



Louisiana Smart Growth Summit

Innovative Transportation Solutions

November 11, 2014

Baton Rouge, LA

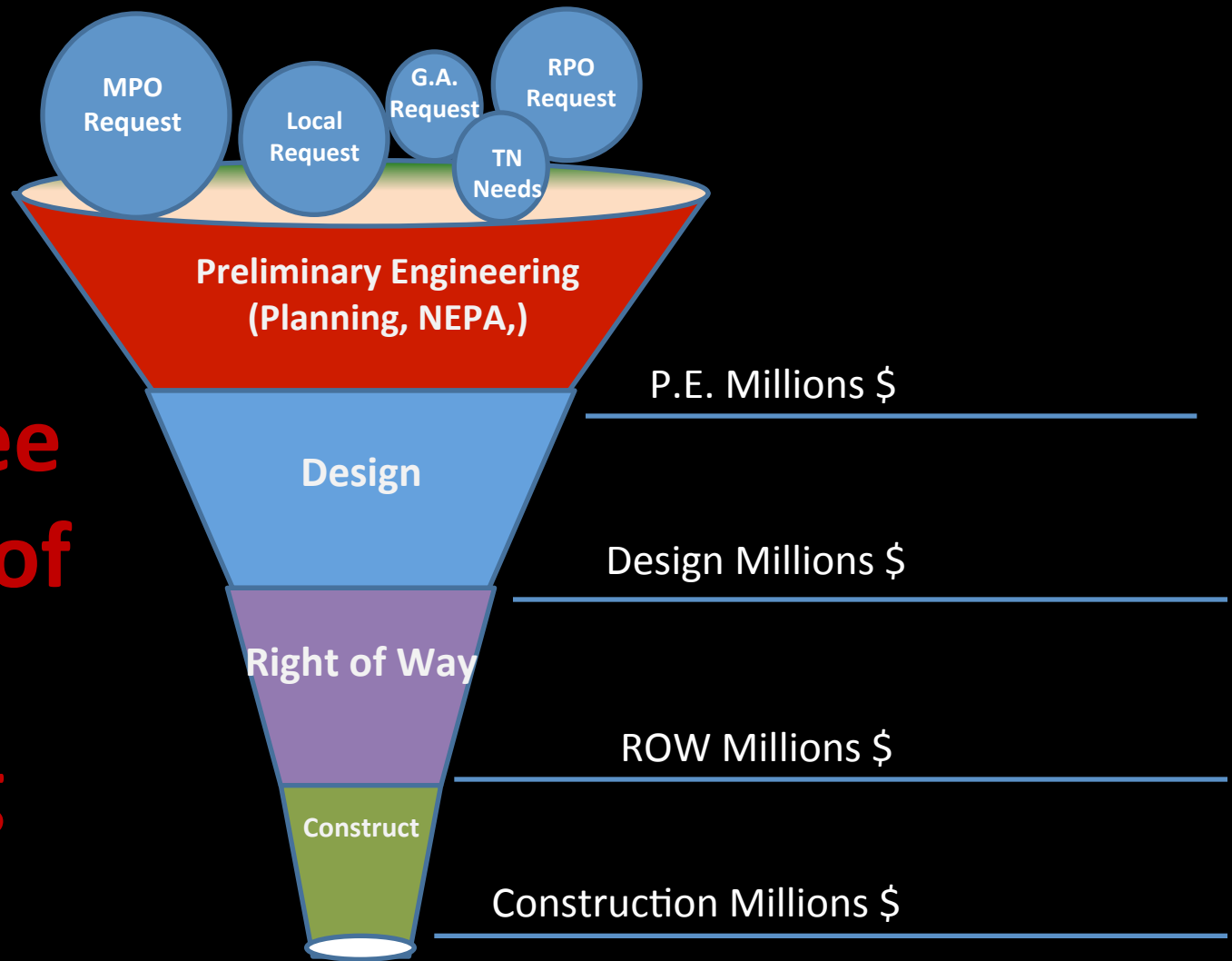


Toks Omishakin
Deputy Commissioner of Environment and Planning
Tennessee Department of Transportation
Nashville, TN

Tennessee Decades of Project Backlog



Tennessee Decades of Project Backlog



TDOT Projects Total \$8 Billion



Expedited Project Delivery

Expedited Project Delivery (EPD) -
To identify and recommend improvement
options that are feasible, cost effective, and
provide improved safety and mobility.

Transportation Process Alternatives for Tennessee

Removing Barriers to Smarter Transportation Investments

Final Report
August 20, 2012



TDOT Aims to Improve Service While Saving Tax Dollars

TUESDAY, AUGUST 21, 2012 | 02:11 PM


Nashville, Tenn. – The Tennessee Department of Transportation (TDOT) has partnered with Smart Growth America to increase its efficiency and ensure the greatest possible return on Tennessee's transportation investments. As a result, TDOT has compiled a series of recommendations designed to pin down areas for improvement, prioritize projects and streamline processes.

"Transportation investments are invaluable to driving economic recovery and prosperity across Tennessee," says TDOT Commissioner John Schroer. "But as this report shows, we cannot be limited to old ways of doing business. We must enable and encourage more flexible, innovative and lower-cost solutions to the state's transportation needs. Prioritizing and designing projects to add the most value for their cost is smart, common sense policy in a time of fiscal constraint, and all Tennesseans stand to benefit from an even more effective Department of Transportation."

... Removing Barriers to Smarter Transportation Investments, revealed TDOT currently has nine
... it has funding ... result, some beneficial projects currently run the risk


Expedited Project Delivery Process

- Purpose
 - Fiscal Responsibility
 - 3-Year Work Plan development
 - More projects delivered statewide
 - Implement projects faster
 - Address immediate safety needs
 - Determine appropriate roadway improvements



TENNESSEE DEPARTMENT OF TRANSPORTATION
PROPOSED COMPREHENSIVE MULTIMODAL PROGRAM
FISCAL YEARS 2013 - 2015
April 12, 2012

Map Ref.	County	Route	Description	Length	Type of Work	FY-13	FY-14	FY-15
	Bedford	SR-10 US-231	SR-16 to West Cedar Street; and S of Chockley St. to S of Mooreland Ave	1.2	Construction		CN	
	Bedford	SR-16	SR-276(Thompson Creek Road) to West of Rippy Ridge Road	1.9	Construction			
			Westbound Truck Climbing Lane @ Mile Marker 133	1.1	Right-of-Way			



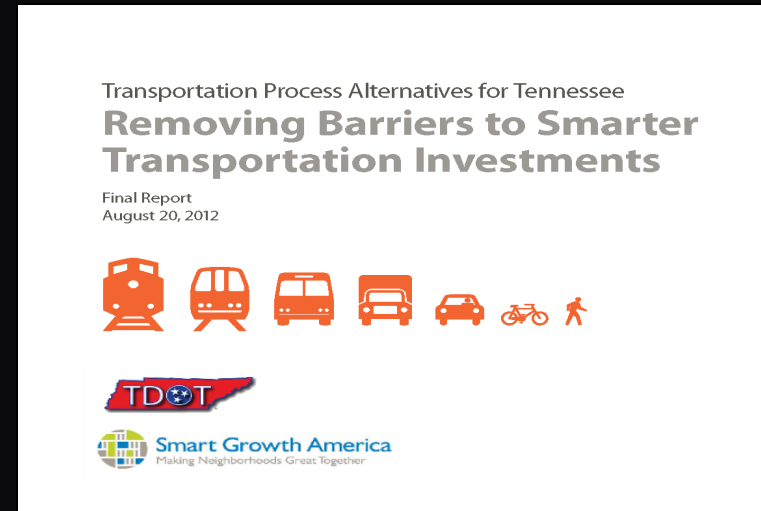
TDOT- Expedited Project Delivery (EPD)

A. Review existing projects & Recommend “Right-Sized” improvements

1. Safety Improvements
2. Multimodal Considerations
3. Intersection Modifications
4. Passing / Truck Climbing Lanes
5. Shoulder widening
6. Geometric Deficiencies
7. Lane Reduction from original proposal
8. Other recommendations

B. No set solution or pre-conceived options

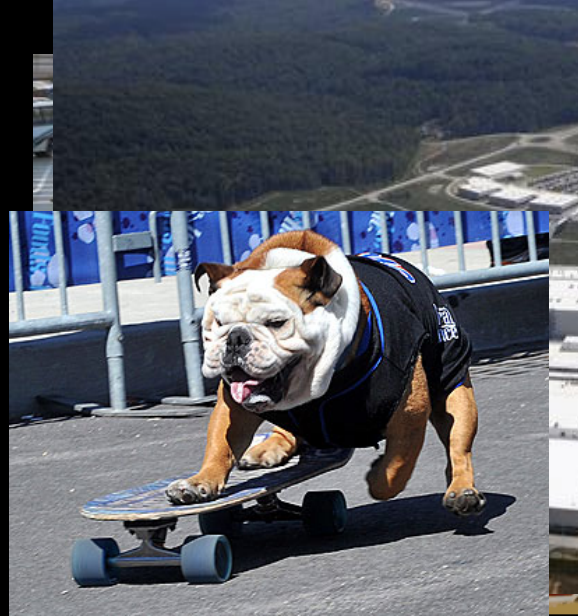
C. Partner with local stakeholders for input



Expedited Project Delivery Process

Order of Priorities

1. Safety
2. Operational / Congestion / Level of Service
3. Economic
4. Multimodal



BIKE ROUTE

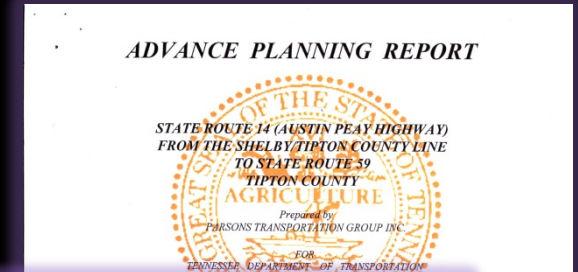
Level of Service

1. Safety

34. Multimodal

Expedited Project Delivery Process

- Data used in the process:
 - Traffic Counts and Crash Data
 - Previous planning and environmental reports
 - Existing travel time studies
 - Bike routes, transit and pedestrian use



State Route 15 (US 64) By-Pass
From the West Side of the City of Bolivar
To the East Side of the City of Bolivar
Hardeman County, Tennessee

11/7/00
Date

DATE

Finding Of No Significant Impact
Prepared By
U.S. Department of Transportation
Federal Highway Administration
And the
Tennessee Department of Transportation
Environmental Planning and Permits Division

Co-operating Agency
Department of the Army
Corps of Engineers

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) dated July 22, 2002, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

This FONSI should not be evaluated independently of the approved Environmental Assessment (EA).

6/30/04
Date of Approval

[Signature]
FHWA Division Administrator

The following persons may be contacted for additional information concerning this document.

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Expedited Project Delivery Process

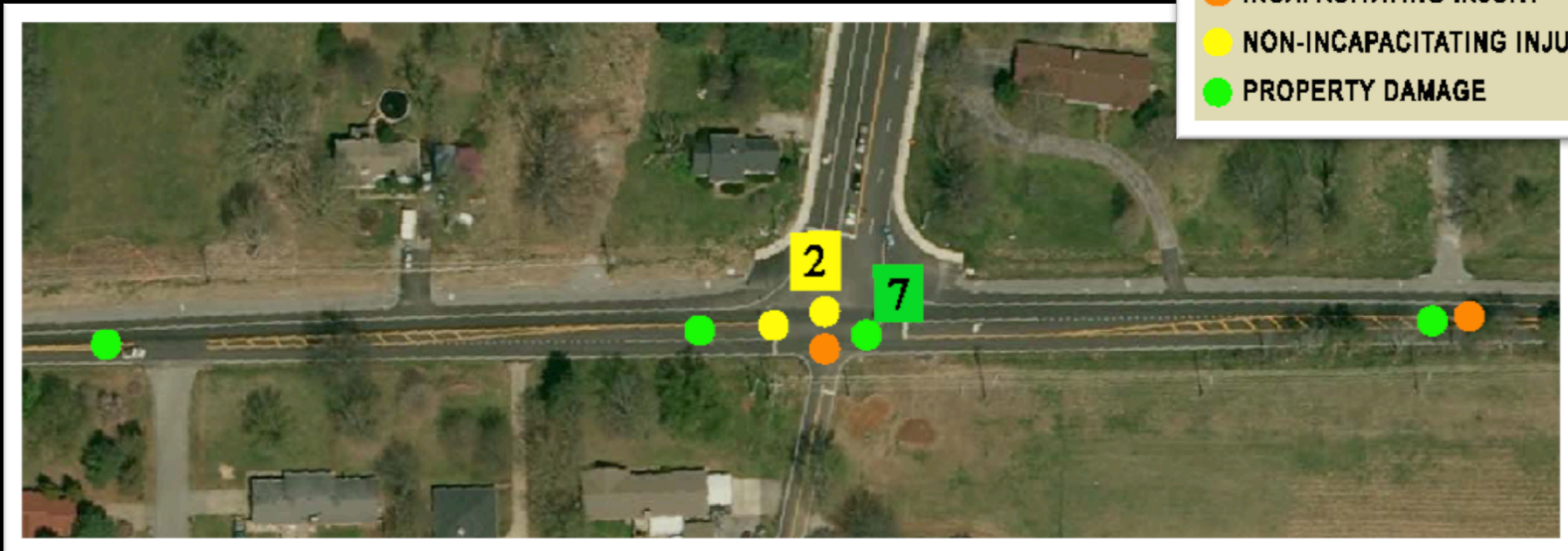
Safety Improvements

1. Identify safety improvements for critical crash locations with:

- Fatalities
- Incapacitating injury crashes, or
- Clusters of 3 or more crashes

LEGEND

- FATALITY
- INCAPACITATING INJURY
- NON-INCAPACITATING INJURY
- PROPERTY DAMAGE



Study Area

S.R. 262 from S.R. 52 to S.R. 56/80

MACON COUNTY, TENNESSEE

PIN 100277.00



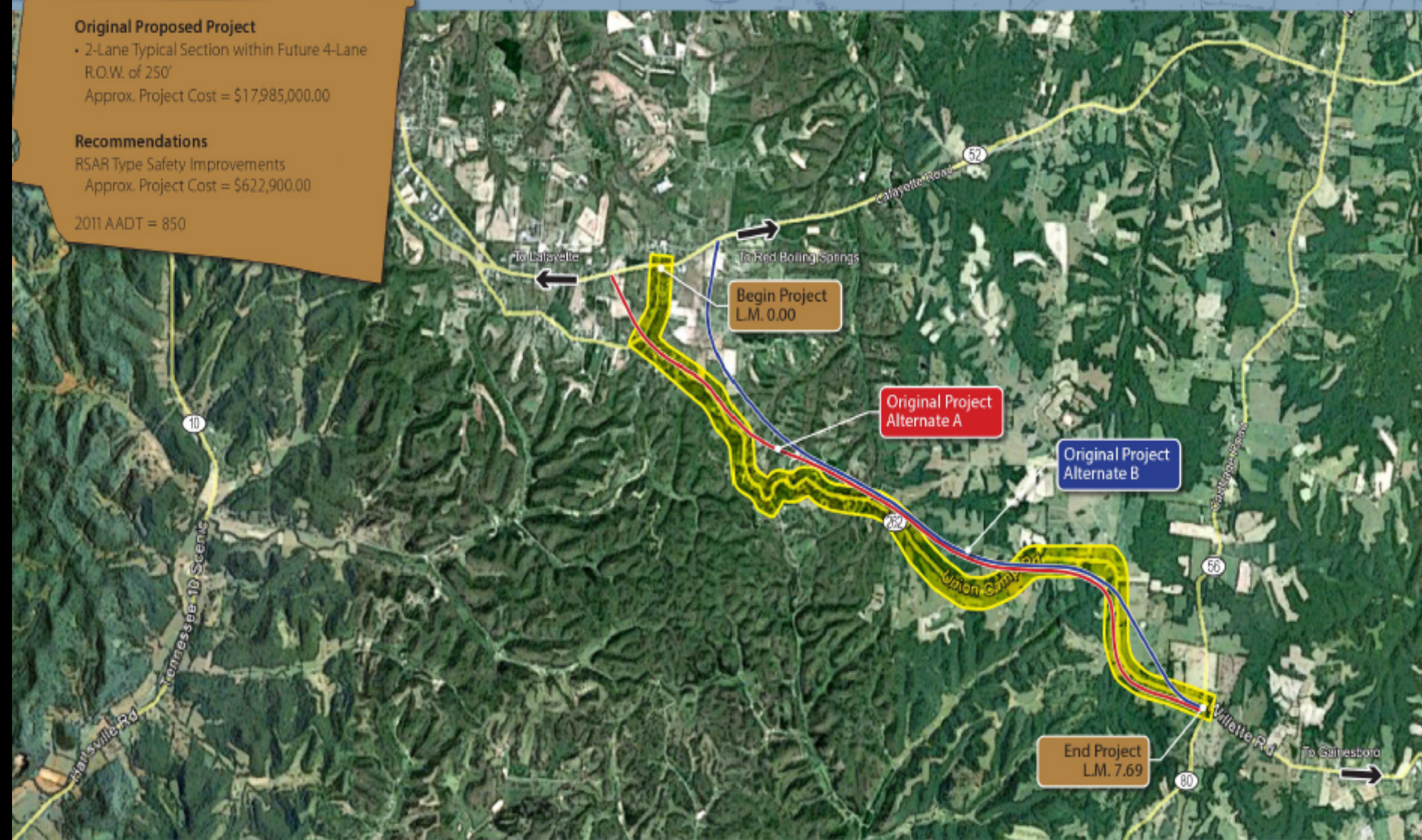
Macon County
Project Location Area

Original Proposed Project

- 2-Lane Typical Section within Future 4-Lane R.O.W. of 250'
- Approx. Project Cost = \$17,985,000.00

Recommendations

- RSAR Type Safety Improvements
- Approx. Project Cost = \$622,900.00
- 2011 AADT = 850



Macon County SR 262

PIN 100277.00

From SR 52 (LM 0.00)

To SR 56/SR 80 (LM 7.69)

Original Project Description:

- A 2002 Environmental Assessment (EA) contained two (2) build alternatives, which were both proposed primarily on new location. The proposed typical section consists of:
 - One (1) twelve (12) foot travel lane in each direction with twelve (12) foot inside and outside shoulders with ditches within 250 feet of R.O.W. with a design speed of seventy (70) MPH.
 - If future traffic so justifies, a four (4) lane divided facility with a forty-eight (48) foot depressed median and two (2) twelve (12) foot travel lanes in each direction may be constructed.
- Project is part of the Upper Cumberland Development Route.

Level of Service:

- 2011 = LOS B (850 AADT)
- 2031 = LOS B (940 AADT)

Crash Data:



- Total Crash Rate of 2.27 (State Avg. 1.66 for rural two (2) lane routes.)
- Severe Crash Rate of 0.14 (State Avg. 0.126 for rural two (2) lane routes.)

Recommendations:

- Restriping of existing pavement markings throughout
- Installation of guardrails at curves and steep roadsides
- Installation of double-sided chevrons on curves in winding section of the route
- Installation of snowplowable raised pavement markers throughout
- Replacement of signs throughout

Project Costs:

- RSAR Improvement Costs: \$622,900
- **Total Expedited Project Delivery Cost: \$622,900**
- Original Project Cost: \$17,985,000
- **Projected Savings: \$17,362,100**

-  Study Area
-  Original Proposed Project



Fentress County
Project Location Area

SR 52, From SR 28 (US 127) in Jamestown to East Bill Cobb Road

Fentress County Tennessee

PROJECT NO. STP-52(34), 25004-1221-14

PIN 100264.01

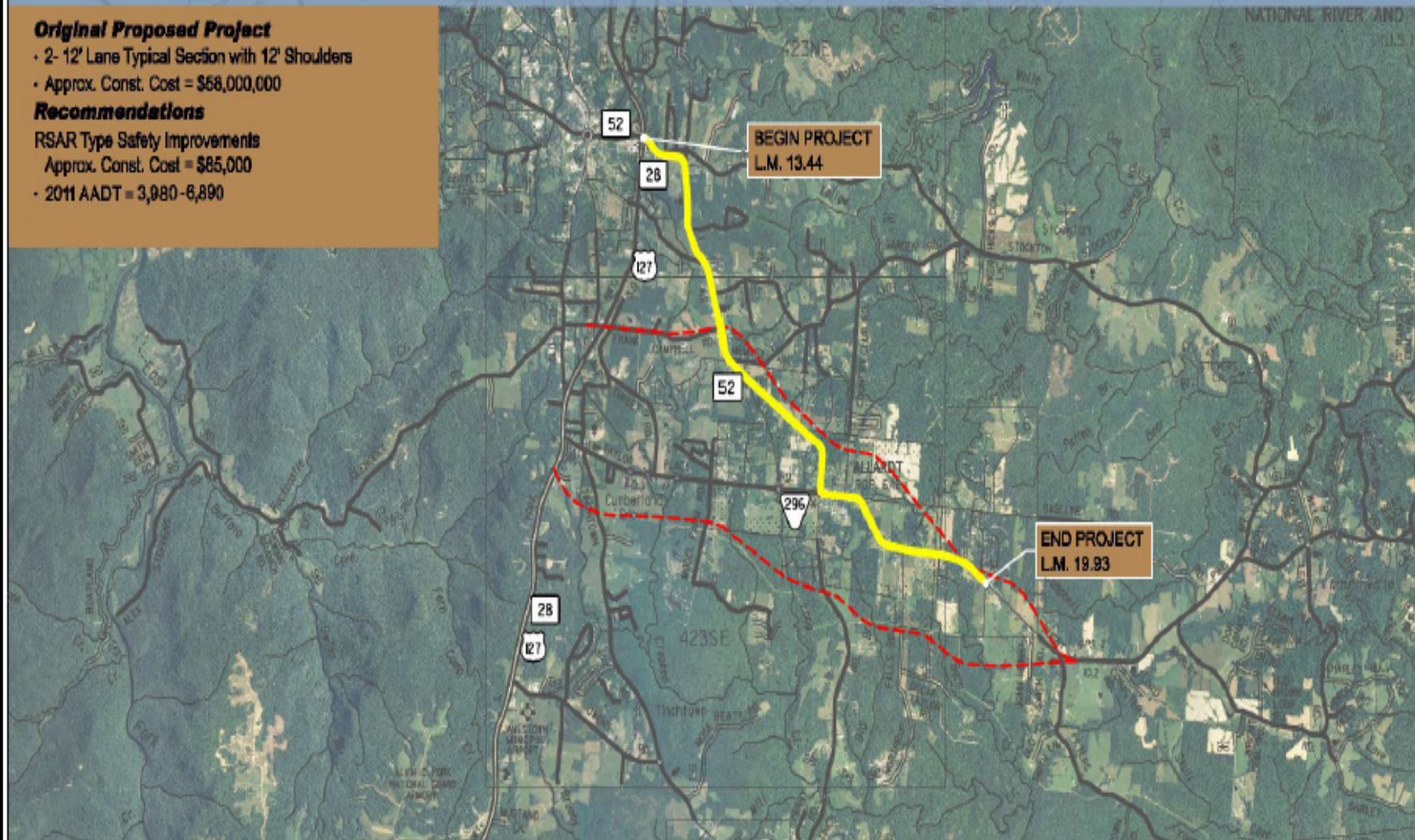


Original Proposed Project

- 2- 12' Lane Typical Section with 12' Shoulders
- Approx. Const. Cost = \$58,000,000

Recommendations

- RSAR Type Safety Improvements
- Approx. Const. Cost = \$85,000
- 2011 AADT = 3,980 - 8,890



Fentress County SR 52

PIN 100264.01

From SR28 (US-127) (LM 13.44) in Jamestown
To East Bill Cobb Rd. (LM 19.93)

Original Project Description:

- A 2003 Environmental Assessment (EA) proposed a two (2) lane facility with twelve (12) foot lanes and twelve (12) foot shoulders with 250 feet of R.O.W. acquired to allow for an eventual four (4) lane facility.
- Project is part of the Upper Cumberland Development Route.

Level of Service:

- 2011 = LOS D (3,980 to 6,890 AADT)
- 2031 = LOS D (5,910 to 10,240 AADT)

Crash Data:

- Total Crash Rate of 0.44 (State Avg. 1.66 for rural two (2) lane routes.)
- Severe Crash Rate of 0.031 (State Avg. 0.126 for rural two (2) lane routes.)

Recommendations:

- Installation of double-sided chevrons and/or curve warning signs for four (4) curves
- Installation of school speed limit signs with flashing beacons
- Replacement of stop signs for all approaches at the intersection of SR 52 and SR 296
- Replacement of several speed limit and reduced speed ahead signs
- Installation of obstacle delineation on several utility poles
- Installation of ~~non~~ replaceable raised pavement markers where presently installed

Project Costs:

- RSAR Improvement Costs: \$85,000
- **Total Expedited Project Delivery Cost: \$85,000**
- Original Project Cost: \$58,000,000
- **Projected Savings: \$57,915,000**



Study Area



Lauderdale County
Project Location Area

S.R. 19 from EAST of EASTLAND AVE. to HAYWOOD COUNTY LINE

LAUDERDALE COUNTY, TENNESSEE
PIN 102251.01



Original Proposed Project

- 4-Lane Divided Typical Section
Approx. Project Cost = \$19,900,000.00

Recommendations

- **Phase 1** – RSAR Type Safety Improvements
Approx. Project Cost = \$269,500.00
- **Phase 2** – Improve Typical Section
(2-12' lanes, 10' shoulders) and sight distance
improvements
Approx. Project Cost = \$5,863,500.00



Lauderdale County SR 19

PIN 102251.01

**From East of Eastland Ave. (LM 21.98)
To Haywood County Line (LM 26.14)**

Original Project Description:

- In 1996, the Tennessee Department of Transportation (TDOT) undertook a Feasibility Study for improvements to SR 19. This study led TDOT to initiate an Advance Planning Report (APR) in 2003 which studied SR 19 from Eastland Avenue in Ripley, Lauderdale County to U.S. 51 (SR 3) in Brownsville, Haywood County.
- The project was placed on hold until 2008. In 2009, a Transportation Planning Report (TPR) was completed from future I 69 in Ripley to Brownsville Bypass in Lauderdale and Haywood Counties.
- The planning process revealed opposition to major improvements, particularly in the community of Nutbush, Haywood County, located along this segment. However, Lauderdale County generally supported improvements to SR 19, citing the project as conducive to creating jobs and attracting industry.
- In 2011, Mayors from both counties, in addition to the Mayor of Brownsville, gave their support for the project, particularly Option B, which involves widening to a four (4) lane, divided cross section through Lauderdale County and tapering to a two (2) lane cross section through Haywood County.

Existing Typical Section:

- 2-lane Cross Section with 11-ft lanes and 2-ft paved shoulders

Level of Service:

- 2011 = LOS B (2,550 AADT)
- 2031 = LOS B (3,115 AADT)

Crash Data:

- Total Crash Rate of 1.527 (State Avg. 1.66 for rural two (2) lane routes.)
- Severe Crash Rate of 0.145 (State Avg. 0.126 for rural two (2) lane routes.)

Recommendations:

Phase 1:

- Restriping of existing pavement markings throughout
- Replacement of object markers with guard-rail on two (2) box bridges
- Installation of bike route and share the road signs
- Replacement of all MUTCD warning and regulatory signs
- Installation of snowplowable raised pavement markers throughout

Phase 2:

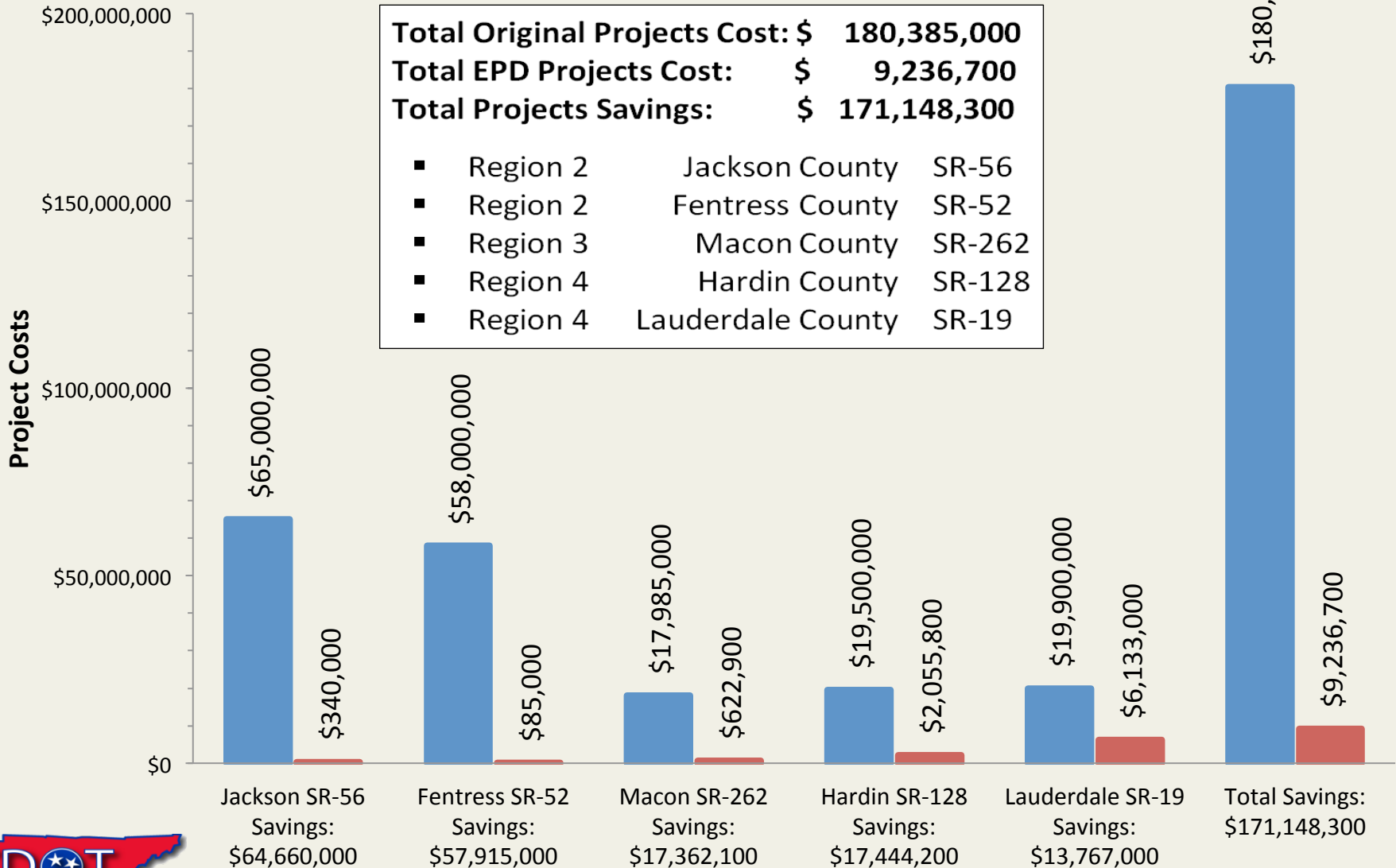
- Widening shoulders to ten (10) feet and travel lanes to twelve (12) feet to improve safety and operations
- Improvements to all associated striping, signage and infrastructure
- Improvements to three (3) vertical curves for sight distance

Project Cost:

- Phase 1 (RSAR) Improvement Costs: \$269,500.00
- Phase 2 Costs: \$5,863,500.00
- **Total Expedited Project Delivery Cost: \$6,133,000.00**
- Original Project Cost: \$19,900,000.00
- **Projected Savings: \$13,767,000.00**

Expedited Project Delivery Savings (2012 Projects)

■ Original Project Costs ■ EPD Project Costs



TDOT's Prioritization of Candidate Projects

Criteria

Maximize Safety and Security

Preserve & Manage Existing Transportation System

Support the State's Economy

Build Partnerships for Livable Communities

Move a Growing, Diverse, Active Population

Promote Stewardship of the Environment



Three Year Work Program- DL3

Project Scoring

Maximize Safety and Security

Crash Severity

Actual / Critical Crash Ratio

Actual / Statewide Average Crash Ratio

Preserve & Manage Existing Transportation System

Level of Service

Average Annual Daily Traffic

Goods & Freight Movement

Support the State's Economy

Local Planning Objectives

County Seat Connectivity

Community Economic Need

Build Partnerships for Livable Communities

Community and Stakeholder Support

MPO / RPO Ranking

Move a Growing, Diverse, & Active Population

Bicycle/ Pedestrian/ Transit Accommodation

Strategic Corridors and Functional Class

Promote Stewardship of the Environment

Environmental Impact

Environmental Clearance

————— In project selection phase —————

Emphasize Financial Responsibility

TDOT's Prioritization of Candidate Projects

Optimizing Resources

- DL3's Sequencer considers each project's technical score, cost, funding pool options, and scheduling constraints in order to recommend projects that provide the best use of resources ("biggest bang for the buck").
- Sequencer also recommends which projects to fund in order to satisfy TDOT's desired mix of:
 1. Projects per Region
 2. Phase of construction (PE/ROW/CONST)
 3. MPO/RPO distribution





Emphasis on Multimodal Transportation

