

Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN

July 17, 2023

Brian Hurst
Tennessee Dept of Transportation
James K. Polk Bldg, Suite 600
505 Deaderick St
Nashville, Tennessee 37243-0341

RE: FFY2023-2026 TIP Modification Project ID LAM1100

Dear Brian Hurst:

Enclosed are copies of the FFY 2023-2026 TIP Modification pages for Project 1100, SR343 Complete Streets and ITS Traffic Signal Coordination, as requested by TDOT. This modification breaks down the RAISE funding into ACRAISE and RAISE funding, and breaking the project down into different project phases.

| | | | |
|-------|---------------------|---------|------------------------|
| From | | | |
| | PE-N/PE-D/ROW/CONST | RAISE | \$23,430,325.00 |
| To | | | |
| | PE-N | ACRAISE | \$1,640,123.00 |
| | PE-D | ACRAISE | \$ 702,910.00 |
| | ROW | RAISE | \$3,063,964.00 |
| | CONST | RAISE | <u>\$18,023,328.00</u> |
| Total | | | \$23,430,325.00 |

This change does not affect the air quality conformity determination, and the TIP is financially constrained. The financial tables are updated accordingly.

If there are any questions or concerns that you may have, please feel free to contact me at 423-581-6277. Thank you for your time and cooperation.

Sincerely,



Rich DesGroseilliers, GISP
MTPO Coordinator
100 W. 1st North St
Morristown, TN 37814
423-581-6277
423-585-4679
richd@mymorristown.com

New

TIP Project Report 7/17/2023

| | | | |
|--------------------|---------------------------|------------------------|--------------------|
| TIP ID | PIN # | Length in Miles | Lead Agency |
| LAM 1100 | 133677.00 | 3.7 | TDOT |
| State | County | | |
| TN | Hamblen | | |
| State Route | Total Project Cost | | |
| SR-343 | \$23,430,325 | | |

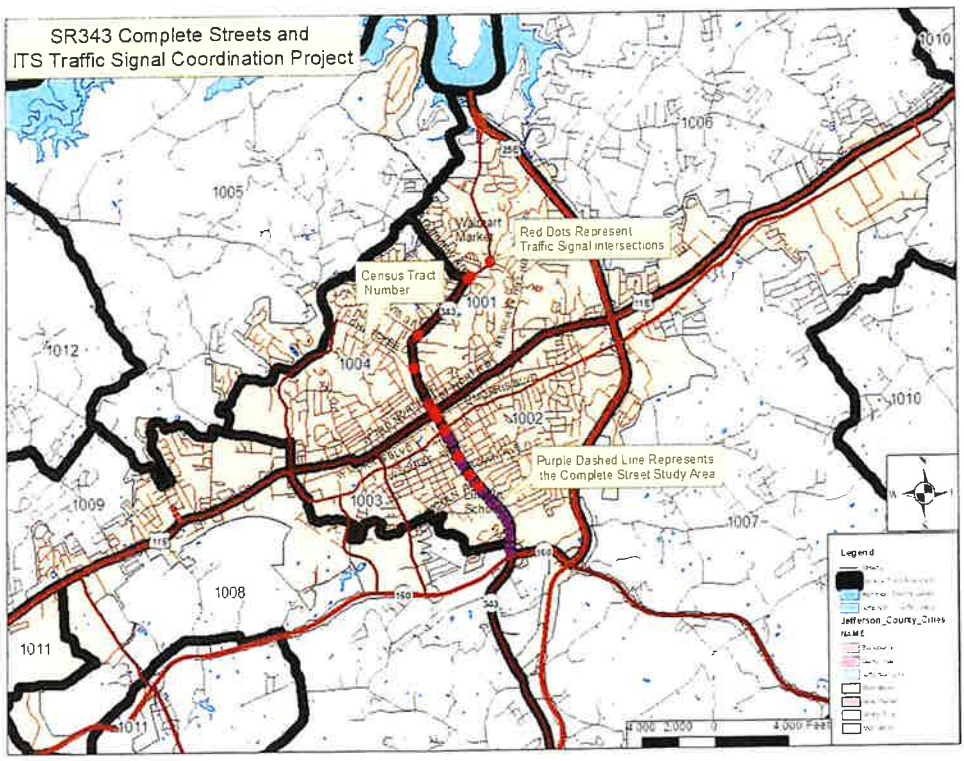
Project Name
SR343 Complete Streets and ITS Traffic Signal Coordination

Termini
Complete Streets from US 11E/E-W Morris Boulevard to SR-160 and ITS Traffic Signal Coordination from N. Liberty Hill Road to Lincoln Avenue/Algonquin Avenue

Project Description
Component 1: Complete Streets-reducing the existing subject portion of SR 343 from a 4/5-lane highway to a 3-lane roadway. The complete street segment will also include a 10' shared use path on the western side of the roadway, a 6' sidewalk on the eastern side of the roadway and buffers to allow separation from the travel lane. Component 2: ITS-various traffic signal improvements at 13 locations along the SR 343 corridor from the North Liberty Hill intersection (to the north) to the Lincoln Avenue intersection (to the south). Project also includes ADA compliance, crosswalks, pedestrian signals, installation of mast arms, improved signal timing and adjusted clearance times.

| | |
|--------------------------|--------------------------|
| Long Range Plan # | Conformity Status |
| 2065 | Exempt |

| FY | Phase | Funding | Programmed Funds | Fed Funds | State Fund | Local Funds |
|--------------|-------|---------|---------------------|---------------------|--------------------|-------------|
| 2023 | PE-N | ACRAISE | \$1,640,123 | \$0 | \$1,640,123 | \$0 |
| 2023 | PE-D | ACRAISE | \$702,910 | \$0 | \$702,910 | \$0 |
| 2023 | ROW | RAISE | \$3,063,964 | \$3,063,964 | \$0 | \$0 |
| 2023 | CONST | RAISE | \$18,023,328 | \$18,023,328 | \$0 | \$0 |
| Total | | | \$23,430,325 | \$21,087,292 | \$2,343,033 | \$0 |



old

TIP Project Report

10/6/2022

| | | | |
|--------------------|---------------------------|------------------------|--------------------|
| TIP ID | PIN # | Length in Miles | Lead Agency |
| LAM 1100 | | 3.7 | Morristown |
| State | County | | |
| TN | Hamblen | | |
| State Route | Total Project Cost | | |
| SR-343 | \$23,430,325 | | |

Project Name

SR343 Complete Streets and ITS Traffic Signal Coordination

Termini

N. Liberty Hill Rd to SR160 intersections

Project Description

Part 1. Complete Street segment of SR343/ S Cumberland St from US Hwy 11E/ E-W Morris Blvd to SR160 The distance is approximately 1.60 miles in length with 17 intersections (4 of which are signalized). The existing corridor is a 4 or 5-lane undivided highway, with approximately 1 mile of the roadway does not have any sidewalks. This is an issue as S. Cumberland Street/ Lincoln Avenue intersection is within 500 feet of the nearest entrance to Lincoln Elementary and Middle Schools, thus no real safe walking areas for students to travel on. Part 2. ITS Traffic Signal Coordination Project There are thirteen (13) traffic signal intersections on SR343/ Buffalo Trail/ N Cumberland St/ S Cumberland St from the N Liberty Hill Rd intersection to the north to the Lincoln Avenue intersection to the south. This art of the project includes upgrading existing software and/or hardware, mast poles, ped heads (if needed), ADA sidewalk ramps(if needed), push buttons,

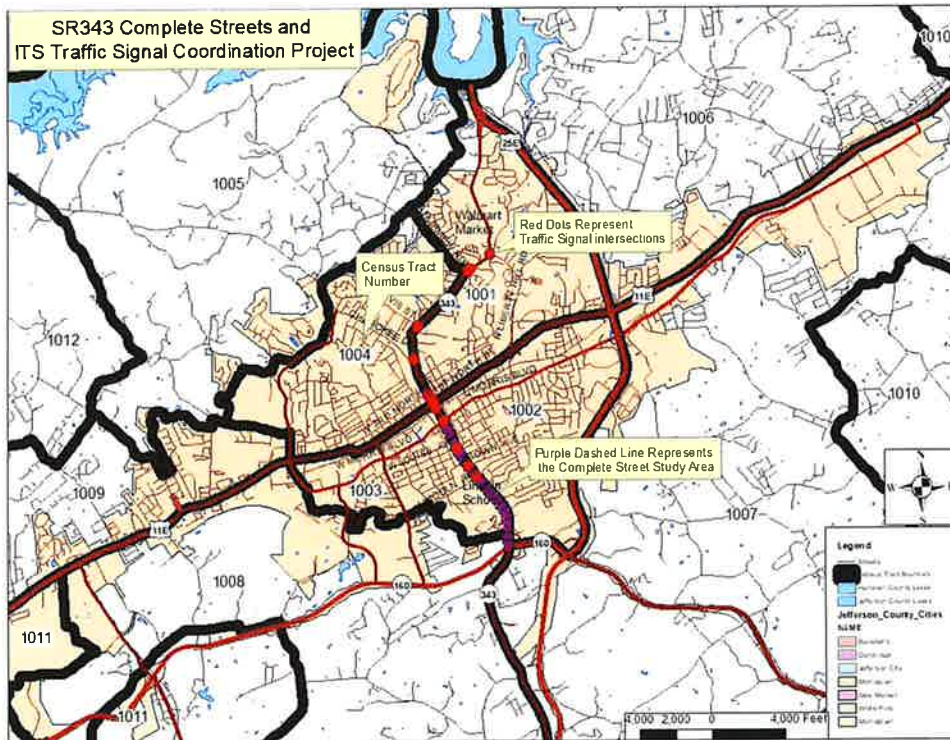
Long Range Plan #

2065

Conformity Status

Exempt

| FY | Phase | Funding | Programmed Funds | Fed Funds | State Fund | Local Funds |
|--------------|---------------------|---------|---------------------|---------------------|------------|-------------|
| 2023 | PE-N/PE-D/ROW/CONST | RAISE | \$23,430,325 | \$23,430,325 | \$0 | \$0 |
| Total | | | \$23,430,325 | \$23,430,325 | \$0 | \$0 |





**eSTIP Fiscal Constraints Report for STIP Period 2023
LAMTPO MPO**

| Fund Code | Fiscal Year | Budget Total | Programmed Funds | Federal Funding | State Funding | Local Funding | Federal Carryover | Remaining Balance |
|------------------|--------------------|---------------------|-------------------------|------------------------|----------------------|----------------------|--------------------------|--------------------------|
| 5307 | 2023 | \$1,789,090 | \$1,789,090 | \$939,545 | \$339,000 | \$510,545 | \$0 | \$0 |
| 5307 | 2024 | \$1,842,763 | \$1,842,763 | \$967,732 | \$381,547 | \$493,484 | \$0 | \$0 |
| 5307 | 2025 | \$1,898,047 | \$1,898,046 | \$996,764 | \$392,994 | \$508,289 | \$0 | \$1 |
| 5307 | 2026 | \$1,954,987 | \$1,954,987 | \$1,026,666 | \$404,784 | \$523,537 | \$0 | \$0 |
| 5310(U) | 2023 | \$232,898 | \$232,898 | \$186,318 | \$0 | \$46,580 | \$0 | \$0 |
| 5310(U) | 2024 | \$239,885 | \$239,885 | \$191,908 | \$0 | \$47,977 | \$0 | \$0 |
| 5310(U) | 2025 | \$247,081 | \$247,081 | \$197,665 | \$0 | \$49,416 | \$0 | \$0 |
| 5310(U) | 2026 | \$254,494 | \$254,494 | \$203,595 | \$0 | \$50,899 | \$0 | \$0 |
| 5339 | 2023 | \$345,100 | \$345,100 | \$239,315 | \$0 | \$105,785 | \$0 | \$0 |
| 5339 | 2024 | \$100,000 | \$100,000 | \$80,000 | \$0 | \$20,000 | \$0 | \$0 |
| 5339 | 2025 | \$100,000 | \$100,000 | \$80,000 | \$0 | \$20,000 | \$0 | \$0 |
| 5339 | 2026 | \$100,000 | \$100,000 | \$80,000 | \$0 | \$20,000 | \$0 | \$0 |
| ACRAISE | 2023 | \$2,343,033 | \$2,343,033 | \$0 | \$2,343,033 | \$0 | \$0 | \$0 |
| CRP | 2023 | \$408,316 | \$408,316 | \$326,653 | \$0 | \$81,663 | \$0 | \$0 |
| CRP | 2024 | \$210,303 | \$210,303 | \$168,242 | \$0 | \$42,061 | \$0 | \$0 |
| CRP | 2025 | \$214,509 | \$214,509 | \$171,607 | \$0 | \$42,902 | \$0 | \$0 |
| CRP | 2026 | \$218,799 | \$218,799 | \$175,039 | \$0 | \$43,760 | \$0 | \$0 |
| CRRSAA | 2023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HSIP | 2023 | \$160,000 | \$160,000 | \$144,000 | \$16,000 | \$0 | \$0 | \$0 |
| HSIP | 2024 | \$20,000 | \$20,000 | \$18,000 | \$2,000 | \$0 | \$0 | \$0 |
| HSIP | 2025 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| HSIP | 2026 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| HSIP-R | 2023 | \$35,000 | \$35,000 | \$31,500 | \$3,500 | \$0 | \$0 | \$0 |
| HSIP-R | 2024 | \$35,000 | \$35,000 | \$31,500 | \$3,500 | \$0 | \$0 | \$0 |
| HSIP-R | 2025 | \$20,000 | \$20,000 | \$18,000 | \$2,000 | \$0 | \$0 | \$0 |
| HSIP-R | 2026 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| NHPP | 2023 | \$10,793,600 | \$10,793,600 | \$8,634,880 | \$2,158,720 | \$0 | \$0 | \$0 |
| NHPP | 2024 | \$52,043,600 | \$52,043,600 | \$41,634,880 | \$10,408,720 | \$0 | \$0 | \$0 |
| NHPP | 2025 | \$4,803,000 | \$4,803,000 | \$3,842,400 | \$960,600 | \$0 | \$0 | \$0 |
| NHPP | 2026 | \$3,712,400 | \$3,712,400 | \$2,969,920 | \$742,480 | \$0 | \$0 | \$0 |
| RAISE | 2023 | \$21,087,292 | \$21,087,292 | \$21,087,292 | \$0 | \$0 | \$0 | \$0 |
| STBG-L | 2023 | \$5,546,590 | \$2,577,990 | \$4,437,272 | \$0 | \$1,109,318 | \$0 | \$2,968,600 |
| STBG-L | 2024 | \$6,243,480 | \$2,761,600 | \$5,469,760 | \$0 | \$773,720 | \$2,374,880 | \$3,481,880 |
| STBG-L | 2025 | \$5,267,480 | \$1,757,000 | \$4,866,080 | \$0 | \$401,400 | \$3,260,480 | \$3,510,480 |
| STBG-L | 2026 | \$4,610,480 | \$1,150,000 | \$4,380,480 | \$0 | \$230,000 | \$3,460,480 | \$3,460,480 |
| STBG-S | 2023 | \$1,680,560 | \$1,680,560 | \$1,344,448 | \$336,112 | \$0 | \$0 | \$0 |
| STBG-S | 2024 | \$1,470,490 | \$1,470,490 | \$1,176,392 | \$294,098 | \$0 | \$0 | \$0 |
| STBG-S | 2025 | \$840,280 | \$840,280 | \$672,224 | \$168,056 | \$0 | \$0 | \$0 |
| STBG-S | 2026 | \$210,070 | \$210,070 | \$168,056 | \$42,014 | \$0 | \$0 | \$0 |
| UROP | 2023 | \$339,000 | \$0 | \$0 | \$339,000 | \$0 | \$0 | \$339,000 |
| UROP | 2024 | \$381,547 | \$0 | \$0 | \$381,547 | \$0 | \$0 | \$381,547 |
| UROP | 2025 | \$392,994 | \$0 | \$0 | \$392,994 | \$0 | \$0 | \$392,994 |
| UROP | 2026 | \$404,784 | \$0 | \$0 | \$404,784 | \$0 | \$0 | \$404,784 |

OLD

Table 5.5 LAMTPO Fiscal Constraint Report: Revenues and Expenditures FFY2023-2026



eSTIP Fiscal Constraints Report for STIP Period 2023
LAMTPO MPO

| Fund Code | Fiscal Year | Budget Total | Programmed Funds | Federal Funding | State Funding | Local Funding | Federal Carryover | Remaining Balance |
|-----------|-------------|--------------|------------------|-----------------|---------------|---------------|-------------------|-------------------|
| 5307 | 2023 | \$1,789,090 | \$1,789,090 | \$939,545 | \$339,000 | \$510,545 | \$0 | \$0 |
| 5307 | 2024 | \$1,842,763 | \$1,842,763 | \$967,732 | \$381,547 | \$493,484 | \$0 | \$0 |
| 5307 | 2025 | \$1,898,047 | \$1,898,046 | \$996,764 | \$392,994 | \$508,289 | \$0 | \$1 |
| 5307 | 2026 | \$1,954,987 | \$1,954,987 | \$1,026,666 | \$404,784 | \$523,537 | \$0 | \$0 |
| 5310(U) | 2023 | \$232,898 | \$232,898 | \$186,318 | \$0 | \$46,580 | \$0 | \$0 |
| 5310(U) | 2024 | \$239,885 | \$239,885 | \$191,908 | \$0 | \$47,977 | \$0 | \$0 |
| 5310(U) | 2025 | \$247,081 | \$247,081 | \$197,665 | \$0 | \$49,416 | \$0 | \$0 |
| 5310(U) | 2026 | \$254,494 | \$254,494 | \$203,595 | \$0 | \$50,899 | \$0 | \$0 |
| 5339 | 2023 | \$345,100 | \$345,100 | \$239,315 | \$0 | \$105,785 | \$0 | \$0 |
| 5339 | 2024 | \$100,000 | \$100,000 | \$80,000 | \$0 | \$20,000 | \$0 | \$0 |
| 5339 | 2025 | \$100,000 | \$100,000 | \$80,000 | \$0 | \$20,000 | \$0 | \$0 |
| 5339 | 2026 | \$100,000 | \$100,000 | \$80,000 | \$0 | \$20,000 | \$0 | \$0 |
| CRP | 2023 | \$408,316 | \$408,316 | \$326,653 | \$0 | \$81,663 | \$0 | \$0 |
| CRP | 2024 | \$210,303 | \$210,303 | \$168,242 | \$0 | \$42,061 | \$0 | \$0 |
| CRP | 2025 | \$214,509 | \$214,509 | \$171,607 | \$0 | \$42,902 | \$0 | \$0 |
| CRP | 2026 | \$218,799 | \$218,799 | \$175,039 | \$0 | \$43,760 | \$0 | \$0 |
| CRRSAA | 2023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HSIP | 2023 | \$160,000 | \$160,000 | \$144,000 | \$16,000 | \$0 | \$0 | \$0 |
| HSIP | 2024 | \$20,000 | \$20,000 | \$18,000 | \$2,000 | \$0 | \$0 | \$0 |
| HSIP | 2025 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| HSIP | 2026 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| HSIP-R | 2023 | \$35,000 | \$35,000 | \$31,500 | \$3,500 | \$0 | \$0 | \$0 |
| HSIP-R | 2024 | \$35,000 | \$35,000 | \$31,500 | \$3,500 | \$0 | \$0 | \$0 |
| HSIP-R | 2025 | \$20,000 | \$20,000 | \$18,000 | \$2,000 | \$0 | \$0 | \$0 |
| HSIP-R | 2026 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| NHPP | 2023 | \$10,793,600 | \$10,793,600 | \$8,634,880 | \$2,158,720 | \$0 | \$0 | \$0 |
| NHPP | 2024 | \$52,043,600 | \$52,043,600 | \$41,634,880 | \$10,408,720 | \$0 | \$0 | \$0 |
| NHPP | 2025 | \$4,803,000 | \$4,803,000 | \$3,842,400 | \$960,600 | \$0 | \$0 | \$0 |
| NHPP | 2026 | \$3,712,400 | \$3,712,400 | \$2,969,920 | \$742,480 | \$0 | \$0 | \$0 |
| RAISE | 2023 | \$23,430,325 | \$23,430,325 | \$23,430,325 | \$0 | \$0 | \$0 | \$0 |
| STBG-L | 2023 | \$5,546,590 | \$2,577,990 | \$4,437,272 | \$0 | \$1,109,318 | \$0 | \$2,968,600 |
| STBG-L | 2024 | \$6,243,480 | \$2,761,600 | \$5,469,760 | \$0 | \$773,720 | \$2,374,880 | \$3,481,880 |
| STBG-L | 2025 | \$5,267,480 | \$1,757,000 | \$4,866,080 | \$0 | \$401,400 | \$3,260,480 | \$3,510,480 |
| STBG-L | 2026 | \$4,610,480 | \$1,150,000 | \$4,380,480 | \$0 | \$230,000 | \$3,460,480 | \$3,460,480 |
| STBG-S | 2023 | \$1,680,560 | \$1,680,560 | \$1,344,448 | \$336,112 | \$0 | \$0 | \$0 |
| STBG-S | 2024 | \$1,470,490 | \$1,470,490 | \$1,176,392 | \$294,098 | \$0 | \$0 | \$0 |
| STBG-S | 2025 | \$840,280 | \$840,280 | \$672,224 | \$168,056 | \$0 | \$0 | \$0 |
| STBG-S | 2026 | \$210,070 | \$210,070 | \$168,056 | \$42,014 | \$0 | \$0 | \$0 |
| UROP | 2023 | \$339,000 | \$0 | \$0 | \$339,000 | \$0 | \$0 | \$339,000 |
| UROP | 2024 | \$381,547 | \$0 | \$0 | \$381,547 | \$0 | \$0 | \$381,547 |
| UROP | 2025 | \$392,994 | \$0 | \$0 | \$392,994 | \$0 | \$0 | \$392,994 |
| UROP | 2026 | \$404,784 | \$0 | \$0 | \$404,784 | \$0 | \$0 | \$404,784 |