax increase is helping to support the decrease of the City's paving cycle from an average of nearly 30 years toward a target of a 20 year average. An operations emphasis for the City has been the upgrading of traffic signal equipment and the optimization of signal timing along major corridors including SR 60 and US 11/ SR 2. ITS-related issues are coordinated with TDOT and the Chattanooga TPO including the fog detection and ramp closure systems and electronic messaging centers. Traffic diversion, including truck traffic, continues to be a need during period of I-75 closure or restricted traffic flow; these can occur from fog events near the Hiwassee River but are much more common due to accidents between I-75 Exit 20 and I-75 Exit 11 in Hamilton County, a nine-mile stretch dominated by White Oak Mountain where there is no opportunity to access alternative routes. Alerting drivers and diverting traffic north and east of Exit 20 is important but may require both ITS and facility improvements.

Safety and Security

Describe areas with known safety problems for automobiles, trucks, bikes, and pedestrians. What causes these issues? Design? Operations?

Are there opportunities in the corridor to enhance information dispersal to travelers?

Are there areas in the corridor that might be particularly susceptible to operational problems in the case of a natural or man-made disaster?

There are pedestrian and bicycle safety issues along major routes intersecting or parallel to I-75 that result from both design and operations in that population and traffic has increased while there are significant volumes of pedestrians and cyclists. More complete sidewalks and bicycle accommodation are needed on SR 60 and US 11/ SR 2. The City of Cleveland has received a TA grant for a portion of the sidewalk on SR 2; in the last resurfacing TDOT included bike lanes on a portion of US 11/ SR2; TDOT is including sidewalks and bicycle accommodation in the SR 60 widening from Westlake Drive to Eureka Road; the City of Cleveland has applied for a Multi-modal Access Grant to construct sidewalk on North Lee Highway (US 11/SR 2).

Regarding information dispersal to travelers, please see response made under Operations and Maintenance.

As mentioned above, there is fog vulnerability at Exit 33 and Exit 36 which would affect adjacent exits and other roadways. In the Exit 33 area, plant fires and accidents potentially involving hazardous chemicals have prompted interstate closure and raised concerns about the ability to evacuate the adjacent Walker Valley High School on SR 308. Corridor K completion is an important regional safety and security issue. Repeated rock slides have occurred on US 64 in the Ocoee River gorge, one was at the same time as an I-40 tunnel closure which affects regional connectivity with the Carolinas from I-75. Corridor K completion into North Carolina might also be considered in terms of its impact on evacuation zones near the Sequoya nuclear site. In Cleveland, Inman Street SR 40 is affected by a low railroad underpass that is subject to flooding--- adjacent to Bradley County Fire Rescue-- and none of the nearby rail crossings is grade separated (this is Norfolk Southern main line with about 25 trains per day with siding activity).

Freight Movement

What are some areas, land uses, and/or businesses that generate a lot of freight movement?

Are there any areas of planned industrial or distribution growth?

Describe freight routes through the region.

Describe any known freight bottlenecks. Low clearance structures, lane drops, steep climbs, congestion exacerbated by high truck volumes, etc.

Freight-related needs exist on I-75 itself. I-75 south of Exit 20 has an increasingly acute need for a southbound truck climbing lane going over White Oak Mountain. TDOT is planning to extend the ramps at I-75 Exit 33 which will benefit truck traffic from several industries in that area (see discussion above).

Other nearby areas off of I-75 have freight-related needs. The APD-40 By-pass (US 64/74/ SR311) that connects with I-75 at Exit 20 serves existing industrial parks and other industrial development and will serve the new Spring Branch industrial park now being developed adjacent to Exit 20. It serves various industry along the corridor including the new Whirlpool Plant and Peyton's (distribution center for Kroger). A particular concern for industry has been the 20th Street connection to APD-40 which serves industry located along Old Tasso Road as well as Whirlpool and an area of vacant industrial property (former Bendix site and adjacent property) with rail access---- a project is proposed to improve 20th Street west of Old Tasso Road to the by-pass and another project is proposed to improve 20th Street from Old Tasso Road east to Michigan Avenue Road which is proposed to be improved south from 20th

Street to near the Whirlpool site. Truck traffic would benefit from improving intersections in various areas, such as Peerless Road at 25th Street and Peerless Road at Huff Parkway (Peerless Road parallels I-75 from Exit 25 to Exit 27 and it serves Duracell and M&M Mars).

Economic Generators

In what areas do you foresee significant employment growth?

What specific links are needed to help employees get to jobs?

Are there subareas in your region with underemployment? Are there transportation barriers for residents of those areas?

When you think about areas that are likely to undergo significant economic development, what types of transportation system improvements might be needed to accommodate the growth?

The industrial sector has continued to be a significant source of employment within the Cleveland MPO area. Large industries and industrial parks will intersect I-75 most prominently at Exit 33 and at Exit 20. Impacts at Exit 20 will include, but not be limited to the build out of the new Spring Branch Industrial Park. Exit 33 will see continued growth at Wacker Chemie and other growth. Regional traffic along I-75 will be affected by employee and supplier traffic moving through the MPO area to the nearby Volkswagen assembly plant at Enterprise South industrial Park in Chattanooga.

Widening of I-75 to six lanes through the MPO area, or at least from near Exit 33 south to the existing six-lane section in Hamilton County is generally seen as an appropriate response to the need from greater access to shopping and employment in Chattanooga and beyond. The Bradley County Commission and the Cleveland City Council have recently adopted resolutions seeking TDOT construction of a new interchange where I-75 is crossed by Harrison Pike SR 312 about midway between Exit 20 and Exit 25. It has also been suggested that a frontage road or other connector be built on the east side of I-75 between Harrison Pike and local interstate connector at the Cherokee Gateway interchange on APD-40.

Cleveland is presently working with TDOT, FTA, the Chattanooga TPO, and other partners to develop the Cleveland-Chattanooga Commute Hub. This facility will be located at the Old Woolen Mill in the downtown revitalization area and it will combine a park and ride lot, a connector bus service to Chattanooga's CARTA transit system, and other services such as participation in the GreenTrips program to assist and encourage ridesharing and transit connections to Chattanooga. This CMAQ-funded project, in addition to its environmental benefits, is near to neighborhoods where 20% or more of residents lack access to automobiles so it can improve job access for those in need.

Intermodal Travel

Is this corridor served by transit? If so, what are the most significant gaps in your transit system? Is the service adequate to meet the needs?

Do you have a regional bicycle system or plan? Have you identified areas that are not served by bike facilities?

What are key generators for non-motorized travel? Parks? Schools? Retail areas? Are they adequately linked? What could be better? What are the barriers to biking, walking, and transit?

Transit is provided by the Cleveland Urban Area Transit System (CUATS) on routes near I-75 within the City of Cleveland, generally connecting with commercial areas on 25th Street (SR 60), Keith Street (US 11/ SR 2), and Paul Huff Parkway and serving the senior center, the library, public housing sites, and other generators from a downtown transit center. Planned route changes/extensions will serve the Whirlpool plant and will extend further north along North Lee Highway (US 11/ SR 2) to serve an area with a new senior housing development, mobile home parks, and several hundred new subdivision lots. As noted above, a connector service with the Chattanooga CARTA system is planned on a limited basis. Generally speaking, there is a need for expanded evening and weekend service hours. Transit would also benefit from an expanded sidewalk system and the addition of improved bus stops and bus shelters.

Bicycle and pedestrian needs in Cleveland are served in part by an extremely popular Greenway system that the City works continuously to expand and improve. This system is integral to the 2008 Bicycle and Pedestrian Plan and the 2016 Connect Cleveland Walkability Action Plan which calls for improved neighborhood pedestrian connections to downtown, the Greenway, and to other activity centers.

Major roadways can be barriers to pedestrians and cyclists. A protected crossing at the Keith Street (US 11/ SR 2)/ 20th Street intersection was recently installed and this will connect neighborhoods west of Keith Street with the Greenway and downtown. I-75 itself is a barrier. The City is developing plans for a Candies Creek Greenway west of I-75 but the connection to the rest of the system east of I-75 is not clear; one thought has been the development of a multi-use path along Harrison Pike (SR 312). As mentioned above the TDOT improvements to SR 60 Georgetown Road will include sidewalks and bicycle accommodation but there is still no definitive connection to the system east of I-75.

Overall Summary

If there were one key improvement project you could undertake right now, what would it be?

Speaking personally, and for a project that has long had the endorsement of the MPO, I would have to say the completion of the Corridor K project from North Carolina across the Tennessee River to SR 111. But most recently, as mentioned above, the local elected officials have asked for a new I-75 interchange at Harrison Pike SR 312.

Legend



- Analysis Area Boundary
- Analysis Area Counties
- Cities and Towns
- Study Corridor
- Interstate
- US Highway
- State Highway

0 5 10
Miles

