



Meeting Summary

**Interstate 24 Multimodal Corridor Study
Advisory Committee Meeting
Tennessee Department of Transportation
7th Floor Large Conference Room
June 14, 2013
1:00 pm**

Attendees:

Joan Barnfield / TDOT	Richard Holt / Sain
Brenda Bernards / TDOT	Antonio Johnson / Middle TN RPO *
Gerald Bolden / Atkins	Alison Kirk / Younger Associates
Katy Braden / TDOT	Deanna Lambert / TDOT *
Michael Briggs / Nashville Metro Planning	Jennifer Lloyd / TDOT *
Tifinie Capehart / Metro Nashville Planning	Stacy Morris / TDOT *
Ralph Comer / TDOT	Karen Rennich / Chattanooga TPO *
Betsy Evans / Chattanooga TPO *	Scott Rumble / Atkins
Deborah Fleming / TDOT	Carolyn Stonecipher / TDOT
Ken Flynn / TDOT	Lana Suite / Younger Associates
Terry Gladden / TDOT	Bill Wallace / Atkins
Luanne Grandinetti / TDOT	Stan Williams / Clarksville MPO *
Kevin Herritt / TDOT *	Alan Wolfe / TDOT *
Tanisha Hall / TDOT	

* Indicates attendance via conference call

I. Welcome and Introductions - Joan Barnfield

II. Update on Project Schedule - Scott Rumble

III. Discussion of MPO/TPO Existing-Plus-Committed Projects

- Stan Williams, Clarksville MPO, and Karen Rennich, Chattanooga TPO, mentioned that they would send Scott Rumble their list of committed projects.

IV. Discussion of MPO/TPO Long Range Transportation Plan Projects

- Stan Williams, Clarksville MPO, and Karen Rennich, Chattanooga TPO, mentioned that they would send Scott Rumble their recently approved list of TIP and RTP/MTP projects from their current updates of their TIPs and RTPs.
- Nashville MPO just beginning 2040 Regional Transportation Plan. For the purposes of the I-24 study, the Nashville MPO 2035 RTP will be used to obtain a list of planned projects.
- Nashville Metro Planning discussed improvements for the Bell Road interchange. Nashville Metro Planning will send Scott Rumble applicable portions of the Antioch – Priest Lake Community Plan: 2012 Update.

V. Discussion of Other Potential Projects

- Alison Kirk, a member of the consultant team, provided a summary of comments received to date via the comment form.
- Briley Parkway – Need signage to encourage trucks to use it as a bypass of I-24 in downtown Nashville.
- Park & Ride Lots – Need better coordination with transit systems, and there is a need for more park and ride lots in the Nashville area.
- Improved signage for park & ride lots in the Nashville area.
- Need rural ITS in the Cheatham County portion of I-24. Diversion to US 41A when there are crashes on I-24 would be helpful.
- Truck climbing lane needed on I-24 eastbound as vehicles travel up Monteagle Mountain on the west side.
- I-24 has capacity, operational and truck issues in Grundy County and west Marion County between exits 127 and 135.
- I-24 has horizontal curvature, vertical grade, and truck issues in Marion County between Exit 161 and the Georgia state line.
- Extend glare screen/taller concrete barriers on the west side of Monteagle Mountain to keep trucks from going over median.
- There is a maintenance issue with rocks falling on I-24 on Monteagle Mountain.
- There is also a maintenance issue with rock slides on I-24 westbound between I-75 and Missionary Ridge.

- The section of I-24 in Georgia has a lot of congestion. We would like to see GDOT widen this section of I-24 as well as improve their incident management when there are crashes in the Georgia portion of I-24.
- There are three “choke points” (two railroad bridge restrictions and a one-lane underpass) on US 41 that prevent it from being used as a diversion route for I-24 in the vicinity of Moccasin Bend in Chattanooga.
- There is not adequate width in the median on I-24 in the vicinity of Moccasin Bend to allow for median cuts/crossovers for emergency vehicles.
- There may be the potential for Express Bus service from Murfreesboro to Nashville to use shoulders on I-24 to travel.
- High-speed rail between Clarksville and Nashville is probably not feasible. However, commuter rail may be a feasible alternative.

VI. Evaluation Process - Scott Rumble

- The evaluation of the proposed I-24 projects will go through a screening process to first determine the feasibility of the proposed project and then, if determined to be feasible, to determine the benefit/cost ratio of the proposed project.
- Feasible projects will also be screened for environmental and economic impacts.
- Finally, the feasible projects will be prioritized.

VII. Action Items – Scott Rumble

- Receive lists of committed projects as well as lists of recently approved TIP and MTP/RTP projects from the Clarksville MPO and Chattanooga TPO.
- Receive applicable portions of the Antioch – Priest Lake Community Plan: 2012 Update from the Nashville Metropolitan Planning Department.

VIII. Meeting Adjourned at 2:15pm