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TDOT Primer

Department of Transportation

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## 2023 Primer of the Tennessee Department of Transportation

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# 2023 PRIMER



**Tennessee**  
Build With Us

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## TDOT's MISSION

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To provide a safe and reliable transportation system that supports economic growth and quality of life.

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## TDOT's VISION

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Commitment to excellence in managing and improving the state's transportation system, promoting the success of our employees, and strengthening the trust of our customers.

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## VALUES

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### Stewardship

We take the best possible care of our assets.

### Integrity

We are professional, honest, and do the right thing.

### Safety

We identify and mitigate hazardous conditions for our employees, contractors, and the traveling public.

### Consistency

We are reliable and uniform in our actions and words.

### Development

We continually grow and share our knowledge, expertise, and experience.

### Innovation

We look for new and emerging ways to serve our customers.

### Collaboration

We work together internally and with our partners to share ideas, skills, and insights to get the best results.

### Family

We promote a culture of caring, concern for others, and pride in what we do.

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

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**Butch Eley**  
*Deputy Governor  
and Commissioner of  
Transportation*

Butch Eley serves as the Deputy Governor and Commissioner of Transportation for Tennessee. In this role, he serves as a top advisor to Governor Bill Lee, manages the Tennessee Department of Transportation, and coordinates infrastructure investments throughout the state.

Prior to this role, Eley served as Tennessee's chief financial officer (CFO), where he managed all financial, technological, and benefits operations of the State of Tennessee. He first served as Governor Lee's chief operating officer (COO) for the state, responsible for working with department commissioners to design a framework that translates strategy into operational priorities and subsequent implementation. In that role, he led the state's first four-year strategy and planning process. He takes an enterprise-wide view of government

operations in supporting change and making government work better for its customers and constituents.

Before joining Governor Lee's Administration, Eley was a Founder and CEO of Infrastructure Corporation of America (ICA). Headquartered in Nashville, ICA was one of the nation's premier infrastructure asset maintenance management companies with comprehensive asset management contracts throughout the country.

Eley has devoted his career to creating positive change for communities through public service at both the federal and local levels, focusing on transportation policy, economic development, and planning issues.

Eley earned both a bachelor's degree and an MBA from Belmont University in Nashville. He and his wife Ginger live in Brentwood and have three adult children and three grandchildren.



work  
with  
US



Tennessee is a rapidly growing state. The state grew by almost 9 percent in the past decade, far outpacing the national average. This rapid growth has brought economic development opportunities to Tennesseans. This economic growth also brings more congested roadways and transportation challenges.

- We have a \$26 billion backlog causing congestion needed to address both urban and rural congestion, and nowhere near enough revenue to get caught up. This is over and above the 2017 IMPROVE Act.
- Traffic congestion is now becoming more prominent throughout Tennessee, and not just in urban areas.
- Part of our challenge is working to construct the remaining 70% of projects in the 2017 IMPROVE Act, while simultaneously developing infrastructure plans to accommodate the gain in private-sector jobs and population growth we've experienced in the past several years.
- Currently, on average it takes 15 years to deliver a project from development through construction, and projects are costing 40% more than what was budgeted due in part to the protracted development phase timeline.
- Gas tax collections are currently (November 2022) 4% below where they were last year.
- The adoption of electric vehicles (EVs) will decrease the need for gas, while at the same time, the need for revenue will be increasing. In looking at national trends and projects, we expect there to be exponential growth in this sector. Possibly upwards of 200,000 EVs in TN by 2028. This creates a challenge for our ability to build.

Governor Bill Lee's [Transportation Modernization Act](#) proposes solutions that don't include raising the gas tax or going into debt. Highlights are below.

### **Expanded Alternative Delivery**

For TDOT, time is money, and the department loses out on opportunities to leverage limited funds to deliver more projects when the department's purchasing power is eroded by lengthy project development schedules.



# Tennessee

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Our transportation needs are greater than our ability to currently fund projects, which is why we need to rely on alternative delivery methods to help fund critical, new infrastructure.

- To date, TDOT's alternative delivery program has seen a \$22M cost savings and almost 70% faster delivery compared to traditional delivery projects.
- Adding Progressive Design-Build (PDB) and expanding TDOT's existing alternative delivery tools (including expanded opportunities to leverage Design-Build (DB) and Construction Manager/General Contractor (CMGC)) will put TDOT in a strong position to optimize the delivery of increasingly complex infrastructure solutions.
- When comparing cost and duration per lane mile, alternative project delivery is both cheaper (\$3.9M difference) and faster (158 days) than traditional delivery.
- Nationally, alternative delivery methods result in 30-50% faster delivery and 10% cost savings due to expedited delivery, design, and/or construction innovation and efficient risk transfer from the owner to the contractor.

### Choice Lanes

Public-Private Partnerships (P3s) allow private investment in new roadway infrastructure. Tennessee is currently the only state in the southeast that does not allow such partnerships for the development of roads and bridges. Under these arrangements, a private-sector partner agrees with TDOT to design, build, finance, operate and maintain choice lanes. Choice lanes give the driver the option on congested urban highways to provide reliable trip times.

- TDOT wants to partner with the private sector to deliver choice lanes, which will result in faster completion with a lower initial investment, allowing more projects to be built statewide at once.
- By funding choice lanes through P3s, the private sector bears the investment costs and risks needed to deliver and maintain the project(s) freeing up funds to be allocated to other needed projects across Tennessee.
- Choice Lanes help pay for themselves allowing TDOT to increase rural investments in new roads, road repairs, and bridge modernization.
- Choice Lanes use pricing to control the use of the lane. TDOT can operate Choice Lanes at around 50 mph during rush hours when traditional lanes are barely moving.



# Tennessee

## Build With Us

- The number one benefit of Choice Lanes is the ability to ensure reliable travel speed and travel times for customers of the Choice Lanes.
- Choice Lanes provide mobility solutions for everyone – motorists, freight, and transit – by providing choices for drivers and more reliable and faster trip times for all roadway users.
- Customers pay a user fee for their reliable trip time and the revenue generated by the Choice Lanes is used to operate the Choice Lanes and help pay back the original costs of building the project.
- On average, in P3 delivery, such as choice lanes, 70% of the work performed is accomplished by local contractors.
- Transit riders can use the Choice Lanes without paying any additional fees and receive the more reliable trip times that Choice Lanes offer.
- Transit will have access to the Choice Lanes at multiple points along the corridor.
- Choice Lanes increase on-time transit performance and accessibility as well as open the door to new transit modes, such as Bus Rapid Transit (BRT).

### **Gas and Electric Vehicle (EV) Parity**

- The average combustion engine driver pays \$300 a year in gas taxes, which are used to fund roads and bridges in Tennessee. Electric vehicle (EV) drivers pay a \$100 a year registration fee.
- Both types of vehicles put wear and tear on our roads; in fact, the average EV weighs 800 pounds more than a combustion engine vehicle meaning they put more wear and tear on Tennessee roads.
- Increasing the EV registration fee to \$300 a year would create parity between combustion engine drivers and EV drivers.



Visit the Build With Us Website

## — TENNESSEE'S TRANSPORTATION SYSTEM —

There are 20,034 bridges in Tennessee, more than in most southern states. The state owns 8,443 bridges and 11,591 are locally owned.

Tennessee has more than 96,187 miles of roadway. This includes 1,201 miles of interstate highways and 14,467 state highway miles overseen by TDOT.

On the highway system, there are 19 interstate rest areas, 16 interstate welcome centers open and there are 9 truck weigh stations.

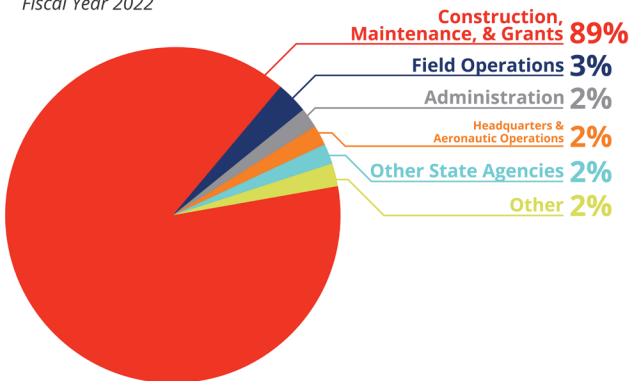
### The transportation system also includes the following:

- 71 general aviation airports
- 6 commercial airports
- 976 main channel miles of commercially navigable waterways and two ferries
- 23 short line railroads
- 6 Class I rail lines operating on 2,138 route miles of rail
- 28 transit (bus, van, rail) systems serving all 95 counties
- 934 miles of state routes with sidewalks
- 4,557 miles of state routes with four-foot or greater shoulders to accommodate cyclists
- 487 miles of greenways and trails
- 216 miles of state routes with designated bike lanes

Tennessee motorists pay a state gas tax of 27.4 cents a gallon and 18.4 cents of a federal gas tax. The state diesel tax is 28.4 cents per gallon and the federal tax on diesel is 24.4 cents per gallon. The funds are dedicated to the Tennessee transportation system.

### How Transportation Dollars are Spent

Fiscal Year 2022







One of TDOT's most popular programs is our HELP Program. Its function is to remove vehicles and obstacles from the travel lanes, in order to reduce traffic impacts. In 1999, HELP was started to assist motorists in the urban areas of Nashville, Knoxville, Chattanooga and Memphis. HELP patrols operate seven days a week from early in the morning to late in the evening. In addition, HELP staff remain on call to respond to traffic incidents 24/7. Our four Traffic Management Centers (TMC) are also staffed 24/7.



TDOT SmartWay is the state's intelligent transportation system (ITS). The full complement includes a system of 551 live cameras, 183 large electronic message boards, traffic speed sensors and transportation management centers to monitor traffic and assist in reducing congestion on Tennessee's urban interstates. Systems are in Chattanooga, Nashville, Knoxville and Memphis.



TDOT operates rural ITS sites outside of the major urban areas of the state. The system includes cameras, overhead electronic message signs, and a highway advisory system with radio transmitters and accompanying signs. Locations include rural sections along I-75, I-40, I-24, and I-81 in East Tennessee, and sections I-40, I-24, and I-65 in Middle Tennessee.

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## 2022 AT A GLANCE

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- For the thirteenth year in a row, Tennessee’s transportation system ranks as one of the best in the nation. According to [CNBC’s 2022 study, “America’s Top States for Business,”](#) Tennessee ranked sixth for business and eighth in the category of “Infrastructure.”
- TDOT’s “pay as you go” philosophy remains intact as we continue to spend only the revenue provided through our state highway user fees and federal funds. We are one of only six states in the nation without transportation debt.
- Governor Lee took an unprecedented step last year in proposing over \$800 million from the State’s General Fund for infrastructure projects, supplementing road funding typically derived from both federal and state gas tax revenue. This means additional projects across the state, addressing economic development, state highways, and rural interchange improvements.
- TDOT awarded 454 projects to contract in 2022 totaling over \$1.5 billion, a record high.
- In response to legislation by the Tennessee General Assembly, TDOT implemented a statewide hotline to provide citizens with a single point of contact to report dangerous conditions on state highways. Calls to 833-TDOTFIX are answered by live agents and immediately routed to the proper district office for assessment and scheduling for any needed repairs. Since its inception in June 2022, over 7,600 requests for maintenance were handled. 95% of calls were answered within 20 seconds.
- TDOT has implemented a new Culvert Condition Assessment Program (CCAP) which will provide critical information to provide inspection data for drainage pipes that run underneath our roadways and allow for the prioritization of the repair and replacement of these important drainage structures across Tennessee. Focusing on locations scheduled for repaving within the next three years will allow TDOT to avoid unnecessary open cutting of freshly paved roadways.
- TDOT resurfaced 2,850 lane miles of interstate, state route, and state park lane miles; helping maintain the existing pavement infrastructure with the desired state of good repair. Resurfacing projects varied from mill and inlays, microsurfacing, new in-place recycling techniques, and innovative crack attenuating mixtures. Double chip seals were placed on over 100 lane miles of rural routes to cost-effectively preserve rural routes in West Tennessee.
- Through TDOT’s State Industrial Access Program and other projects supporting economic development, the department awarded seven projects to construction. These seven construction projects support new and/or expanding industries that have added nearly 3,753 jobs to Tennessee. The industry investments for all locations combined are over \$2.8 billion, while the department spent approximately \$22 million on projects to improve the industry’s access needs.



- TDOT's Airport Improvement Program awarded 296 grants, which provided \$86 million to local communities for airport improvements. This included \$6.3 million in FAA Discretionary Funding for the Maury County Regional Airport and \$5.6 million in FAA Supplemental Appropriation Funding for the Portland Municipal Airport. Aeronautics was appropriated an additional \$94.1 million in State General Fund subsidies and airport-specific funding to address needed projects at airports across the state. And Aeronautics completed the 20-year Tennessee Aviation System Plan (TASP), providing the State with critical data and information to assist in decision-making and project prioritization for the State's public-use airports.
- TDOT Installed adult changing tables at the I-75 Welcome Center in Chattanooga and the I-65 Robertson County Welcome Center. Two additional changing tables will be installed by early next year in the Jefferson County Rest Area and the Haywood County Welcome Center. We are evaluating all rest areas and Welcome Centers to determine the feasibility of adding these universal changing tables that can accommodate both children and adults ensuring the traveling public who are aging or have disabilities and other conditions, have a safe, private, clean bathroom option.
- The Tennessee Electric Vehicle Infrastructure (TEVI) Deployment Plan, one of the first plans approved by the FHWA in the fall of 2022, details how the state will deploy electric vehicle (EV) charging infrastructure and support the establishment of an interconnected EV network across the nation. This year TDOT will be working through the procurement process and hope to have stations on the ground by the end of 2023.
- TDOT participated in the I-24 MOTION project, the first-of-its-kind testbed where we studied in real time the impact connected and autonomous vehicles had on traffic in an open road setting. 100 AI-equipped Nissan Rogue vehicles ran for five days on a four-mile sensor-filled portion of Interstate 24. The smart highway has 300 4K digital sensors capable of logging 260,000,000 vehicle miles of data per year. Researchers will spend the next several months analyzing data collected in the experiment. The testbed will remain on and available to researchers. The I-24 MOTION project also was awarded the 2022 ACEC Engineering in Excellence Grand Award for its innovation and significance in engineering.
- Throughout 2022, County Litter Grantees collected 15.1 million pounds of roadside litter and cleaned 3,480 illegal dumpsites. Adopt-A-Highway groups conducted 81 cleanups statewide and involved 820 volunteers. The "No Trash November" mini campaign included 95 cleanup events across the state and removed 48,538 pounds of litter from Tennessee roadsides, above prior year totals and program goals.



- TDOT was awarded a 2022 ACEC Engineering in Excellence Award for its Maintenance Operations' Work Zone Field Manual. This project has resulted in a significant change in the way our work zones are developed and managed by TDOT. Work zone training is centered on the guidance within this manual.

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## 2023 LOOK AHEAD

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- Work on the [Broadway Viaduct](#) has already begun. The project along State Route 1 (US 70) consists of replacing the bridge that crosses over 11th Avenue and the CSX Railroad in downtown Nashville. A full closure of the bridge will happen from July 5, 2023, through September 1, 2023. Detours will be in place.
- Phase two of the [I-75 at I-24 Interchange Improvements project](#) in Chattanooga has been awarded. Using the Design-Build project delivery method, which combines all or some portions of the design and construction phases of a project, construction will begin in late spring of 2023 with an estimated project completion date of late 2025.
- Phase two of the [I-640 Reconstruction](#) in Knoxville is underway and estimated to be complete in late November 2023.
- Future [I-69](#) in northwest Tennessee will be open in the summer of 2023. The nearly 13 miles around Union City will spur economic development and growth in West Tennessee.
- Work is underway at TDOT to improve the way we manage programs, deliver projects, and support our employees. EPIC, Empowering People Influencing Culture, was established to ensure TDOT is a great place to work and provides employees with opportunities to chart their career development, so they feel a sense of accomplishment for the work they do for TDOT. EPIC will affect all TDOT employees, and the complete restructure is expected to be completed in 2023.

Work  
with  
US



- TDOT's Integrated Program Delivery (IPD) initiative enables program and project delivery through timely decision-making, focused resource allocation, continual risk identification and resolution, and flexible workflows to deliver program goals. IPD allows us to deliver as promised by establishing project managers as the single point of accountability for scope, schedule, and budget and fostering a climate for innovation through collaboration to increase project delivery speed by 60%.
- The Program Delivery Network (PDN) will provide consistency and transparency throughout the project delivery process, helping teams be more reliable and efficient.
  - Enables collaboration across disciplines in each stage of the process
  - Streamlines processes and procedures
  - Clearly defines the construction scope of work and programmed costs at the beginning of a project
  - Clearly defines key project deliverables and activities
- To guarantee we can accommodate the opportunity coming to Tennessee, the governor is proposing legislation in 2023 called the [Transportation Modernization Act of 2023](#) to ensure TDOT has the necessary resources to meet the challenges and prepare for increased economic advantages to ensure Tennesseans have a safe, reliable, modernized infrastructure system for generations to come.



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us

# Transportation Modernization Act

## NEW CHOICE LANES



Partner with the private sector to build **NEW** lanes on congested, urban highways.



Frees up state funds for more projects in rural communities.



**NOT** a  
toll road



Choices for reliable trip times, including **greater opportunities** for transit

## EXPANDING ALTERNATIVE DELIVERY

*The Right Tool For The Right Job!*



30-50% faster delivery



40% cost savings

## ELECTRIC VEHICLE FEE



Create parity between combustion engine vehicles and EVs



Allows TDOT to keep pace building and maintaining roads

Visit the **Build With Us** website to learn more! →



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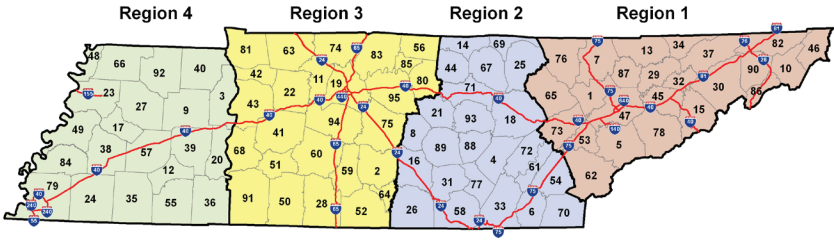
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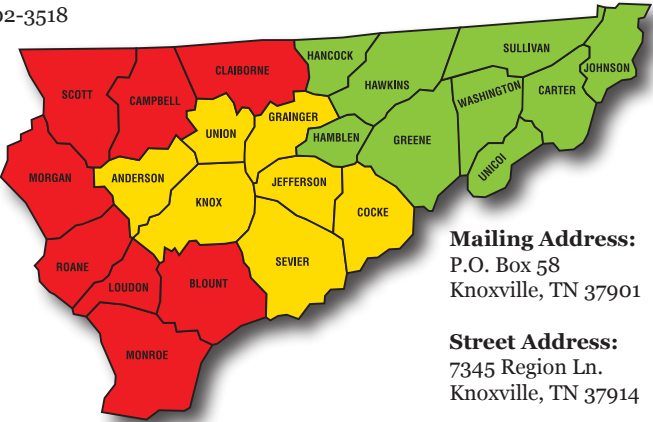
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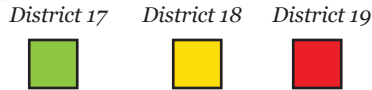
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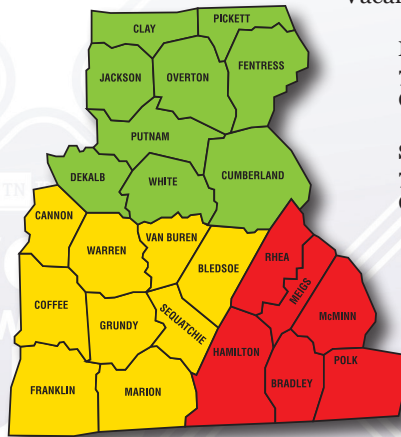
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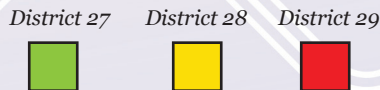
**District 28**  
1210 E. Carroll St.  
Tullahoma, TN 37388  
Phone: 932-454-1921

**District 29**  
7512 Volkswagen Dr.  
Chattanooga, TN 37416  
Phone: 423-510-1254



**Mailing Address:**  
7512 Volkswagen Dr.  
Chattanooga, TN 37416

**Street Address:**  
7512 Volkswagen Dr.  
Chattanooga, TN 37416



## REGION 3 • 615.350.4300

**Regional Director**

Jay Norris

**Operations Director**

Vacant

**Project Development Director**

Shane Hester

**District 37**

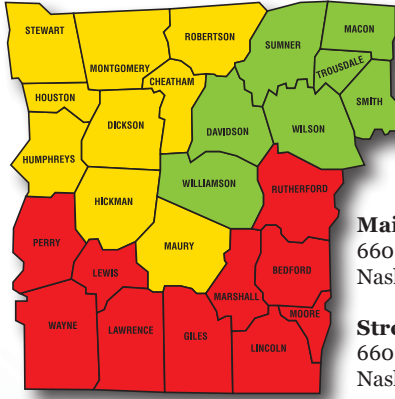
6601 Centennial Blvd.  
Nashville, TN 37243-0360  
Phone: 615-350-4400

**District 38**

10241 Hwy 70 E  
McEwen, TN 37101  
Phone: 931-582-6293

**District 39**

2099 Fayetteville Hwy  
Belfast, TN 37019  
Phone: 931-276-2219



**Mailing Address:**

6601 Centennial Blvd.  
Nashville, TN 37243-0360

**Street Address:**

6601 Centennial Blvd.  
Nashville, TN 37243-0360

*District 37    District 38    District 39*



## REGION 4 • 731.935.0194

**Regional Director**

Jason Baker

**Operations Director**

Michael Welch

**Project Development Director**

Gary Scruggs

**District 47**

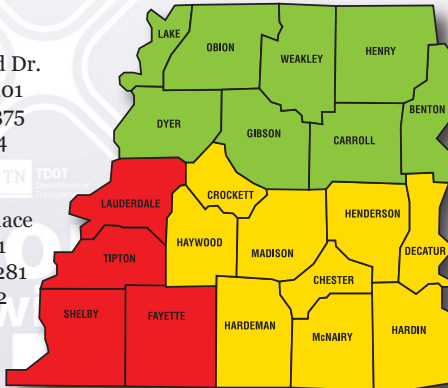
15600 N. Highland Dr.  
McKenzie, TN 38201  
Phone: 731-352-5375  
Fax: 732-352-0684

**District 48**

300 Benchmark Place  
Jackson, TN 38301  
Phone: 731-935-0281  
Fax: 732-935-0282

**District 49**

12077 Hwy 70  
Arlington, TN 38002  
Phone: 901-578-4399  
Fax: 901-578-4375



**Mailing Address:**

300 Benchmark Place  
Jackson, TN 38301

**Street Address:**

300 Benchmark Place  
Jackson, TN 38301

*District 47    District 48    District 49*





## **Process for TDOT to Sign Named Highways and Bridges in Tennessee As Designated by The Tennessee General Assembly**

The Tennessee Department of Transportation uses a numerical designation system to identify roads on the state highway system across the state. The department does not designate road “names” for any state highways.

Local governments (city and county) have the authority to designate official road names tied to official postal addresses and 911 systems for streets and roads within their jurisdiction. Cities have the power to give official city street names to state highways within their city limits. Besides interstate highways and other freeways, these state highways are city streets. Cities may sometimes give commemorative or memorial names to these non-freeway state highways within their jurisdiction, also city streets.

The Tennessee General Assembly has the authority to name highways and bridges in Tennessee. TDOT will install signs as directed by legislation passed by the General Assembly and signed by the Governor. These names are honorary and typically commemorative and rarely change the official road name, and they do not change TDOT’s official numerical designation of a state highway. In recent years, it has been the General Assembly’s practice to pass one large omnibus naming bill each year, which usually names approximately 50-60 bridges and highways. Sometimes, the State Senator or State Representative who sponsors the naming prefers a local government first pass a resolution requesting the Tennessee General Assembly name the bridge or highway.

The fees to fabricate and install the required signs are usually required to be non-state sourced and are sometimes paid for by local governments, bill sponsors, or family members of the honoree. Some honorees, such as soldiers or police officers killed in the line of duty, will have the fees for the signs covered by the State under Section 54-1-133 of the Tennessee Code. The specific language in the enacting legislation/appropriations act directs how each sign is funded.

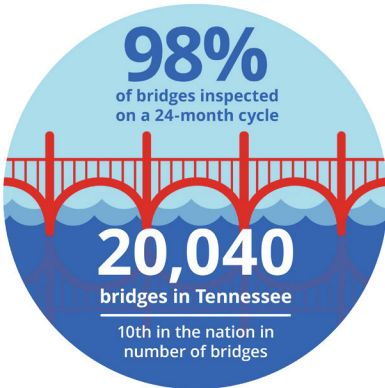
Once a bill passes to name a highway or bridge, staff of the Tennessee Department of Transportation (TDOT HQ Traffic Engineering) sends a notice to the prime Senate and House sponsor for each honoree, which direct funds are required, the amount, and where to send those funds. If no fees are required, the notice advises the sponsors that TDOT can proceed.

Once any required funds are received, and if the Senate and House sponsor conduct a ceremony and notify TDOT when they plan to conduct their ceremony, TDOT installs and covers the signs several days before the event. TDOT must receive at least 14 business days advance notice of the planned ceremony date as it generally takes this long to fabricate, check underground utilities, and install the signs. If the Senate and House sponsor decide not to conduct a ceremony, then TDOT installs the signs, when possible, after being notified.

For additional information, contact Joseph Sweat at 615-532-3431 (TDOT) or email [Joseph.Sweat@tn.gov](mailto:Joseph.Sweat@tn.gov).



## Transparent TN Transportation Dashboard



### ADOPT--HIGHWAY

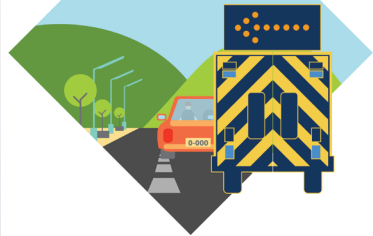


### TDOTFIX BY THE NUMBERS



# 126,584

Incidents managed for CY 2022



# work with us







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