



2050

Metropolitan Transportation Plan

TECHNICAL REPORT #5

Plan Development

December 2023

Prepared by:



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1.0 Introduction

This report describes how the Clarksville Urbanized Area 2050 Metropolitan Transportation Plan (MTP) was developed and details the associated information and planning process. It builds on *Technical Report #2: State of Current System* and *Technical Report #4: Needs Assessment* to address the following topics:

- Public and Stakeholder Involvement
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Equity
- Project Prioritization
- Financial Plan
- Implementation Plan
- Plan Performance

Figure 1.1: Metropolitan Transportation Plan Process





2.0 Public and Stakeholder Involvement Phase 1

Phase 1 of community engagement focused on introducing the planning process and then listening and learning to seek input on the community's goals, needs, and priorities for the MTP.

The primary goals for this phase of engagement were to:

- Inform everyone in the MPO planning area that the planning process is underway.
- Educate the general public about the MTP and how it will affect community and economic development.
- Notify and provide opportunities for the public to actively engage in the planning process.
- Encourage and collect meaningful feedback from stakeholders and the general public to help identify transportation system needs and prioritize improvement strategies.

Input collected during this phase was used to help revise the existing Vision, Goals, and Objectives for the MTP.

2.1 Strategic Response to Current Environment and Events

Input from the following groups was requested during Phase 1:

- local officials,
- planners, engineers, and other professionals,
- transportation service providers,
- community leaders,
- nonprofit advocacy organizations,
- the business community,
- the general public, and

During this phase, the
project team engaged
with
750
people



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The continuing COVID-19 pandemic resulted in a hybrid outreach approach with both virtual engagement and limited in-person options including:

- Online input survey
- Digital resources (social media, website, emails, etc.) to inform and solicit input about the project
- Phase I engagement began with the survey to engage a larger audience at their convenience.
 - Survey results were analyzed to identify geographic locations with minimal input.
 - Using the findings of this analysis, location that showed where communities of concern had not taken the survey, community leaders were contacted to distribute paper copies of the survey at places of worship, community centers, businesses, etc.

2.2 How We Engaged

A public input survey, shown in Appendix A, was launched to gather input on regional transportation priorities, ideas for improving the regional transportation system, and specific areas within the region where improvements were needed. The survey was promoted on the MPO web page and social media. It was also distributed to the MPO's mailing list and through direct email to Clarksville MPO's stakeholder database, MPO's partner organizations, local community groups, and Austin Peay State University.

The survey was open for input between February 9, 2023, and March 13, 2023.

Improvement Priorities Exercise

Participants were asked to independently rank nine (9) transportation priorities on a scale from 1 (least important) to 4 (most important). **Figure 2.1** displays the priority ranking results of the exercise based on age group and vehicle access.

Environmental Concerns Exercise

Participants were asked to independently rank seven (7) impacts that transportation can have on the environment within the Metropolitan Planning Area (MPA) on a scale from 1 (least concerning) to 5 (most concerning). **Figure 2.2** displays the results of this exercise based on age group and vehicle access.



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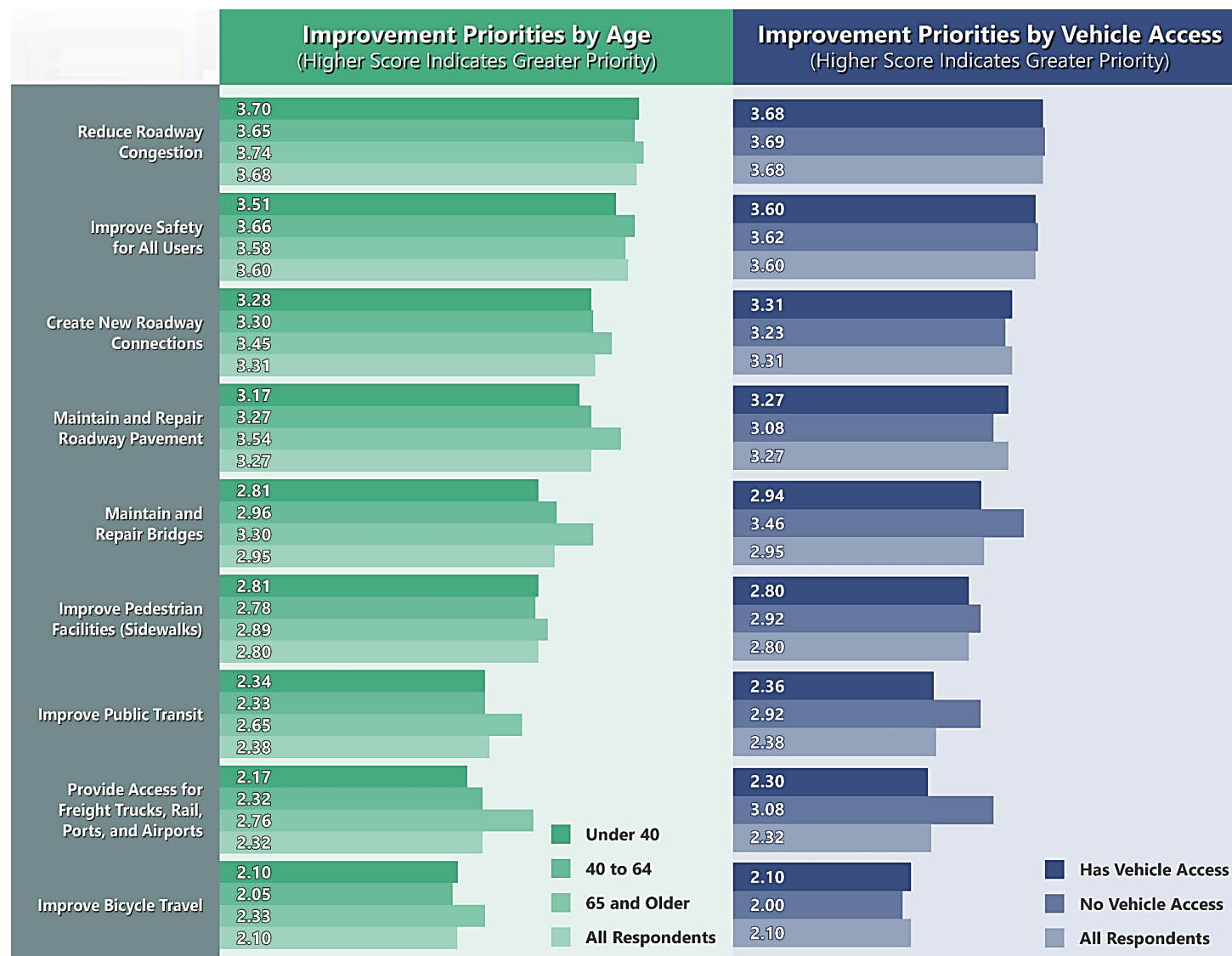
Funding Allocation Exercise

Participants were asked how they would invest transportation funds within the region, given a \$100 budget and several categories. The results of this exercise are shown in **Figures 2.3** and **2.4**.



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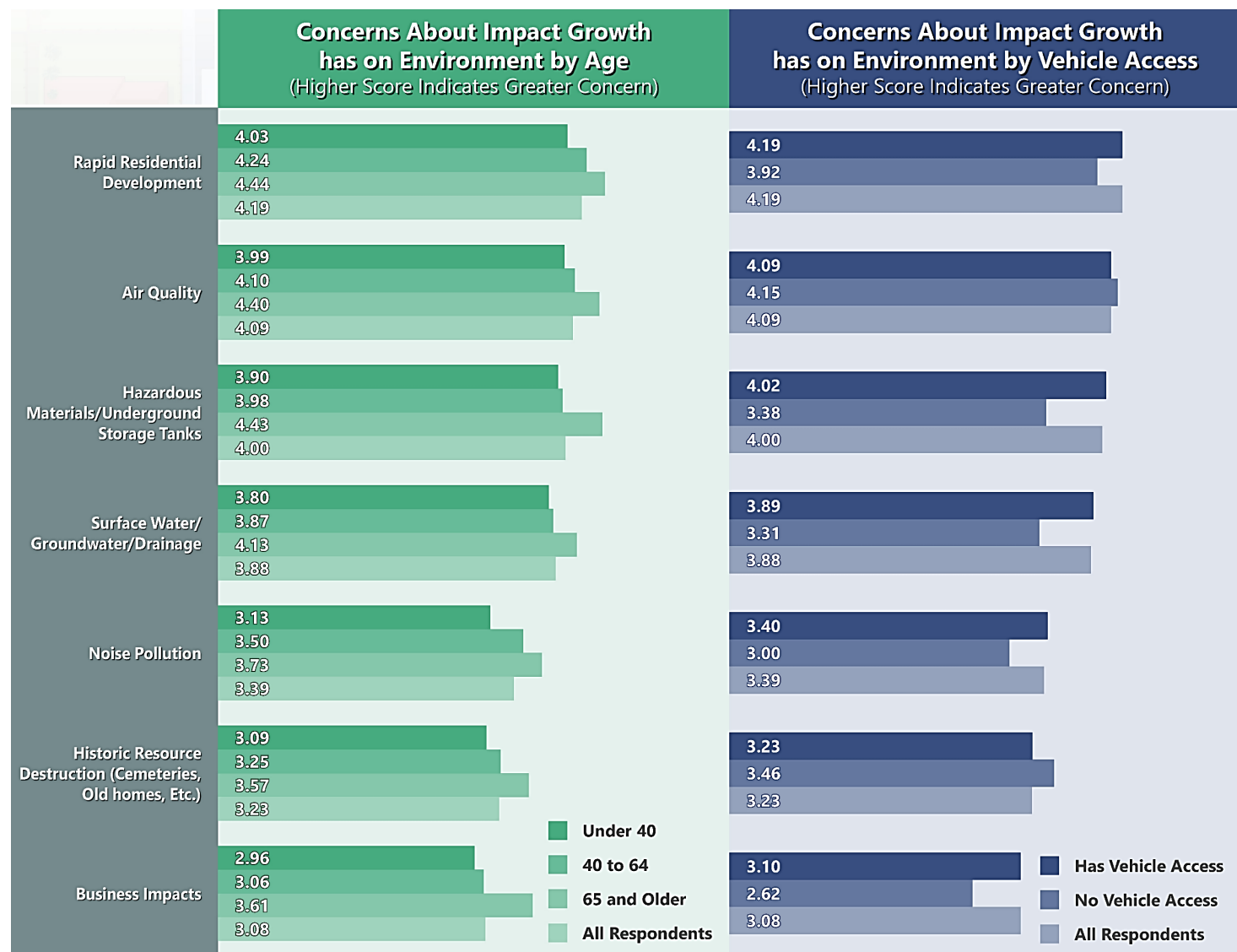
Figure 2.1: Improvement Priorities Results





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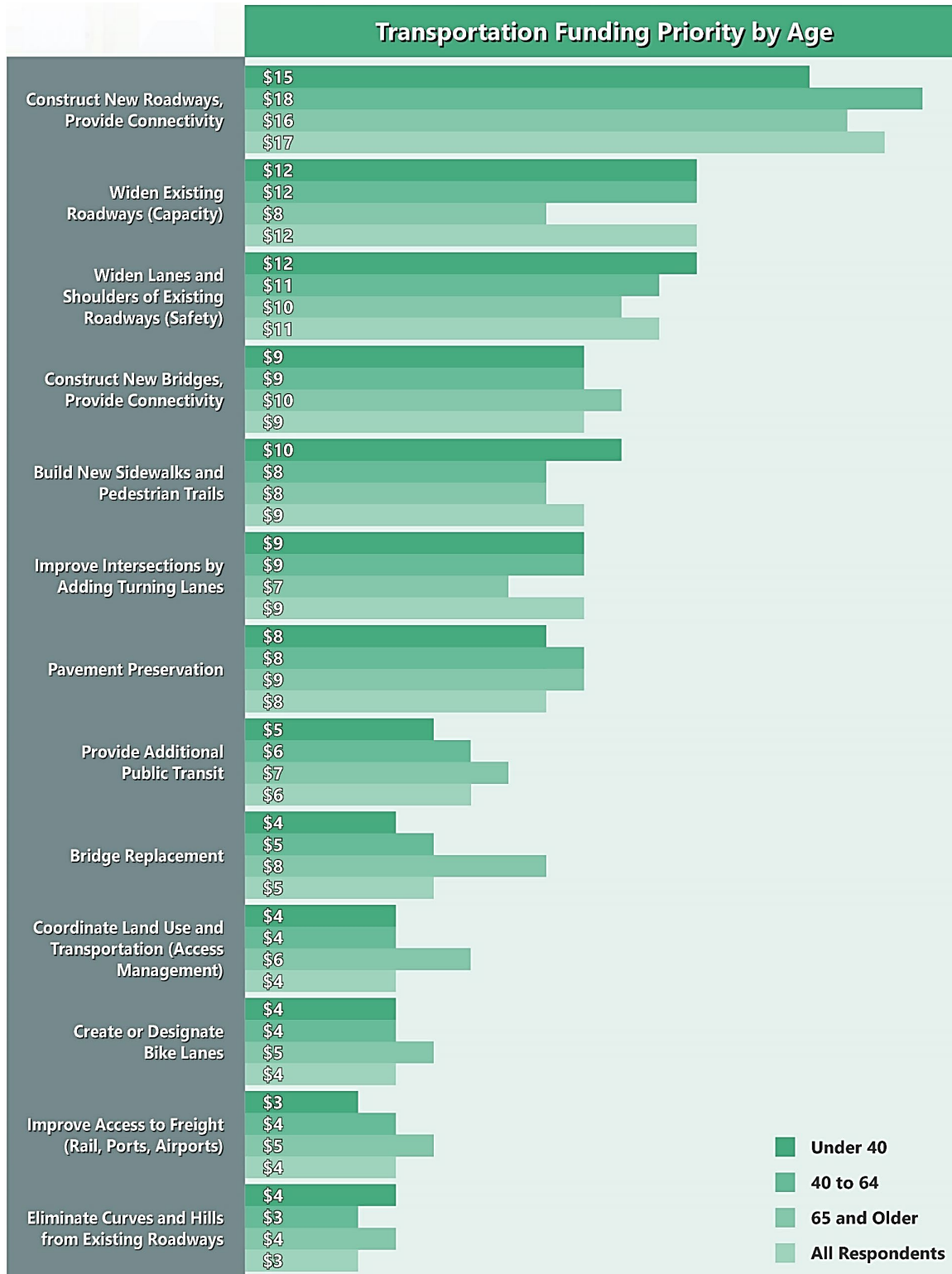
Figure 2.2: Environmental Concerns Results





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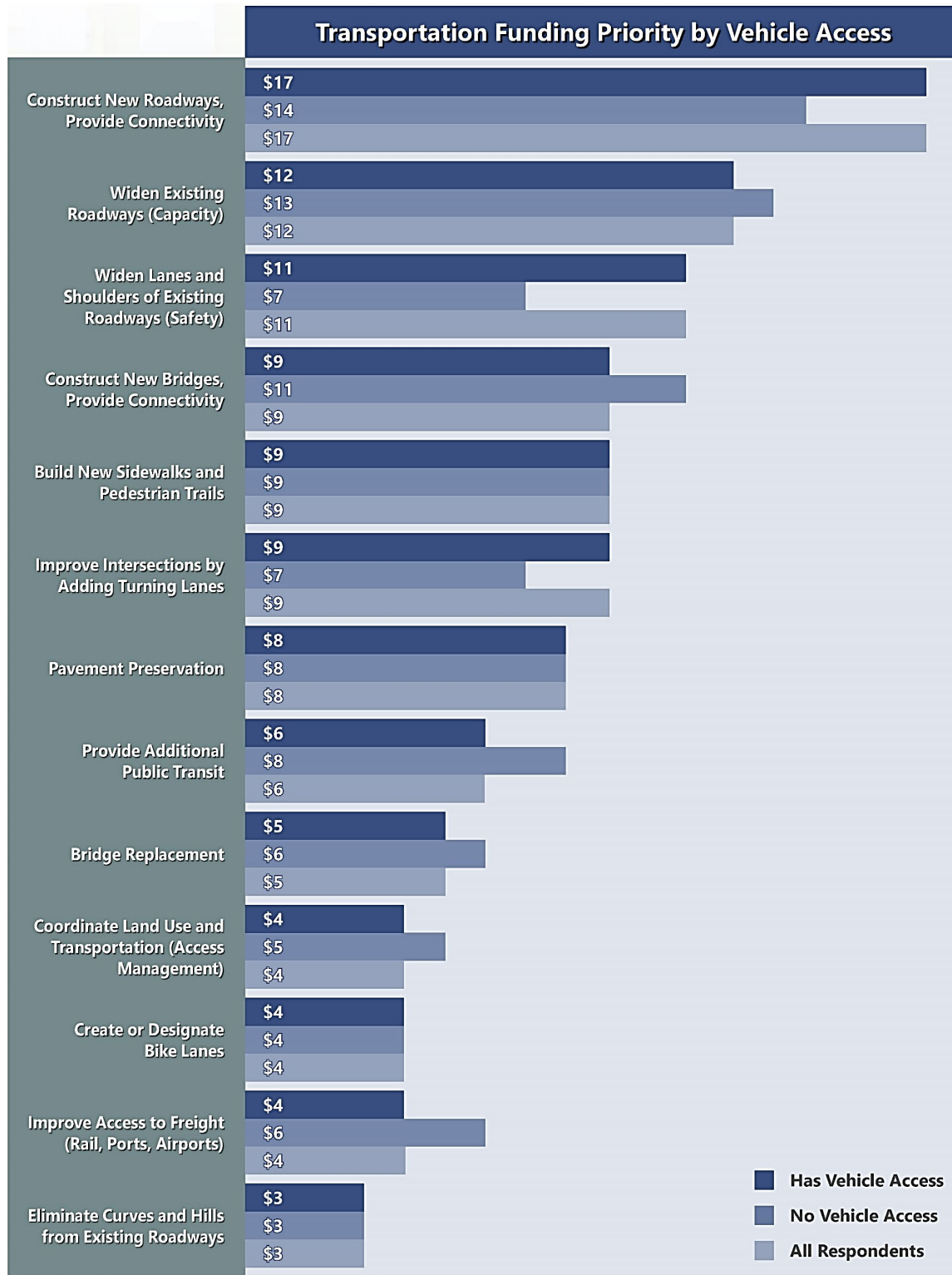
Figure 2.3: Transportation Funding Priority by Age





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Figure 2.4: Transportation Funding Priority by Vehicle Access





Congestion, Safety, and Big Idea Exercises

Participants were asked to answer three (3) open-ended questions seeking their input regarding:

- the most congested roadway/location within the MPA,
- the roadway/location within the MPA with the greatest safety concerns, and
- a big idea to improve transportation within the MPO region.

These responses indicate where congestion and safety issues are most prevalent, propose desired changes to funding or existing services, and suggest solutions for existing problems.

Figure 2.5 displays the keywords for the most common concerns, safety issues, congested locations, and desired solutions. The larger the text, the more often the keyword was mentioned.

The information obtained from the survey was used to develop project scoring criteria and identify potential candidate projects for the MTP in terms of congestion relief projects, safety projects, and other areas of concern that could be addressed by the MTP.



Figure 2.5: Keywords from Public Outreach Phase 1





3.0 Public and Stakeholder Involvement Phase 2

After FHWA reviewed the draft plan, Phase 2 of the Public and Stakeholder Involvement began on November 16, 2023, and continued through December 21, 2023.

Community Meetings, Pop-Up Sessions, and Online Survey

In-person community engagement for Phase 2 included two (2) open house style meetings held at the locations shown in **Table 3.1**. In addition, copies of the draft plan were made available in the CUAMPO office and on the MPO's website.

Table 3.1: Phase 2 Meeting Locations

Date	Time	Location
Thursday November 16, 2023	4:00 p.m. to 6:00 p.m.	Oak Grove City Hall 8505 Pembroke Oak Grove Rd Oak Grove, KY 42262
Friday November 17, 2023	4:00 p.m. to 5:45 p.m.	Clarksville-Montgomery County Public Library 350 Pageant Lane Ste. 501 Clarksville, TN 37040

For each meeting, informational displays provided background and context for the project, a summary of the MTP's findings, and proposed projects. Participants were asked to provide input on how they heard about the MTP process and engagement opportunities, as well as any comments they had about the plan. Promotional materials, displays, sign-in sheets, and comments received during the outreach events are displayed in Appendix B.



4.0 Goals, Objectives and Strategies

Public and stakeholder input were used to review and revise the goals and objectives from the previous MTP. These updated goals and objectives are consistent with national goals set forth in the Infrastructure Investment and Jobs Act (IIJA).

4.1 Strategic Framework

In addition to the MTP's revised Vision Statement, **Figure 4.1** shows the MTP's goals. The graphic also illustrates the overall strategic framework and how the goals and objectives support the vision. Strategies and the implementation plan to address the goals and objectives are discussed in Section 4.5.

Figure 4.1: MTP 2050 Strategic Framework





4.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used to identify specific strategies that help the MPO achieve its stated goals.

Goal #1: Provide a Safe Transportation System

- A. Pursue funding for transportation improvements that are designed to reduce crashes resulting in fatalities or serious injuries and decrease crash rates.
- B. Coordinate with local and state police agencies to continue improvement of crash record management and analysis to identify focus areas for engineering, education, enforcement, and emergency response efforts.
- C. Increase the redundancy and diversity of the transportation network by increasing the number of emergency evacuation alternatives for multiple modes of transportation.
- D. Improve the ability to provide timely traveler information and emergency response support concerning incidents within the transportation system by increasing the use of Intelligent Transportation Systems on corridors and at intersections.

Goal #2: Provide a Well-Maintained Transportation System

- A. Repair roadways and bridges that are in poor condition or likely to be in poor condition in the near future.
- B. Ensure transit facilities and vehicles are in a State of Good Repair, as required by the Federal Transit Administration.
- C. Increase maintenance on sidewalk, crosswalk, bicycle, and multi-use path infrastructure that require replacement or rehabilitation, particularly on arterials and collectors.
- D. Ensure airport equipment, facilities, and pavement are in good condition.
- E. Ensure active railroad infrastructure is in good condition, especially tracks, vehicles, bridges, and roadway crossings.



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Goal #3: Provide a Multimodal Transportation System

- A. Emphasize improvements and projects that enable a regional multimodal network in accordance with the *Transportation 2020+ Plan* and Greenway and Blueway Master Plan.
- B. Increase the number and accessibility of multimodal facilities including public intermodal facilities that complement existing private intermodal facilities.
- C. Increase connectivity to desirable locations, add or update amenities at major transit stops, and improve on-time performance to increase transit service convenience, safety, and security for all transit users.
- D. Increase incentives and programs that encourage local employees to use transit.
- E. Increase transit passenger trips while reducing the operating cost per passenger trip.
- F. Analyze and revise transit routes as the population and destinations change by continuing to use strategic plans, operational analyses, public hearings, and surveys.
- G. When economically feasible or demand requires, expand fixed-route and paratransit/demand response transit service hours on weekdays, and add weekend service.
- H. Support the development of commercial flights to and from the Clarksville Regional Airport.
- I. Continue to monitor opportunities to be involved in the development of high-speed passenger rail service.

Goal #4: Provide a Reliable and Resilient Transportation System

- A. Encourage coordination of land use and transportation planning to provide safe and adequate roadway connections between varying land uses.
- B. Emphasize transportation improvements to reduce average in-vehicle travel time and reduce both annual vehicle miles and hours traveled per capita.
- C. Implement an integrated roadway network of arterials and collectors that promotes efficient travel and reduces cut-through traffic on residential streets.
- D. Minimize railroad freight delay by improving operations and minimizing conflicts between rail and roadway infrastructure.
- E. Emphasize roadway improvements that maintain average speeds and increase travel time reliability on major freight corridors, including accommodations for anticipated truck volumes, weights, and connectivity to other freight modes.
- F. Work with local agencies and jurisdictions to implement projects that improve roadway drainage and manage stormwater impacts.



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- G. Implement projects that provide multiple options and routes for transportation users to reach their destinations.

Goal #5: Develop an Economically and Environmentally Sustainable Transportation System that Provides Equitable Participation and Benefits across the Diversity of the MPA

- A. Avoid transportation projects in historic sites, park or recreation areas, environmentally sensitive areas, flood plains, karst areas, natural or scenic vistas, and other natural wildlife or forested areas when a feasible and prudent alternative exists.
- B. Ensure that programmed transportation projects have no significant adverse impacts to Environmental Justice communities and benefit traditionally underserved communities when possible.
- C. Pursue transportation improvements that improve air quality, reduce vehicle emissions, and protect water quality.
- D. Promote transportation improvements that enhance the natural environment and the region's sense of place.
- E. Encourage mixed-use and infill development within the region's future land use to reduce urban sprawl and longer trips.
- F. Provide meaningful participation in the transportation decision-making process by including representation from a variety of urban, suburban, and rural communities.



4.3 Relationship with Planning Factors

Federal legislation requires the MTP to consider the following ten (10) planning factors:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10) Enhance travel and tourism.

Table 4.1 shows how these planning factors are addressed by each goal.



Table 4.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

Federal Planning Factors Addressed	Goal	Objectives	Federal Performance Measures
<p>(2) Increase the safety of the transportation system for motorized and non-motorized users.</p> <p>(3) Increase the security of the transportation system for motorized and non-motorized users.</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p>	Goal #1: Provide a Safe Transportation System	<p>A. Pursue funding for transportation improvements that are designed to reduce crashes resulting in fatalities or serious injuries and decrease crash rates.</p> <p>B. Coordinate with local and state police agencies to continue improvement of crash record management and analysis to identify focus areas for engineering, education, enforcement, and emergency response efforts.</p> <p>C. Increase the redundancy and diversity of the transportation network by increasing the number of emergency evacuation alternatives for multiple modes of transportation.</p> <p>D. Improve the ability to provide timely traveler information and emergency response support concerning incidents within the transportation system by increasing the use of Intelligent Transportation Systems on corridors and at intersections.</p>	<p>Safety</p> <ul style="list-style-type: none">> Number of fatalities> Rate of fatalities> Number of serious injuries> Rate of serious injuries> Number of non-motorized fatalities and serious injuries <p>Transit Safety</p> <ul style="list-style-type: none">> Number of transit-related fatalities, injuries, and safety events by mode> Rate of transit-related fatalities, injuries, and safety events by mode> Mean distance between major mechanical failures by mode
<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p> <p>(2) Increase the safety of the transportation system for motorized and non-motorized users.</p> <p>(8) Emphasize the preservation of the existing transportation system.</p>	Goal #2: Provide a Well-Maintained Transportation System	<p>A. Repair roadways and bridges that are in poor condition or likely to be in poor condition in the near future.</p> <p>B. Ensure transit facilities and vehicles are in a State of Good Repair, as required by the Federal Transit Administration.</p> <p>C. Increase maintenance on sidewalk, crosswalk, bicycle, and multi-use path infrastructure that require replacement or rehabilitation, particularly on arterials and collectors.</p> <p>D. Ensure airport equipment, facilities, and pavement are in good condition.</p> <p>E. Ensure active railroad infrastructure is in good condition, especially tracks, vehicles, bridges, and roadway crossings.</p>	<p>Bridge Conditions</p> <ul style="list-style-type: none">> Percentage of NHS bridges by deck area in Good condition> Percentage of NHS bridges by deck area in Poor condition <p>Pavement Conditions</p> <ul style="list-style-type: none">> Percentage of Interstate pavements in Good condition> Percentage of Interstate pavements in Poor condition> Percentage of non-Interstate NHS pavements in Good condition> Percentage of non-Interstate NHS pavements in Poor condition <p>Transit Asset Management</p> <ul style="list-style-type: none">> Percentage of revenue vehicles that exceed useful life benchmark> Percentage of non-revenue vehicles that exceed useful life benchmark> Percentage of facilities rated less than 3.0 on TERM Scale



Federal Planning Factors Addressed	Goal	Objectives	Federal Performance Measures
<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p> <p>(4) Increase accessibility and mobility of people and freight.</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</p> <p>(10) Enhance travel and tourism.</p>	<p>Goal #3: Provide a Multimodal Transportation System</p>	<p>A. Emphasize improvements and projects that enable a regional multimodal network in accordance with the <i>Transportation 2020+</i> Plan and Greenway and Blueway Master Plan.</p> <p>B. Increase the number and accessibility of multimodal facilities including public intermodal facilities that complement existing private intermodal facilities.</p> <p>C. Increase connectivity to desirable locations, add or update amenities at major transit stops, and improve on-time performance to increase transit service convenience, safety, and security for all transit users.</p> <p>D. Increase incentives and programs that encourage local employees to use transit.</p> <p>E. Increase transit passenger trips while reducing the operating cost per passenger trip.</p> <p>F. Analyze and revise transit routes as the population and destinations change by continuing to use strategic plans, operational analyses, public hearings, and surveys.</p> <p>G. When economically feasible or demand requires, expand fixed-route and paratransit/demand response transit service hours on weekdays, and add weekend service.</p> <p>H. Support the development of commercial flights to and from the Clarksville Regional Airport.</p> <p>I. Continue to monitor opportunities to be involved in the development of high-speed passenger rail service.</p>	<p>Freight Reliability > Truck Travel Time Reliability (TTTR) Index</p> <p>System Performance > Percent of Non-Single-Occupancy-Vehicle Travel</p>



Federal Planning Factors Addressed	Goal	Objectives	Federal Performance Measures
<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p> <p>(2) Increase the safety of the transportation system for motorized and non-motorized users.</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</p> <p>(7) Promote efficient system management and operation.</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p>	<p>Goal #4: Provide a Reliable and Resilient Transportation System</p>	<p>A. Encourage coordination of land use and transportation planning to provide safe and adequate roadway connections between varying land uses.</p> <p>B. Emphasize transportation improvements to reduce average in-vehicle travel time and reduce both annual vehicle miles and hours traveled per capita.</p> <p>C. Implement an integrated roadway network of arterials and collectors that promotes efficient travel and reduces cut-through traffic on residential streets.</p> <p>D. Minimize railroad freight delay by improving operations and minimizing conflicts between rail and roadway infrastructure.</p> <p>E. Emphasize roadway improvements that maintain average speeds and increase travel time reliability on major freight corridors, including accommodations for anticipated truck volumes, weights, and connectivity to other freight modes.</p> <p>F. Work with local agencies and jurisdictions to implement projects that increase roadway drainage and manage stormwater impacts.</p> <p>G. Implement projects that provide multiple options and routes for transportation users to reach their destinations.</p>	<p>Safety > Number of non-motorized fatalities and serious injuries</p> <p>NHS Travel Time Reliability > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable</p> <p>Freight Reliability > Truck Travel Time Reliability (TTTR) Index</p> <p>System Performance > Percent of Non-Single-Occupancy-Vehicle Travel</p>



Federal Planning Factors Addressed	Goal	Objectives	Federal Performance Measures
<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p> <p>(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	Goal #5: Develop an Economically and Environmentally Sustainable Transportation System that Provides Equitable Participation and Benefits across the Diversity of the MPA	<p>A. Avoid transportation projects in historic sites, park or recreation areas, environmentally sensitive areas, flood plains, karst areas, natural or scenic vistas, and other natural wildlife or forested areas when a feasible and prudent alternative exists.</p> <p>B. Ensure that programmed transportation projects have no significant adverse impacts to Environmental Justice communities and benefit traditionally underserved communities when possible.</p> <p>C. Pursue transportation improvements that improve air quality, reduce vehicle emissions, and protect water quality.</p> <p>D. Promote transportation improvements that enhance the natural environment and the region’s sense of place.</p> <p>E. Encourage mixed-use and infill development within the region’s future land use to reduce urban sprawl and longer trips.</p> <p>F. Provide meaningful participation in the transportation decision-making process by including representation from a variety of urban, suburban, and rural communities.</p>	<p>Air Quality</p> <p>> Total Emissions Reductions of Volatile Organic Compounds</p> <p>> Total Emissions Reductions of NOx</p> <p>System Performance</p> <p>> Percent of Non-Single-Occupancy-Vehicle Travel</p>



4.4 National Goals and Performance Measures

The MTP goals and objectives are consistent with the national goals and federal performance measures, as indicated in **Table 4.1**.

Current Performance

As part of the performance measure targets, the Clarksville Urbanized Area MPO (CUAMPO) is supporting the established state targets for Tennessee and Kentucky and is monitoring performance for these measures over time. More detailed information is included in *Technical Report #3: Transportation Performance Management*.

4.5 Strategies

The following strategies were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies. These strategies will enable the region to achieve the previously stated transportation goals and objectives.

Prioritize Maintenance (Short-Range)



Improving the current system continues to be a priority for the Clarksville Region and was also mentioned as a priority by local jurisdictions, stakeholders, and the public throughout the plan development. In addition to capital improvements, funding maintenance projects will continue to be a priority for the region.

Responsibly Improve Roadway System (Long-Range)



Funding for new roadways or existing roadway widening is limited. Projects receive higher priority if they produce congestion reduction benefits for lesser cost, support non-motorized travel, increase safety, support economic development, and/or support freight movement. The region should focus on promoting projects that meet this criteria.

Redesign Key Corridors and Intersections (Short-Range)



This plan identified segments and intersections that can be redesigned or studied for improvements that improve safety, efficiency, and accessibility for all roadway users. In particular, traffic and safety studies are recommended along US-79/Wilma Rudolph Blvd and US 41A/Fort Campbell Blvd due to the high frequency of public comments about these locations.



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Expand Biking and Walking Infrastructure (Short-Range)



The use of bicycle and pedestrian facilities is encouraged to promote healthy activity, reduce traffic and congestion, and expand multi-modal transportation options. Bicycle and pedestrian facility improvements that can be combined with roadway projects are encouraged, in addition to implementing those facilities identified in *Transportation 2020+*. Roadway improvement projects are also encouraged to incorporate Context Sensitive Solutions and Complete Streets approaches.

Address Freight Bottlenecks and Needs (Long-Range)



Several large employers within the region rely upon freight vehicles to move their products within the MPA. Strategies for maintaining or improving freight movement include implementing projects that reduce delay for freight vehicles, both intra-regional freight trips and trips that connect to other regions.

Support and Expand Public Transit (Short-Range)



The MPO supports Clarksville Transit System's (CTS) public transit initiatives and the projects identified in *Transportation 2020+*. Additionally, the MPO can assist with obtaining funds or applying for grants.

Monitor Emerging Technology Options (Short-Range)



Transportation technology is changing rapidly, affecting the infrastructure and the vehicles that use it. Trends such as increased Intelligent Transportation System (ITS) usage and connected and autonomous vehicles are consistently being monitored by the MPO.

Support Alternative Fuel Vehicles and Infrastructure (Short-Range)



The MPO supports the Tennessee Department of Transportation's (TDOT) and Kentucky Transportation Cabinet's (KYTC) alternative fuels corridors and will work with these agencies to implement infrastructure that supports the use of alternative fuels.



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Establish a Safety Management System (Short-Range)



The typical traffic safety program includes maintenance of a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation. Many of these activities are currently undertaken by CUAMPO and its partner agencies. The MPO can serve as a liaison between the partner agencies to further advance these activities. Recently, the MPO was selected as a recipient of a Safe Streets and Roads for All grant to improve safety within the region.

Transportation Demand Management (TDM) (Short-Range)



Continued use of existing TDM practices, such as expanded telecommuting, ridesharing, and transit usage, is encouraged. Additionally, the MPO can work with its partners to implement flex-time work schedules, staggered work hours among major employers, and the use of park-and-ride facilities.



5.0 Project Development

This chapter summarizes the committed and potential transportation projects and corresponding cost estimates.

5.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity improvements. The list included the following:

- Projects included in the current Transportation Improvement Program (TIP)
- Projects from MTP 2045
- Projects requested during the public input phase
- Projects identified in existing plans
- Projects identified in the Needs Assessment

Bicycle and Pedestrian Projects

The MTP 2050 does not propose any new bicycle or pedestrian projects, instead supporting the bicycle/pedestrian improvements identified in *Transportation 2020+*. Roadway projects identified in the MTP that support *Transportation 2020+* were given a higher score in the prioritization section of this plan.

Transit Projects

The MTP 2050 does not propose any new transit projects, instead supporting the transit improvements identified in *Transportation 2020+*. Roadway projects identified in the MTP that support *Transportation 2020+* or are located along existing or future CTS routes were given a higher score in the prioritization section of this plan. The MPO will continue to work with its local partner agencies and CTS to identify and prioritize future transit projects.

5.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some proposed projects were available from existing studies or preliminary engineering work from local governments, TDOT, or KYTC. For the remaining projects, order-of-magnitude cost estimates were developed using the MTP 2045 order-of-magnitude costs and applying Consumer Price Index adjustment factors to obtain cost



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estimates in 2022 dollars. This data as well as data from other regions in Tennessee was used to develop an expanded list of additional potential project types that may be implemented within the MPA. The typical construction cost estimates for various types of improvements are shown in **Table 5.1**.

No cost estimates were developed for maintenance projects such as bridge and pavement projects.

Bicycle and Pedestrian Project Cost Estimates

Cost estimates for potential bicycle and pedestrian projects were obtained from the *Transportation 2020+* plan. Where possible, concurrent bicycle and pedestrian improvements should be implemented alongside planned roadway projects, and these costs should be included as part of the overall roadway project costs.

Transit Project Cost Estimates

Cost estimates for potential transit projects were obtained from the *Transportation 2020+* plan.



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Table 5.1: Typical Project Costs

Improvement	Cost	Unit
Non-Interstate Improvements		
Add Center Turn Lane	\$3,400,000	per mile
Add Center Turn Lane, Sidewalks, and Bike Lanes	\$8,500,000	per mile
Intersection Improvement	\$1,075,000	each
New 2-Lane Roadway	\$5,400,000	per mile
New 3-Lane Roadway	\$7,400,000	per mile
New 4-Lane Divided Roadway	\$11,950,000	per mile
New 4-Lane Roadway	\$11,000,000	per mile
New 5-Lane Roadway	\$13,000,000	per mile
Overlay	\$600,000	per mile
Reconstruction	\$2,350,000	per mile
Road Diet	\$6,650,000	per mile
Widen from 5-Lane Roadway to 6-Lane Divided	\$7,200,000	per mile
Widen, Add 2 Lanes	\$6,250,000	per mile
Widen, Add 2 Lanes and Bike Lane	\$8,550,000	per mile
Widen, Add 2 Lanes and Center Turn Lane	\$8,250,000	per mile
Widen, Add 2 Lanes and Median	\$10,575,000	per mile
Interstate Improvements		
Interchange Improvement	\$6,750,000	unit
New 4-Lane Interstate	\$31,500,000	per mile
New Interchange	\$30,000,000	unit
Widen, Add 2 Lanes	\$32,150,000	per mile



6.0 Environmental Analysis and Mitigation

6.1 The Environment and MTP

The MTP must consider transportation impacts on both the natural and human environments. By considering environmental impacts early in the planning process, opportunities for inter-agency coordination are increased, expedited project delivery is enabled, and more environmentally sustainable outcomes are promoted.

Table 6.1 shows potential concerns that are typically considered in environmental impact evaluations. This chapter focuses on these resources and their implications in the Clarksville MPA.

Table 6.1: Typically Evaluated Environmental Concerns

Resource	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Wetlands and Waterways	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects; pollutants entering waterbodies from existing or in-construction roads can impact water quality and adversely affect the propagation and growth of aquatic life, recreation, and other designated uses
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, including the human food chain
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas
Farmlands	Farmland conversion should be compatible with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Environmental Justice	Avoiding, minimizing, or mitigating disproportionately high impacts on minorities and low-income populations; fair treatment and meaningful involvement of all people



6.2 Air Quality and Change in Climate

Air Quality and Transportation

Highway vehicles and non-road equipment are mobile sources of air pollutants, some of which are known or suspected by the Environmental Protection Agency (EPA) to cause cancer or other serious health and environmental effects. Mobile sources, via the combustion of fossil fuels, release nitrogen dioxide and Volatile Organic Compounds (VOC) which chemically react in the presence of heat and sunlight to form ground-level ozone. Ground-level ozone can trigger a variety of health problems, such as asthma, and can negatively affect sensitive vegetation and ecosystems. Mobile sources also contribute to climate change when combustion of fossil fuels release nitrous oxide and carbon dioxide.

The EPA regulates vehicle emissions and fuel efficiency through its vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy (CAFE) standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards (NAAQS) authorized by the Clean Air Act (1970). In addition, the EPA has set NAAQS for six (6) principal "criteria" pollutants, listed in **Table 6.2**. All counties that comprise the MPA, whether whole or partial, are currently in attainment of the NAAQS.

Transportation conformity is a process required of MPOs pursuant to the Clean Air Act Amendments of 1990 (CAAA of 1990) to ensure that Federal funding and approval are awarded to transportation activities that are consistent with air quality goals.

The CAAA require that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the Federal Highway Administration (FHWA) conform with the State Implementation Plan (SIP), which represents the state's plan to either achieve or maintain the NAAQS for a particular pollutant.

If the MTP is subject to a future conformity analysis due to the nonattainment or maintenance designations, the transportation model, which forms the basis of transportation decision-making, provides numeric outputs that may be utilized in regional air quality modeling.



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Table 6.2: National Ambient Air Quality Standards (NAAQS) as of 2022

Pollutant	Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide	primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead	primary and secondary	Rolling 3-month average	0.15 µg/m ³	Not to be exceeded
Nitrogen Dioxide	primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	primary and secondary	1 year	53 ppb	
Ozone	primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	primary	1 year	12 µg/m ³	annual mean, averaged over 3 years
	secondary	1 year	15 µg/m ³	annual mean, averaged over 3 years
	primary and secondary	24 hours	35 µg/m ³	98th percentile, averaged over 3 years
	primary and secondary	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	primary	1 hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: EPA¹, December 2023

Note: ppm - parts per million

ppb - parts per billion

µg/m³ - micograms per cubic meter

¹ <https://www.epa.gov/criteria-air-pollutants/naaqs-table>



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Change in Climate

The current scientific belief is that the planet is experiencing a warming period. This trend is believed to be caused by



rising Greenhouse Gases (GHGs), which have increased in part through human behavior and the use of fossil fuels. According to the EPA, the transportation sector generated the largest share of GHG emissions, 27 percent, in the United States in 2020². The MPO understands the need for air quality within the area and is taking steps to address this new challenge.

Effects of Climate Change

While the Clarksville Urbanized Area is inland from the coast, it is not immune to flooding or occasional hurricane impacts which can impact the area over time. The most obvious and immediate effect of climate change has been the increased global temperature which has a large impact on the transportation system. The increased heat warps the steel of railroad tracks, stresses bridge joints, and affects pavement conditions. Pavement that has been softened by high temperatures for which it was not designed can buckle and rut under high truck volumes. This road deterioration creates a need for further maintenance and additional asphalt which is also carbon-based.

The rising temperatures are not the only major impact that has been observed with the recent climate change. Storms have been rising in intensity, and "Superstorms" such as Katrina, Sandy, and Harvey are becoming a more regular occurrence.

Storms with high intensity rainfall over a short period of time are becoming common and can result in flash floods. These flash floods trap motorists and deposit large amounts of water on the impervious roadway surfaces. This water eventually becomes surface runoff which can damage a roadway's substructure if not properly diverted to stormwater drainage systems. This impact is worse near rivers, leading to potential disasters that can affect roadways and other infrastructure.

A strategy that can be employed to address this need is the increased inspection of bridges and roadways. Inspections will identify if the infrastructure is structurally sound and if erosion from storms has caused degradation. Infrastructure drainage systems are also

² [Fast Facts on Transportation Greenhouse Gas Emissions | US EPA](#)



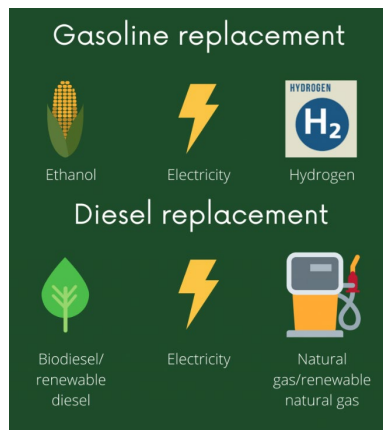
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important and should be inspected to reduce the chance of roadways contributing to uncontrolled runoff. Additionally, the MPO can coordinate with sustainability and resiliency offices to incorporate these strategies.

Climate Change Strategies

Since the transportation system is the largest contributor to GHGs, addressing climate change is a priority for the transportation sector. Several strategies may be implemented to reduce the impact of transportation on climate change.

Introducing Low-Carbon Fuels



This strategy explores the use of fuels from alternative sources which produce less carbon and are more efficient. These fuels include ethanol, biodiesel, natural gas, and others. Additional alternatives that support the use of low-carbon fuels include hybrid vehicles, electric vehicles, and vehicles that utilize hydrogen fuel. The current low-carbon fuels within the region are discussed in *Technical Report #4: Needs Assessment*.

Image Source: Colorado State University

Reduction of High-Carbon Activities

Single occupancy vehicles and motorcycles are inefficient transportation modes that produce GHGs. Strategies can be implemented that encourage transportation users to choose alternative transportation modes which reduce emissions on the transportation system. These modes include carpooling, transit use, walking/biking, and reducing or combining trips.

The construction and maintenance of transportation systems can also contribute to GHGs as many of the products used in these processes are carbon-based. Using lower-carbon materials during construction and maintenance would support this strategy.



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Improving System Efficiency

The transportation network is the system by which people, goods, and services are moved through the area. This strategy encourages an efficient transportation system that reduces travel time, reduces idling vehicles, and increases the quality of traffic operations. These results can be achieved using:

- Intelligent Transportation Systems,
- Traffic signal retiming and coordination,
- Transportation Demand Management, and

Additional Strategies

The above strategies cover the primary methods typically used to reduce the effects of GHGs from transportation sources. Additional strategies that may also be deployed include:

- Reducing the amount of travel by transportation users
- Increasing vehicle occupancies for all modes of transportation
- Establishing transportation pricing
- Encouraging non-vehicular travel
- Promoting trip-chaining
- Improving freight logistics
- Using LED lights in traffic signals

6.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the MTP to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities. The planning process should include consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. If the information is available, the MTP should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources.

The plan must discuss potential environmental mitigation activities related to its implementation including potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. Mitigation activities do not have to be project-specific and can instead focus on broader



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policies, programs, and strategies. The discussion must involve consultation with federal, state, and tribal land management, as well as wildlife and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1970), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. According to Section 1508.1(s) of the NEPA implementing regulations, mitigation means measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects. Mitigation includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action,
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation,
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment,
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action, and/or
- Compensating for the impact by replacing or providing substitute resources or environments.

6.4 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects are evaluated for proximity to wetlands, impaired waters, and navigable waterways. Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards.

While these projects should be sensitive to all bodies of water, these water bodies merit special attention.

Wetlands have many environmental benefits, the most notable being:

- Water purification
- Flood protection
- Shoreline stabilization
- Groundwater recharge
- Streamflow maintenance
- Fish and wildlife habitat



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It should be noted that both wetlands and waters are protected by the Clean Water Act. Additionally, structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of “green infrastructure” and other low-impact development practices. For example, include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and “green streets”.
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels, including state, region, and municipal. Efforts should be made to coordinate these plans.

Figure 6.1 displays the MTP test projects and wetlands identified in the National Wetlands Inventory within the MPA. The individual project factsheets, located in Appendix C, display if a project might impact wetlands.

Navigable waterways are defined in the Code of Federal Regulations as:

“Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity.”



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The Cumberland River, which passes through the study area, is a navigable waterway.

Mitigation

In the early planning stages, resources are insufficient to assess project level impacts to specific wetlands. As individual projects proceed through the TDOT or KYTC project delivery processes and the NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights,
- Take steps to avoid wetland and flood zone impacts where feasible,
- Consider strategies which minimize potential impacts to wetlands and flood zones,
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands, and
- Consider measures to improve the quality of impaired waters when located near projects.
 - Such measures should be coordinated with the state environmental agency.

Spotlight: Total Maximum Daily Load

According to the Clean Water Act, each state must develop total maximum daily loads (TMDLs) for all the waters identified on their Section 303(d) list of impaired waters, according to their priority ranking on that list. The objective of a TMDL is to determine the loading capacity of the waterbody and to allocate that load among different pollutant sources so that the appropriate control actions can be taken and water quality standards achieved.

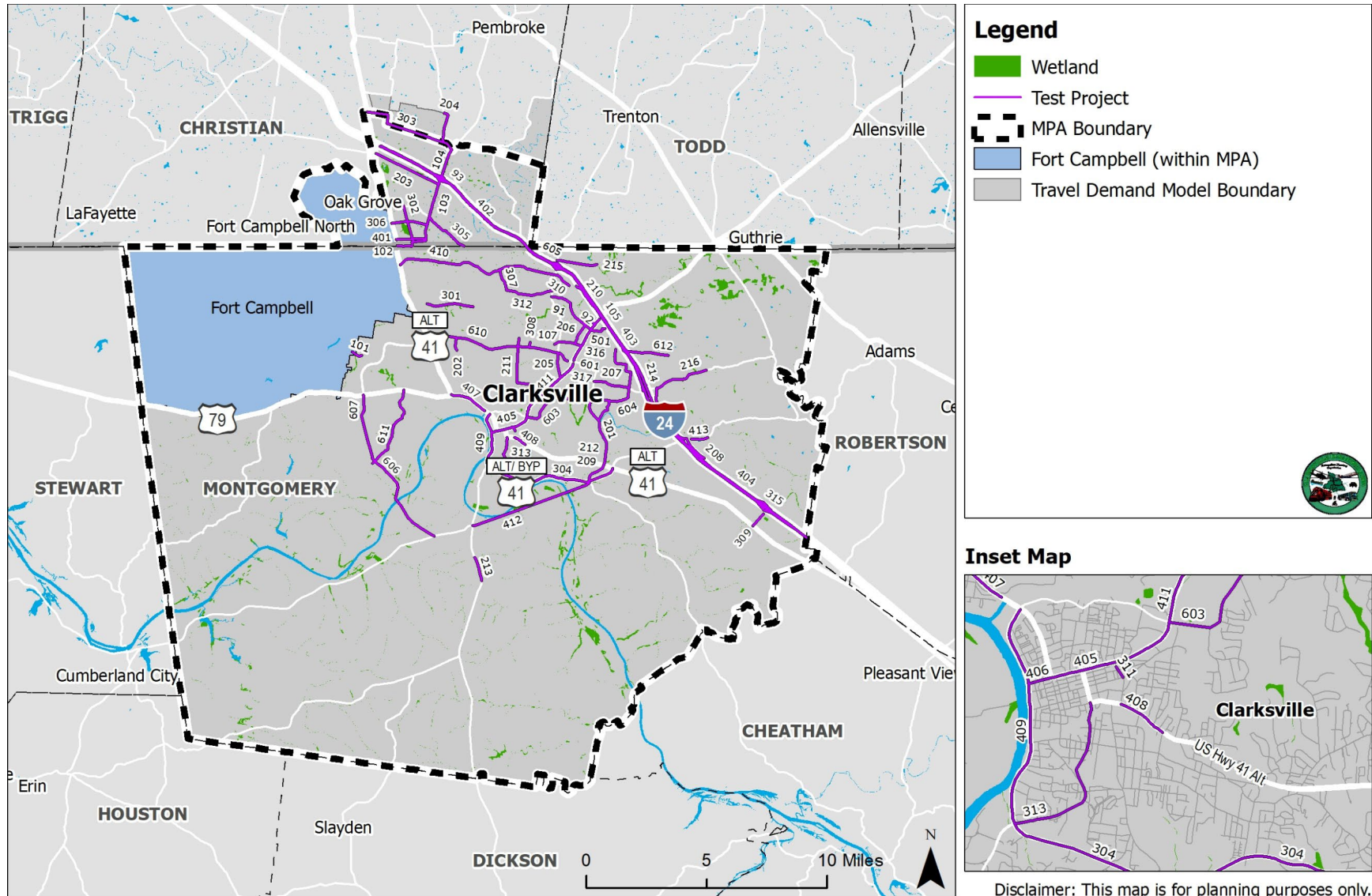
Many states include some type of implementation plan with the TMDL. Non-point source load reduction actions are implemented through a wide variety of programs at the state, local and federal level. These programs may be regulatory, non-regulatory or incentive-based e.g., a cost-share program. In addition, waterbody restoration can be assisted by voluntary actions on the part of citizen and/or environmental groups.

The EPA section 319 program provides grant money to the states to fund specific projects aimed at reducing the nonpoint source pollution.



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Figure 6.1: MTP Test Projects and Wetlands





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Wildlife

The Endangered Species Act of 1973 was created to preserve endangered and threatened species by providing protection for the ecosystems required for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species. Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

An endangered species is in danger of extinction throughout all or a significant portion of its range. A threatened species is likely to become endangered within the foreseeable future. Proposed species have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of these five (5) criteria occur:

- The current/imminent destruction, modification, or curtailment of their habitat or range;
- Overuse of the species for commercial, recreational, scientific, or educational purposes;
- Disease or predation;
- The inadequacy of existing regulatory mechanisms; and/or
- Other natural or human-induced factors affect continued existence.

Information is not readily available regarding which species within the MPA are classified as endangered, threatened, or recovered. However, information about potential species can be found at:

<https://fws.gov/program/endangered-species>

Mitigation

Preliminary planning undertaken during MTP development does not include sufficient resources to assess project specific impacts to species' habitats. As projects progress through the TDOT and KYTC project delivery processes, the NEPA process, design, and construction, they will be developed in consultation with U.S. Fish and Wildlife Service and



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state departments of wildlife and fisheries. Where practicable, actions which impact critical habitats will be avoided by project sponsors.

6.5 The Human Environment

Historic and Recreational Resources

The proposed projects were evaluated for proximity to historic sites and publicly owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) when USDOT funds are invested in a project.

To be eligible for the NRHP, a district, site, building, structure, or object is evaluated based on the following criteria³:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of significant persons in or past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded or may be likely to yield, information important in history or prehistory.

Figure 6.2 displays the MTP test projects and NRHP properties within the MPA. The individual project factsheets, located in Appendix C, display projects that could impact an NHRP property. This list excludes all historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites.

Mitigation

Projects are developed in consultation with the State Historic Preservation Office (SHPO) and, to the extent practicable, actions which adversely impact NRHP properties and publicly owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of

³ [How to List a Property - National Register of Historic Places \(U.S. National Park Service\) \(nps.gov\)](https://www.nps.gov/learn/management/how-to-list-a-property-national-register-historic-places)



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the historic property. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided to the owner.

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country. The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites
- Provide liability for persons responsible for releases of hazardous waste at these sites
- Establish a trust fund for cleanup when no responsible party could be identified

CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List (NPL). The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. It is intended primarily to guide the EPA in determining which sites warrant further investigation. However, there are no NPL sites within or near the MPA.

Equity and Environmental Justice Populations

Executive Orders (E.O.) that advance equity and environmental justice include E.O. 12898, E.O. 13895, E.O. 14008, and E.O. 14096. Executive Orders 12898, 14008, and 14096 require federal agencies to make achieving environmental justice part of its mission, while E.O. 13985 sets expectations for a whole government approach to advancing equity for all. Federal agencies, in complying with these executive orders, can also ensure the programs it funds and agencies receiving federal funds, such as MPOs, consider disproportionate and adverse human health and environmental effects on minority and low-income populations, historically underrepresented and underserved communities, disadvantaged communities, and communities with environmental justice concerns.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Signed February 11, 1994, directs federal agencies to identify and address the disproportionately high and adverse human health on environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. It requires each Federal agency to "conduct its programs, policies, and activities that



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substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons ... from participation in, denying persons ... the benefits of, or subjecting persons ... to discrimination under, such programs, policies, and activities, because of their race, color, or national origin."

Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

Signed January 20, 2021, sets expectations for a whole government approach to advancing equity for all. It directs federal agencies to: (1) consult with members of communities historically underrepresented in the Federal Government and underserved by, or subject to discrimination in, Federal policies and programs; and (2) evaluate opportunities, consistent with applicable law, to increase coordination, communication, and engagement with community-based organizations and civil rights organizations.

Executive Order 14008: Tackling the Climate Crisis at Home and Abroad

Signed January 27, 2021, directs federal agencies to develop programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities, as well as the accompanying economic challenges of such impacts.

Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All

Signed April 21, 2023, builds upon E.O. 12898. It defines environmental justice as "the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people: (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices. The executive order outlines an ambitious approach to environmental justice that is informed by scientific research, high-quality data, and meaningful engagement with communities.

Figure 6.3 and **Figure 6.4** display the MTP test projects and low-income and minority populations that exceed county average within the MPA, respectively. These percentages



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were obtained from the American Community Survey. The individual project factsheets, located in Appendix C, display projects that could impact these populations.

Mitigation

To prevent disproportionately high and adverse effects on minority or low-income populations, project sponsors are encouraged to conduct robust community and stakeholder engagement in the planning phase of projects. This engagement is especially important for projects that are in areas with disproportionately high minority and/or low-income populations. When potential projects are located within areas that may experience environmental justice concerns, in-depth discussions should be held to further explore the potential negative impacts in these communities.

The CUAMPO's Participation Plan outlines methods for meaningful engagement with the public and uses a combination of strategies to promote, educate, and engage the community and stakeholders. As part of the Participation Plan, outreach efforts are included to ensure inclusion of historically disenfranchised and Environmental Justice communities

Other Community Impacts

In addition to the community impacts previously discussed, a transportation project may impact public spaces, residences, and businesses. These impacts may relate to property, air quality, noise, or other issues and may not be well understood until a project is substantially advanced.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, NEPA guidance, and the TDOT and KYTC project delivery processes. Certain impacts, such as increased traffic related noise, can potentially be mitigated. Also, to the extent practicable, projects should be developed using Context Sensitive Solutions⁴. The individual project factsheets located in Appendix C

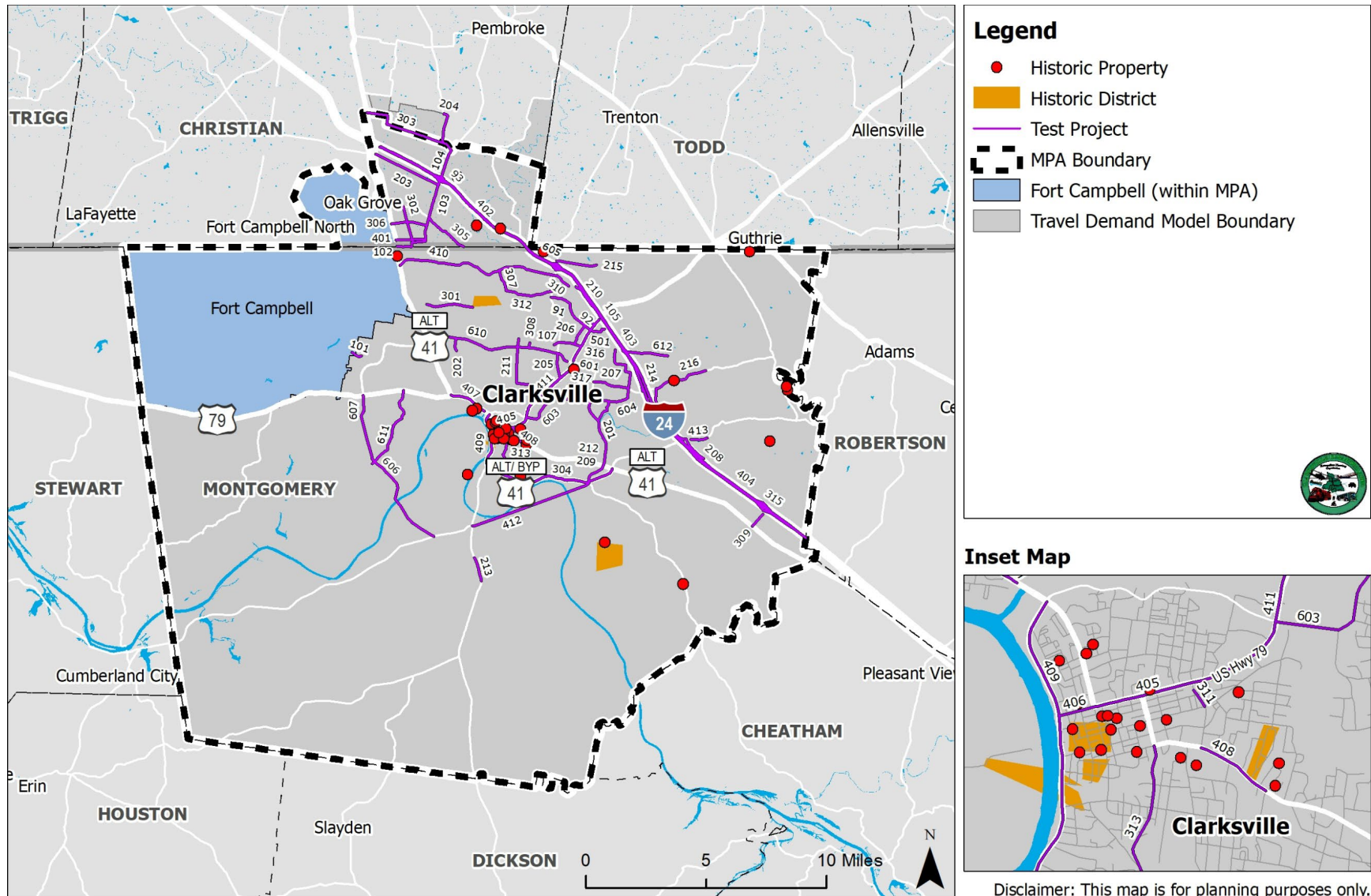
display projects that impact low-income populations, minority populations, or other parts of the human environment.

⁴ [Context Sensitivity | FHWA \(dot.gov\)](#)



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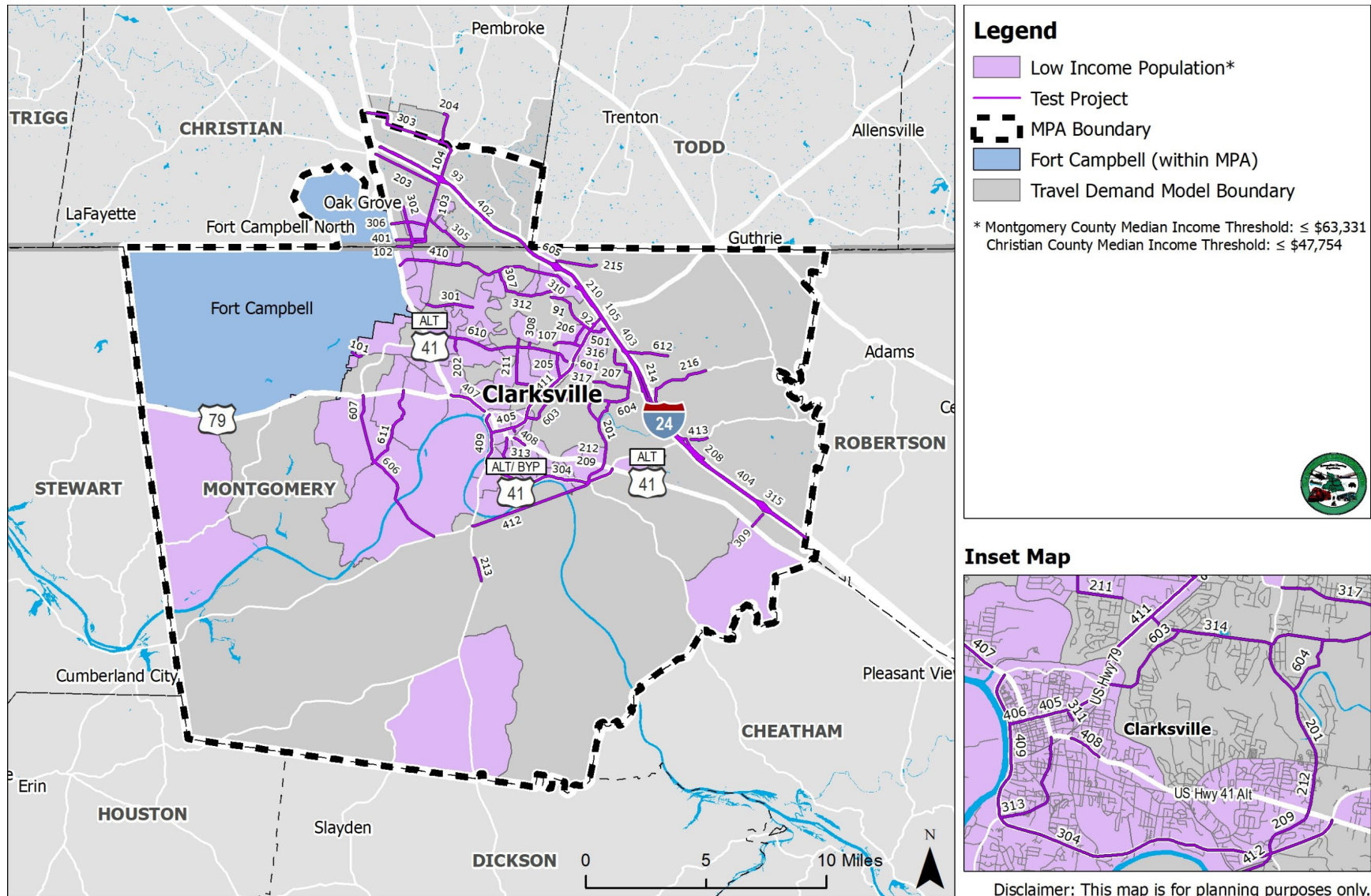
Figure 6.2: MTP Test Projects and NRHP Properties





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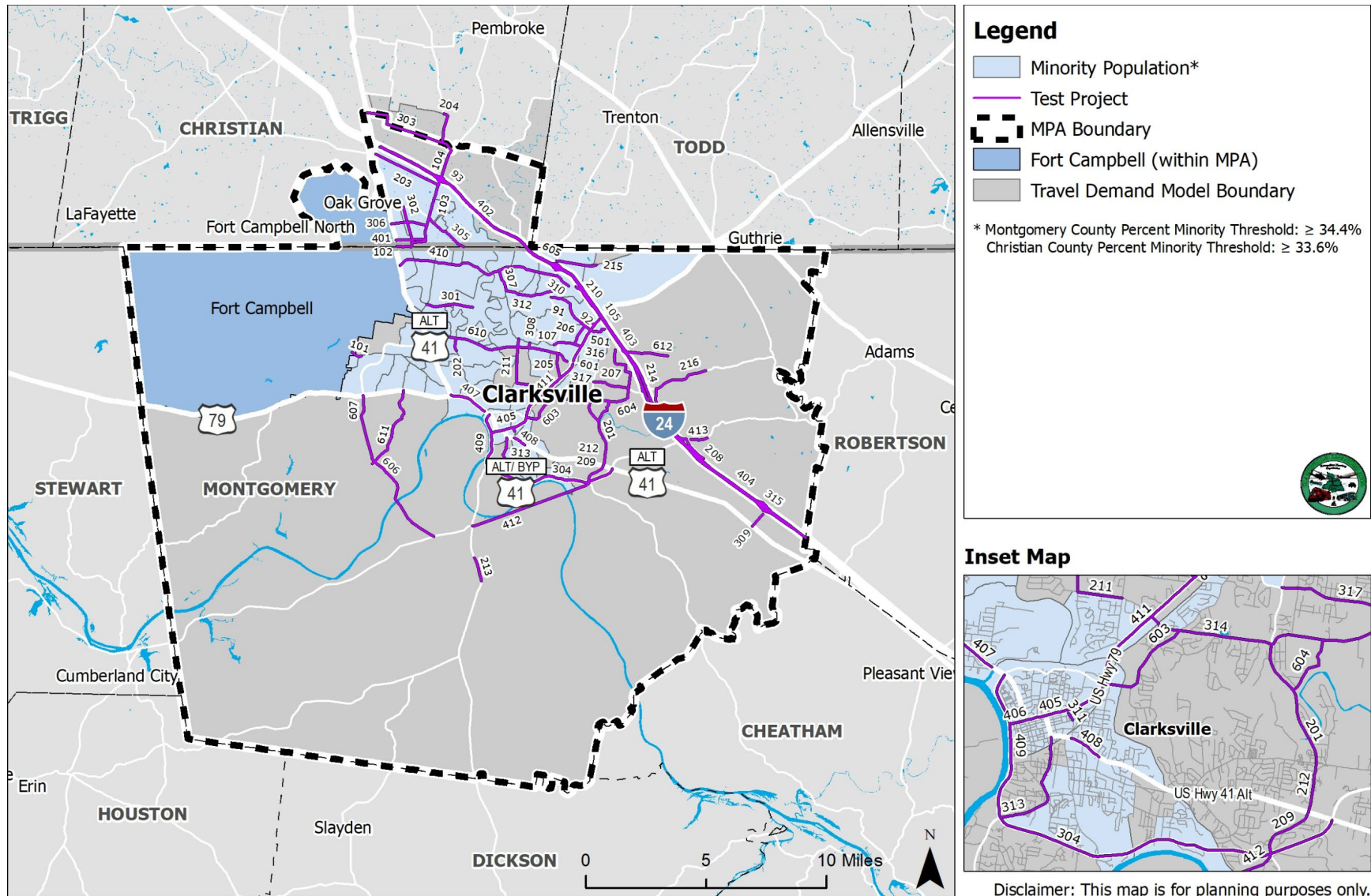
Figure 6.3: MTP Test Projects and Low-Income Populations





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Figure 6.4: MTP Test Projects and Minority Populations





7.0 Project Prioritization

Roadway capacity projects were prioritized based on the goals and objectives stated earlier in this MTP. For non-capacity projects, a set-aside amount was identified to be used on an as-needed basis instead of prioritizing individual projects. These projects include:

- bicycle and pedestrian improvements,
- safety.
- maintenance,
- operations, and

7.1 Capital Project Prioritization

To maximize the number of projects with the limited available MPA funding, roadway capacity projects were prioritized by a variety of factors. **Table 7.1** shows the criteria and weights that were utilized to prioritize the identified capital projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during the Listening and Learning phase of the public outreach.



Table 7.1: Project Prioritization Methodology for Capital Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	
Congestion Reduction	Prioritize projects that reduce delay on congested corridors	Reduction in Vehicle Hours of Delay when compared to 2050 Existing + Committed network baseline conditions	No change in VHD OR increases VHD	Reduction in VHD from 1 to 750 hours per day	Reduction in VHD from 751 to 1,500 hours per day	Greater than 1,500 hours per day reduced	
Pavement and System Preservation	Prioritize projects that maintain the existing system.	Roadway pavement condition, bridge conditions, presence of ITS (consistent with MPO's ITS Architecture), and Travel Time Index.	Pavement, Bridge not monitored on NHS AND no ITS.	Pavement/Bridge in "Good" condition OR has partial existing ITS OR 1.0 > TTI < 1.25	Pavement/Bridge in "Fair" condition OR has full existing ITS OR 1.25 > TTI < 1.50	Pavement/Bridge in "Poor" condition OR has planned ITS OR TTI > 1.50	
Benefit Cost Ratio	Prioritize projects where congestion reduction benefits are greater than construction costs	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost	B/C <= 0.00	0.01 <= B/C <= 0.50	B/C > 0.50		
Safety Benefits	Prioritize projects that will address safety issues	Annual crash frequency, per mile, by severity or non-motorized presence; New roadway projects scored by parallel routes they will affect	No fatalities, serious injuries, or non-motorized crashes.	.01 <= fatalities <=0.10 OR 0.01 <= serious injuries <= 0.32 OR 0.01 <= non-motorized crashes <= 0.14	.11 <= fatalities <=0.24 OR 0.33 <= serious injuries <= 0.79 OR 0.15 <= non-motorized crashes <= 0.49	fatalities >=0.25 OR serious injuries >=0.80 OR non-motorized crashes >=0.50	
Security Benefits	Prioritize projects that improve security	Project located along a corridor identified as part of the federal Strategic Highway Network (STRAHNET) or along an Interstate highway	Not on STRAHNET	On STRAHNET or Interstate			
Bicycle and Pedestrian Benefits	Prioritize projects that implement bike/ped improvements	Project includes, or is located on, a Transportation 2020+ roadway.	Project contains no pedestrian or bicycle facilities and is not located on a Transportation 2020+ roadway.	Project contains pedestrian or bicycle facilities or is located on a Transportation 2020+.			
Supports Transit	Prioritize projects that support existing transit or future transit growth	Qualitative assessment of current transit system or future plans	Not on current or future transit route.	On current or future transit route.			
Freight and Economic Vitality Benefits	Prioritize projects that benefit the movement of goods and support the economic vitality of the metropolitan area	Reduction in Truck Hours of Delay from 2050 baseline conditions, part of state freight network, or supports areas with large employment development	Points awarded in increments of 5 based upon truck VHD reduction (0, 1-100, or >100). Projects that are part of a state freight network or support large employment developments (>1,000 jobs) automatically receive maximum points.				
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans	In locally adopted plan, previous RTP, or existing study/plan	Not in previous plan or study	In previous MTP OR existing study/plan			
Environment & Environmental Justice	Prioritize projects that reduce environmental damage or do not disproportionately affect communities	Qualitative assessment based on GIS analysis of environmental assets and Census data	More points will be awarded for having no, or fewer, impacts or being located close to environmentally sensitive issues or communities of concern. Projects located in or near Environmental Justices areas that reduce travel costs, reduce travel time, or increase access to key destinations receive more points. Projects that invest in Historically Disadvantaged Communities without causing disproportionate impacts receive maximum points as part of Justice 40.				



8.0 Financial Plan

Federal legislation requires the MTP to be fiscally constrained. To demonstrate fiscal constraint, the costs of programmed projects must not exceed the expected amount of available funding.

This chapter reviews the available funding sources and forecasts the anticipated available funding amount for transportation projects and programs in the MPA through year 2050.

Forecasted funding amounts in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

8.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation is authorized through the current transportation bill, the IIJA, and includes several major "formula" programs and discretionary programs, including many programs established in prior legislation. While formula programs may change somewhat in future transportation bills, they have been relatively stable over time and rarely experience large funding increases as are currently found in the IIJA.

National Highway Performance Program (NHPP)

Overview: The NHPP provides support for the condition and performance of the National Highway System (NHS), helps fund the construction of new facilities on the NHS, and ensures that investments of Federal-aid funds in highway construction are directed to support progress toward achieving performance targets established in a State's asset management plan.

Eligible Activities: Eligible activities include projects or programs that support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Additionally, the IIJA has added three new eligibilities:

- undergrounding public utility infrastructure installed in conjunction with an otherwise eligible project;
- resiliency improvements on the NHS, including protective features; and



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- activities to protect NHS segments from cybersecurity threats.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Surface Transportation Block Grant Program (STBG)

Overview: The STBG Program provides flexible funding that may be used for almost any type of transportation-related project. The IIJA states that 55 percent of a state's STBG apportionment is sub-allocated to areas based on their relative share of the total state population, while the remainder is available for use in any area of the state. These sub-allocations to the urban areas are called attributable funds.

Eligible Activities: Most transportation projects are eligible for STBG funding. Details can be found in 23 U.S.C. 133.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Highway Safety Improvement Program (HSIP)

Overview: The HSIP seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic, performance focused approach to improving highway safety on all public roads.

Eligible Activities: Safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem are eligible.

Federal Share: 90 percent except as provided in 23 U.S.C. 120 and 130.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Overview: The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and to help former nonattainment areas remain in compliance (maintenance areas).

Eligible Activities: Projects or programs are eligible if they are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.



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Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

National Highway Freight Program (NHFP)

Overview: The NHFP seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.

Eligible Activities: Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN, and eligible activities must be identified in a freight investment plan included in the State's freight plan.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Bridge Formula Program (BFP)

Overview: This new program seeks to improve bridge conditions, particularly for bridges in poor condition.

Eligible Activities: Funds from this program may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.

Federal Share: The Federal share payable for the BFP shall be determined in accordance with section 120 of Title 23, U.S.C. The Federal share is 100% for costs reimbursed with funds under the BFP for an off-system highway bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe.⁵

Carbon Reduction Program (CRP)

Overview: This new program provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Eligible Activities: CRP funds may be obligated for projects that support the reduction of transportation emissions. The list of eligible activities can be found at [Bipartisan Infrastructure Law - Carbon Reduction Program \(CRP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#).

Federal Share: The Federal share payable for the CRP is defined by 23 U.S.C. 120.

⁵ [FHWA Notice N 4510.867 - Revised Apportionment of Fiscal Year \(FY\) 2022 Highway Infrastructure Program Funds for the Bridge Formula Program Pursuant to the Infrastructure Investment and Jobs Act | Federal Highway Administration \(dot.gov\)](#)



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Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Program (PROTECT)

Overview: This new program is intended to improve the resiliency of surface transportation to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Eligible Activities: PROTECT funding can be used on eligible facilities, activities, costs, and system resilience elements. Eligibility for each of these categories is defined and displayed in the fact sheet on the FHWA's website at:

[Bipartisan Infrastructure Law - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Fact Sheet | Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bipartisaninfrastructure/protect/)

Federal Share: The Federal share payable for PROTECT funds is generally 80 percent; however, the previously mentioned fact sheet describes factors which may reduce the federal share.

Competitive Grant Programs

The U.S. Department of Transportation and FHWA offer a variety of competitive grant programs to fund various types of transportation projects and activities. Grants are available to agencies at the state, MPO, and local levels. A list of competitive grant programs can be found at this link:

[Bipartisan Infrastructure Law - Competitive Grant Programs | Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bipartisaninfrastructure/competitivegrantprograms/).

State and Local Funding Sources

State Funding

State transportation revenues are collected from motor fuel taxes and fees and vehicles taxes and fees. Of these sources, the gasoline excise tax is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

Taxation is the primary revenue source for local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and largest sources of local



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government tax revenue. Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

User fees are collected from individuals who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay the cost to build and/or operate them.

Special Assessments

Special assessment is a method of generating funds for public improvements by billing those who directly benefit from the improvements. In some instances, new streets are financed by special assessment. The property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own along the new street.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over an established period of time rather than as a lump sum payment.

Impact Fees

New developments create increased traffic volumes on nearby streets. Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.

Bond Issues

Bonds are effectively a loan provided to the local government by its citizens for the purposes of conducting improvements. Property tax and sales tax funds can be used on a pay-as-you-go basis or their revenues can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

IMPROVE

The State of Tennessee passed IMPROVE on April 26, 2017, which provides additional funding for transportation infrastructure projects. IMPROVE includes additional funding at the state, county, and municipal levels through a 3-year phased increase in the state fuel tax and annual vehicle registration fees through FY 2020 with no increase after FY 2020. This funding source currently has no legislative sunset.



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Modernization Bill

Signed in April of 2023, the Modernization Bill seeks to decrease the amount of time needed to complete roadway projects as well as achieve a reduction in costs. The bill provides TDOT the authority to engage in public/private partnerships; develop Choice Lanes, which are new non-toll lanes funded by the private sector; and expansion of alternative project delivery methods.

Addition information can be found at:

<https://www.tn.gov/governor/news/2023/4/17/gov--lee-signs-landmark-transportation-modernization-act-into-law-.html>

Forecasting Available Funds

The forecasted funds expected to be available for regional transportation improvements were developed by analyzing the last three (3) Transportation Improvement Programs (TIP) within the MPA, which included local, transit, state, and MPO funds. This task was done by:

- A. Determining the total amount of funds received, by type (capital, transit, and operating & maintenance), state, and funding source over the last three (3) TIPs.
- B. Developing the annual average amount for each type, state, and source.
- C. Applying a 1.299 adjustment factor (29.9% increase) to the annual averages, except discretionary funding programs, to account for expanded funding from the IJA.
- D. Applying inflation factors, established by each state in the TIP, to each future year and aggregating forecast funds into stages, which represent finite time periods in which projects receive funding and become open to traffic. The following inflation factors were applied:
 - a. Tennessee inflation factor is four (4) percent.
 - b. Kentucky inflation factor is five (5) percent.
 - c. KYTC-specific inflation factor is two point two (2.2) percent.
- E. Providing estimates to TDOT and KYTC for review and reasonableness checks.
 - a. This included making changes to values based on changes in project costs, lengths, implementation timelines, and more.

The projected revenue available for roadway projects is shown in **Table 8.1**. Capital project funding by source is displayed in **Table 8.2**. Operation and Maintenance funding by source is displayed in **Table 8.3**.



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Table 8.1: MTP 2050 Roadway Funding by Stage

Stage	Forecast Funds
Stage 1 (2023-2026; TIP)	\$362,645,034
Stage 2 (2027-2030)	\$755,083,904
Stage 3 (2031-2040)	\$2,483,872,342
Stage 4 (2041-2050)	\$3,652,680,512
Total	\$7,254,281,792



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Table 8.2: Roadway Capital Revenue by Source

	2023-2026	2027-2030	2031-2040	2041-2050	2023-2050 Total
FLAP	\$1,664,000	\$2,493,119	\$8,246,148	\$12,206,314	\$24,609,581
HIP	\$801,769	\$1,149,898	\$3,803,359	\$5,629,901	\$11,384,926
NHPP	\$17,000,000	\$10,645,992	\$35,212,289	\$52,122,789	\$114,981,070
STBG - S	\$22,252,000	\$62,667,348	\$207,276,202	\$306,819,414	\$599,014,964
STBG - L	\$31,281,156	\$13,248,968	\$43,821,795	\$64,866,962	\$153,218,881
STBG - TA	\$1,818,233	\$2,882,789	\$9,535,006	\$14,114,138	\$28,350,166
CMAQ	\$955,440	\$1,766,529	\$5,842,906	\$8,648,928	\$17,213,803
HSIP	\$540,000	\$2,610,800	\$8,635,387	\$12,782,482	\$24,568,669
HSIP - R	\$90,000	\$129,078	\$426,934	\$631,966	\$1,277,978
HPP (Earmark)	\$2,400,000	\$2,296,488	\$7,595,778	\$11,243,607	\$23,535,872
State Match - TN	\$10,563,442	\$19,359,639	\$64,033,225	\$94,784,815	\$188,741,120
State Match - KY	\$1,600,000	\$2,195,255	\$6,401,779	\$7,958,105	\$18,155,138
Local Match - TN	\$8,311,766	\$26,472,297	\$87,558,791	\$129,608,400	\$251,951,254
Local	\$32,886,161	\$47,165,357	\$156,002,389	\$230,921,645	\$466,975,551
KY STBG-S	\$6,400,000	\$11,868,095	\$34,609,618	\$43,023,503	\$95,901,217
KY SPP- State Construction	\$7,390,000	\$10,139,332	\$29,568,217	\$36,756,496	\$83,854,045
Totals	\$145,953,967	\$217,090,984	\$708,569,823	\$1,032,119,462	\$2,103,734,236



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Table 8.3: Roadway Operating and Maintenance Revenue by Source

	2023-2026	2027-2030	2031-2040	2041-2050	2023-2050 Total
Tennessee					
City of Clarksville	\$73,888,474	\$277,005,630	\$916,213,571	\$1,356,219,903	\$2,623,327,578
Montgomery County	\$31,016,173	\$87,311,629	\$288,788,713	\$427,477,842	\$834,594,356
TDOT	\$105,707,331	\$155,612,557	\$514,698,335	\$761,879,269	\$1,537,897,491
Tennessee Total	\$210,611,978	\$519,929,816	\$1,719,700,619	\$2,545,577,013	\$4,995,819,426
Kentucky					
City of Oak Grove	\$1,092,615	\$4,021,643	\$13,301,838	\$19,689,970	\$38,106,066
City of Hopkinsville	\$140,133	\$597,666	\$1,976,819	\$2,926,176	\$5,500,662
Christian County	\$1,019,143	\$2,858,107	\$9,453,369	\$13,993,296	\$26,304,772
KYTC	\$3,827,198	\$10,585,687	\$30,869,873	\$38,374,595	\$79,830,156
Kentucky Total	\$6,079,089	\$18,063,104	\$55,601,900	\$74,984,036	\$154,728,130
MPA Totals	\$216,691,067	\$537,992,920	\$1,775,302,519	\$2,620,561,049	\$5,150,547,556



8.2 Bicycle and Pedestrian Funding

This section addresses funding for independent or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are included in other projects are addressed in other sections of this plan.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP).

Eligible Activities: Activities include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

"Flex" Funding

Other federal roadway and public transit funding sources are also flexible enough to fund construction of bicycle and pedestrian facilities. However, most funding from these sources ultimately do not go to bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are displayed in **Table 8.2** in the STBG-TA category.



8.3 Public Transit Funding

Federal Funding Sources

Many federal funding sources are available for public transit capital and operations. While most programs are funded by the Federal Transit Administration (FTA), FHWA also offers funds that can be flexed to FTA for transit projects.

For the Clarksville Urbanized Area, CTS receives funding under the FTA Sections 5307, 5310, and 5339 discussed below.

Urbanized Area Formula Grants (Section 5307)

Overview: The Bipartisan Infrastructure Law, enacted as the IIJA, continues the Urbanized Area Formula Funding program that provides capital and operating assistance for transit service and for transportation-related planning in urbanized areas with populations greater than 50,000.

Eligible Activities: The IIJA continues the broad range of activities eligible under the Urbanized Area Formula Program, including:

- Capital projects
- Planning
- Job access and reverse commute projects
- Operating costs of equipment and facilities for use in public transportation (in urbanized areas with a population of fewer than 200,000 individuals)

Funds can be used for planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul, and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs.

Funding Shares: 80 percent Federal share for capital projects and ADA non-fixed route paratransit service; 10 percent State Match; 10 percent Local Match



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Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: The IIJA continues the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities. These grants fund transportation services planned, designed, and implemented to meet the special transportation needs of seniors and individuals with disabilities in all areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Activities: The IIJA continues the broad range of eligible activities, including:

- At least 55 percent of program funds must be used on capital projects to meet the special needs of seniors and individuals with disabilities when public transportation does not provide adequate services. Examples include:
 - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
 - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses.
- The remaining 45 percent may be used for projects described above or for projects that exceed the requirements of the ADA, improve access to fixed route service, decrease reliance by individuals with disabilities on complementary transit, or provide alternatives to public transportation to assist seniors and individuals with disabilities. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing, and/or vanpooling programs; and mobility management.

Funding Shares: 80 percent Federal; 10 percent State Match; 10 percent Local Match.



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Buses and Bus Facilities Program (Section 5339)

Overview: The IIJA continues the grants for the Buses and Bus Facilities program which provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funding is provided through formula allocations, as well as through competitive grants. Two (2) sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

Eligible Activities: Activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Funding Shares: 80 percent Federal; 10 percent State Match; 10 percent Local Match

Other FTA Grant Programs⁶

Under the IIJA, the FTA has continued, as well as added, other funding sources that address specific issues. Most of these sources have limited funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their projects.

- **Accelerating Innovative Mobility (AIM) Initiative:** The AIM initiative highlights FTA's commitment to support and advance innovation in the transit industry. Eligible activities include all activities leading to the development and testing of innovative mobility, such as planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating or implementing the new service model, and evaluating project results.
- **Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program:** As part of FTA's Strategic Transit Automation Research (STAR) Plan, these projects are intended to demonstrate transit bus automation technologies in real-world settings, help establish the feasibility of deploying ADAS and Automated Transit Bus Maintenance and Yard Operations, and improve understanding of the impacts, including transit workforce impacts.
- **The American Rescue Plan Act of 2021 (ARP):** This Act provides relief funds at a 100 percent federal share to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population. All funds must be obligated by September 30, 2024,

⁶ [Grant Programs | FTA \(dot.gov\)](#)



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and disbursed by September 30, 2028. Components include the competitive Additional Assistance Route Planning Restoration and Additional Assistance Funding programs, as well as apportionments for formula funding.

- **Areas of Persistent Poverty (AoPP) Program:** This program supports projects that address the transportation challenges faced by areas of persistent poverty. It seeks to fund planning for projects that will improve transit service and facilities in areas of persistent poverty in the U.S. Eligible activities for AoPP funds include planning, engineering, or the development of technical or financing plans for projects eligible under Chapter 53 of title 49 U.S.C. in areas of persistent poverty.
- **Enhancing Mobility Innovation (EMI) Program:** This program advances a vision of mobility that provides safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation. EMI projects fall under two categories:
 - **Accelerate innovative mobility:** Concept development and/or demonstration projects that improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions
 - **Software solutions:** Projects that support the development of software solutions that facilitate integrated demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other means
- **Expedited Project Delivery (EPD) Pilot Program:** This program is intended to expedite the design and construction of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that are supported through public-private partnerships and operated and maintained by employees of an existing provider of public transportation.
- **Helping Obtain Prosperity for Everyone (HOPE) Program:** FTA's HOPE Program supports projects that will address the transportation challenges faced by areas of persistent poverty. HOPE supports planning, engineering and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress. It will also support coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery and treatment.
- **Innovative Coordinated Access and Mobility (ICAM) Pilot Program:** This program provides funding for capital projects to improve coordination and enhance



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access and mobility to vital community services for older adults, people with disabilities, and people of low income. The range of capital activities eligible under the ICAM program include:

- innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services;
 - regional or statewide mobility management projects;
 - deployment of coordination technology; and
 - regional or statewide projects that create or increase access to one-call/one-click centers.
- **Joint Development Program:** Joint Development is the coordinated development of transit facilities with non-transit commercial and residential projects. This program allows FTA grant recipients to use FTA capital grant program funds or FTA-funded real property to pay for many aspects of a joint development, including costs associated with eligible planning and capital activities. These projects are eligible for FTA funding if they meet certain eligibility criteria. While not a new program, the IIJA amends it to include eligibility for electric vehicle charging infrastructure as part of a joint development project subject to certain conditions.
- **Mobility on Demand (MOD) Sandbox Program:** This program allows communities to creatively leverage a range of mobility options from bike- and car-sharing systems to demand-responsive bus services to advance the vision of MOD and carfree mobility. The program integrates payment systems as part of a suite of concepts, technologies, and solutions with the potential to advance FTA's Complete Trips for All vision. The program connects people to their communities, mitigates socio-economic disparities, advances racial equity, and promotes affordable access to opportunity.

Additional information about FTA grant programs that may apply to transit within the Clarksville MPA can be found at [Bipartisan Infrastructure Law | FTA \(dot.gov\)](#).

Flexible, Non-FTA Funds

- **Congestion Mitigation and Air Quality Program (CMAQ):** This program provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit



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capital expenditures otherwise eligible for FTA funding, as long as they benefit air quality.

- **National Highway Performance Program:** This program provides support to maintain the condition and performance of the National Highway System (NHS), to construct new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Transit projects conducted on NHS roadways may be eligible for NHPP funding.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants and Better Utilizing Investments to Leverage Development (BUILD) Grants, this program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. FTA acts as the administering modal agency for RAISE projects that directly impact public transportation. Projects are evaluated on several criteria, including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity.
- **Surface Transportation Block Grant Program (STBG):** This program provides funding that may be used by states and municipalities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

Additional information related to FHWA grant programs that may have some applicability to transit is available on FHWA's IJA website at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

State and Local Funding Sources

State Funding

State funding for transit projects in the Tennessee portion of the MPA is available through TDOT, and a limited amount of state funding is available from KYTC. Matching funds, which may be used only for capital projects, are provided for FTA Section 5307, 5310, and 5339 programs.

Additionally, discretionary funds are available through Tennessee's IMPROVE Transit Investment Grant program. Selected projects must contribute to:

- reducing congestion,



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- increasing ridership,
- promoting economic development, and
- improving safety.

Local Funding:

The primary local funding source for CTS and other public transit providers in the region is fare revenue.

Forecasting Available Funds

The forecasted funds expected to be available for funding transit were developed the same way as roadway forecasts. Transit funding forecasts are shown in **Table 8.4**.

Table 8.4: Transit Revenues by Funding Category

Funding Category	2023-2026	2027-2030	2031-2040	2041-2050	2026-2050 Total
5307	\$21,214,875	\$12,715,248	\$42,056,483	\$62,253,868	\$21,214,875
5310	\$316,476	\$212,159	\$701,728	\$1,038,729	\$316,476
5339	\$4,203,167	\$2,770,113	\$9,162,322	\$13,562,474	\$4,203,167
Operating & Maintenance	\$22,308,128	\$17,341,653	\$57,358,608	\$84,904,752	\$22,308,128
Total	\$48,042,646	\$33,039,172	\$109,279,141	\$161,759,824	\$48,042,646



9.0 Staged Improvement Program

Based on the funding amounts anticipated in the financial plan, this section presents the recommended Staged Improvement Program. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

9.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are “unfunded” and are listed as visionary projects.

Roadways

Over the next 27 years, the MPO and its partner agencies plan to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

Table 9.1 lists all existing and committed roadway projects in the fiscally constrained plan, while **Table 9.2** lists the staged program projects and maintenance groupings. The MTP’s capacity projects are shown in **Figure 9.1**, and annual plan performance is displayed in **Figure 9.2**. **Table 9.3** displays the revenue balance table.

Table 9.1: Existing + Committed Projects

Project ID	Roadway	Location	Improvement
3	Dunbar Cave Rd	0.07 mile south of Moss Rd to Rossvie Rd	Realignment
	Rossvie Rd	Before Keysburg Rd to Cardinal Ln Cardinal Ln to Powell Rd	Widen from 2 to 3 Lanes Widen from 2 to 5 Lanes
4	KY-911	US 41A to KY- 115	Widen from 2 to 5 Lanes
8	SR-374	South of Dunbar Cave Rd to West of Stokes Rd	Widen from 2 to 5 Lanes
9	SR-149/SR-13	SR-149 from River Rd to SR-13 SR-13 from SR-149 to Zinc Plant Rd	Widen from 2 to 5 Lanes

Source: CUAMPO



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Table 9.2: Fiscally Constrained Projects

MTP ID	Roadway	Limits	Project Description	Total 2023 Cost	Length	State	Stage	Total Stage (YOE) Cost	Funding Source
Stage 1 (2023-2026, TIP)									
6	SR-374 PROP	SR-76 to South of Dotsonville Rd	Right-of-Way	\$3,200,000	2.90	TN	1	\$3,200,000	HPP/STBG – S
50	Wilma Rudolph Blvd	Industrial Park Access Rd to SR-374	Adaptive Signal System	\$955,440	2.47	TN	1	\$955,440	CMAQ
91	Spring Creek Pkwy	Trenton Rd to Spring Creek	New 4/5 Lane Roadway	\$13,000,000	1.44	TN	1	\$13,000,000	Local
92	Spring Creek Pkwy	Spring Creek to Wilma Rudolph Blvd	New 4/5 Lane Roadway with Bridge	\$35,000,000	0.88	TN	1	\$35,000,000	STBG – L/Local
94	SR-48/Trenton Rd	SR-374 to I-24	Widen to 5 lanes	\$23,000,000	3.70	TN	1	\$23,000,000	STBG - S
95	SR-237/Rossvie Rd	east of International Blvd. to east of Kirkwood Rd	Widen to 5 lanes	\$9,002,211	3.12	TN	1	\$9,002,211	STBG - L
96	I-24	KY/TN State line to SR-76	Widening 4 to 6 lanes – Design Only	\$2,000,000	11.63	TN	1	\$2,000,000	NHPP
97	I-24	I-24 @ KY-115 Interchange	Interchange Reconstruction Design and Study	\$700,000	--	KY	1	\$700,000	KY SPP- State Construction
101*	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	\$2,330,000	0.37	TN	1	\$2,330,000	STBG - L
1001	Enhancement - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	1	\$4,212,134	Varies
1002	Safety - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	1	\$21,061,226	Varies
1003	Bridge - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	1	\$57,918,301	Varies
1004	Overlay - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	1	\$42,122,451	Varies
1005	Maintenance - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	1	\$6,318,340	Varies
1006	Reconstruction - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	1	\$78,979,527	Varies
1011	Enhancement - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	1	\$121,579	Varies
1012	Safety - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	1	\$607,910	Varies
1013	Bridge - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	1	\$1,671,750	Varies
1014	Overlay - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	1	\$1,215,819	Varies
1015	Maintenance - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	1	\$182,372	Varies
1016	Reconstruction - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	1	\$2,279,659	Varies
Stage 2 (2027-2030)									
55	SR-12/Ashland City Rd	@ Excell Rd, Hickory Point Rd, and East Old Ashland City Rd	Intersection Improvements	\$3,278,660	--	TN	2	\$4,068,771	STBG - L
609	Varies	Varies	Signal Retiming Project in City of Clarksville	\$75,000	--	TN	2	\$93,074	CMAQ
608	Passenger Rail Study	Clarksville to Nashville	Study for Passenger Rail Feasibility	\$75,000	--	TN	2	\$93,074	CMAQ
602	US 79/Wilma Rudolph Boulevard	Kraft St to I-24	Access Management and Safety Study	\$75,000	--	TN	2	\$93,074	HSIP
215	Tylertown Road	Trenton Rd to Oakland Rd	Widen to 4 Lanes	\$10,510,294	1.68	TN	2	\$13,043,127	Local
316	Needmore Road	Wilma Rudolph Blvd to Trenton Road	Widen to 4 Lanes	\$5,935,144	0.95	TN	2	\$7,365,430	Local
312	Hazelwood Rd	Trenton Rd to Needmore	Widen from 2 to 5 Lanes	\$16,389,227	1.99	TN	2	\$20,338,801	Local
408	Madison Street	10th Street to Pageant Lane	Widen from 3 Lanes to 4 Lanes	\$3,311,563	0.53	TN	2	\$4,109,603	Local
308	Whitfield Rd/ Old Trenton Rd	Needmore Rd to SR-374	Reconstruct with CTL	\$747,745	0.22	TN	2	\$927,941	Local
311	New Roadway	9th St to 10th St	New 2 Lane Roadway	\$711,801	0.13	TN	2	\$883,335	Local



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MTP ID	Roadway	Limits	Project Description	Total 2023 Cost	Length	State	Stage	Total Stage (YOE) Cost	Funding Source
214	I-24	@ Exit 8 EB Off Ramp	Widen to 2 Lanes	\$6,750,000	0.25	TN	2	\$8,376,655	NHPP
202	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes	\$3,390,744	0.54	TN	2	\$4,207,865	STBG - L
309	Dixie Bee Rd Ext	Sango Rd to US 41A	New 2 Lane Roadway	\$3,620,975	0.67	TN	2	\$4,493,580	STBG - L
201	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes	\$12,952,563	2.07	TN	2	\$16,073,948	STBG - S
212	SR-374 (Richview Rd)	Memorial Dr to US 41A (Madison St)	Widen from 3 to 5 Lanes	\$4,848,625	0.78	TN	2	\$6,017,076	STBG - S
205	SR-48 (Trenton Rd)	SR-13/US79 (Wilma Rudolph Blvd) to SR-374	Widen from 2 to 5 Lanes	\$8,516,558	1.03	TN	2	\$10,568,928	STBG - S
213	SR 13/48	River Road to Old Hwy 48	Center Turn Lane	\$3,488,213	1.03	TN	2	\$4,328,823	STBG - S
405	SR 48 (College St)	N 2nd St (US 41A) to Kraft St	Widen to 6 Lanes	\$8,907,781	1.43	TN	2	\$11,054,431	STBG - S
310	SR-236 (Tiny Town Rd) Ext	Extension to Meriwether Rd	New 2 Lane Roadway	\$4,058,861	0.75	TN	2	\$5,036,990	STBG - S
209	SR-374 (Richview Rd Ext)	SR-12 (Madison St) to US 41A Bypass	New 4 Lane Roadway	\$10,654,226	0.97	TN	2	\$13,221,745	STBG - S
406	SR 48 (College St)	Riverside Dr to N 2nd St (US 41A)	Widen to 4 Lanes	\$1,518,750	0.24	TN	2	\$1,884,747	STBG - S
413	SR 76	I-24 to Woodson Rd	Reconstruct with CTL	\$2,375,056	0.70	TN	2	\$2,947,412	STBG - S
104	KY-115 (Pembroke)	I-24 to KY-1453 (Elmo @ Barker's Mill Rd)	Reconstruct with CTL	\$3,983,746	1.17	KY	2	\$4,943,773	KY SPP- State Construction
401	Ft Campbell Gate 4 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	\$6,668,860	1.23	KY	2	\$8,275,961	KY STBG-S
2001	Enhancement - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	2	\$10,398,335	Varies
2002	Safety - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	2	\$51,993,050	Varies
2003	Bridge - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	2	\$142,980,717	Varies
2004	Overlay - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	2	\$103,986,101	Varies
2005	Maintenance - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	2	\$15,597,846	Varies
2006	Reconstruction - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	2	\$194,973,767	Varies
2011	Enhancement - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	2	\$361,253	Varies
2012	Safety - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	2	\$1,806,313	Varies
2013	Bridge - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	2	\$4,967,354	Varies
2014	Overlay - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	2	\$3,612,626	Varies
2015	Maintenance - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	2	\$541,891	Varies
2016	Reconstruction - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	2	\$6,773,667	Varies
Stage 3 (2031-2040)									
317	Rossview Road	SR 374 to Dunbar Cave Rd	Widen to 5 Lanes	\$12,502,091	1.52	TN	3	\$20,416,576	Local
314	Dunbar Cave Road	Wilma Rudolph Blvd (US 79/SR 13) to Rossview Rd (SR 237)	Widen to 4 Lanes	\$27,609,163	4.42	TN	3	\$45,087,222	Local
207	Professional Park Dr Ext	Extension to Cardinal Ln	New 2 Lane Roadway	\$11,806,517	2.19	TN	3	\$19,280,666	Local
301	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway	\$21,414,514	1.95	TN	3	\$34,971,033	Local
612	Dunlop Ln	Alexander Blvd to Rollow Ln	Widen to 4 Lanes Divided	\$19,887,112	1.88	TN	3	\$32,476,706	Local
407	US 79 (Providence Blvd)	US 41A/Fort Campbell Blvd to Red River	Widen to 6 Lanes	\$9,971,381	1.60	TN	3	\$16,283,793	NHPP
601	US 79/Wilma Rudolph Boulevard	SR 374/Warfield Blvd to I-24	Widen from 6 Lanes with CTL to 6 Lanes Divided	\$12,812,150	2.05	TN	3	\$20,922,918	NHPP
409	Riverside Drive	Providence Blvd to Cumberland Dr	Road Diet	\$15,669,495	2.36	TN	3	\$25,589,113	STBG - L



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MTP ID	Roadway	Limits	Project Description	Total 2023 Cost	Length	State	Stage	Total Stage (YOE) Cost	Funding Source
501	Spring Creek Pkwy	US 79/Wilma Rudolph Blvd to Ted Crozier Blvd	New 4/5 Lane Roadway	\$8,747,552	0.80	TN	3	\$14,285,215	STBG - L
610	SR-374/101st Airborne Division Pkwy	US 41A/Fort Campbell Blvd to US 79/Wilma Rudolph Blvd	Widen to 6 Lanes	\$38,244,838	6.12	TN	3	\$62,455,841	STBG - S
607	SR-374 Extension North Phase 1	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Divided Roadway	\$34,193,969	2.86	TN	3	\$55,840,559	STBG - S
103	KY-115 (Pembroke- Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	\$8,719,297	2.56	KY	3	\$14,239,072	KY SPP- State Construction
102	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$4,698,372	1.38	KY	3	\$7,672,689	KY SPP- State Construction
303	KY-1453 (Elmo Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$14,218,756	4.18	KY	3	\$23,219,980	KY STBG-S
3001	Enhancement - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	3	\$34,393,148	Varies
3002	Safety - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	3	\$171,970,289	Varies
3003	Bridge - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	3	\$472,917,727	Varies
3004	Overlay - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	3	\$343,940,579	Varies
3005	Maintenance - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	3	\$51,590,859	Varies
3006	Reconstruction - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	3	\$644,888,017	Varies
3011	Enhancement - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	3	\$1,112,010	Varies
3012	Safety - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	3	\$5,560,197	Varies
3013	Bridge - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	3	\$15,290,524	Varies
3014	Overlay - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	3	\$11,120,395	Varies
3015	Maintenance - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	3	\$1,668,052	Varies
3016	Reconstruction - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	3	\$20,850,722	Varies
Stage 4 (2041-2050)									
410	Tiny Town Road	US 41A to Trenton Rd	Widen to 6 Lanes with CTL	\$56,407,436	6.84	TN	4	\$136,354,664	Local
210	Kennedy Ln Ext	Extension to Meriwether Rd	New 2 Lane Roadway	\$5,825,488	1.08	TN	4	\$14,082,051	Local
206	New Roadway	Fair Brook Place to Needmore Rd	New 3 Lane Roadway	\$9,983,236	1.35	TN	4	\$24,132,649	Local
307	Needmore Rd	Hazelwood Rd to SR-236 (Tiny Town Rd)	Reconstruct with CTL	\$3,142,960	0.92	TN	4	\$7,597,531	Local
313	Cumberland Dr	Ashland City Rd (SR 12) to Madison St (SR 76)	Widen to 4 Lanes	\$11,544,763	1.85	TN	4	\$27,907,353	Local
411	US 79/Wilma Rudolph Boulevard	US 79/Kraft St to SR 374/Warfield Blvd	Widen from 5 Lanes to 6 Lanes Divided	\$18,919,925	3.03	TN	4	\$45,735,460	NHPP
208	International Blvd Ext	SR-237 (Rossvie Rd) to SR-76 to Trough Springs Rd	New 2 Lane Roadway	\$20,374,427	3.77	TN	4	\$49,251,452	STBG - L
604	Shady Bluff Trail	SR-374/Warfield Blvd to Dunbar Cave Rd	New 4 Lane Roadway	\$11,168,454	1.02	TN	4	\$26,997,696	STBG - L
412	SR-374 Ext	SR-13/48 to SR-12	New 2 Lane Roadway and Bridge	\$53,408,201	5.26	TN	4	\$129,104,562	STBG - S
606	SR-374 Extension North Phase 2	SR-149 to Dotsonville Rd	New 4 Lane Divided Roadway and Bridge	\$100,812,117	4.25	TN	4	\$243,694,861	STBG - S
305	Hugh Hunter/ Gritton Church Rd	KY-911 (Thompsonville Ln) to Allen Rd	Reconstruction	\$6,533,930	1.92	KY	4	\$15,794,580	KY SPP- State Construction
204	KY-109 (Bradshaw Rd)	KY-1453 (Elmo Rd) to Bradshaw-Fidelio Rd	Reconstruct with CTL	\$4,624,751	1.36	KY	4	\$11,179,491	KY SPP- State Construction
306	Ft Campbell Gate 5 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	\$8,017,191	1.48	KY	4	\$19,380,093	KY STBG-S



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MTP ID	Roadway	Limits	Project Description	Total 2023 Cost	Length	State	Stage	Total Stage (YOE) Cost	Funding Source
4001	Enhancement - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	4	\$50,910,260	Varies
4002	Safety - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	4	\$254,558,038	Varies
4003	Bridge - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	4	\$700,033,763	Varies
4004	Overlay - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	4	\$509,116,076	Varies
4005	Maintenance - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	4	\$76,367,075	Varies
4006	Reconstruction - TN	Varies	Line-Item Operation and Maintenance Funding	--	--	TN	4	\$954,591,801	Varies
4011	Enhancement - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	4	\$1,499,643	Varies
4012	Safety - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	4	\$7,498,414	Varies
4013	Bridge - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	4	\$20,620,612	Varies
4014	Overlay - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	4	\$14,996,827	Varies
4015	Maintenance - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	4	\$2,249,514	Varies
4016	Reconstruction - KY	Varies	Line-Item Operation and Maintenance Funding	--	--	KY	4	\$28,119,026	Varies

Note: Stages represent finite time periods in which projects receive funding and become completed and open to traffic. Stage 1 reflects the CUAMPO Transportation Improvement Program and contains projects from Year 2023 through Year 2026.

Stage 2 encompasses projects that will be completed from 2027 through 2030.

Stage 3 encompasses projects that will be completed from 2031 through 2040.

Stage 4 encompasses projects that will be completed from 2041 through 2050.

*Values reflect 2023-2026 TIP; additional funds are anticipated to be available in FY2024 due to recent Transportation Management Area status.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

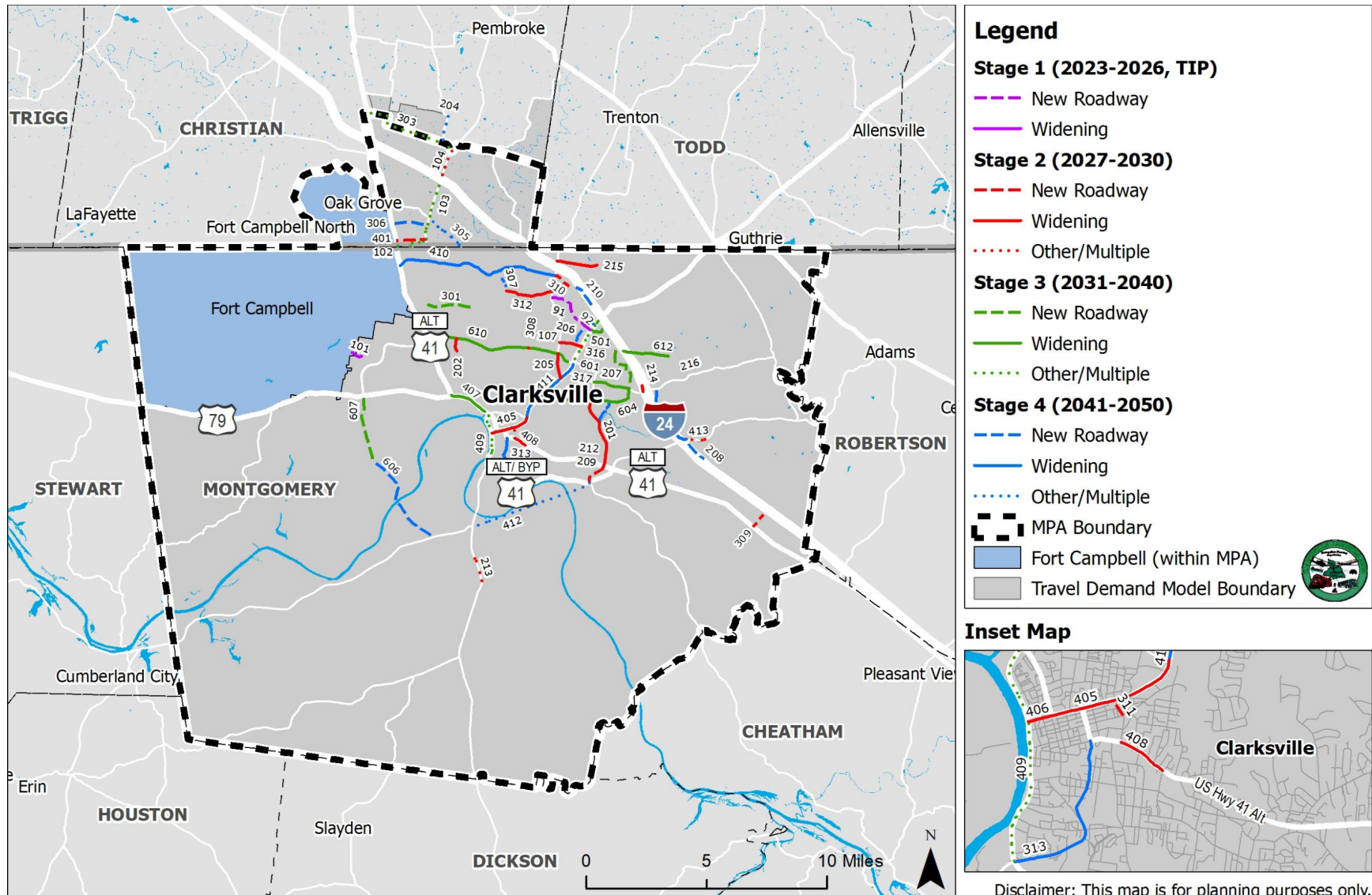
Table 9.3: Financial Summary

	Stage 1 (2023 – 2026 TIP)			Stage 2 (2027 – 2030)			Stage 3 (2031-2040)			Stage 4 (2041-2050)			Total Staged Program		
	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance
FLAP	\$1,664,000	\$1,664,000	\$0	\$0	\$2,493,119	\$2,493,119	\$0	\$8,246,148	\$8,246,148	\$0	\$12,206,314	\$12,206,314	\$1,664,000	\$24,609,581	\$22,945,581
HIP	\$0	\$801,769	\$801,769	\$0	\$1,149,898	\$1,149,898	\$0	\$3,803,359	\$3,803,359	\$0	\$5,629,901	\$5,629,901	\$0	\$11,384,926	\$11,384,926
NHPP	\$1,600,000	\$17,000,000	\$15,400,000	\$7,538,990	\$10,645,992	\$3,107,002	\$29,765,369	\$35,212,289	\$5,446,920	\$36,588,368	\$52,122,789	\$15,534,422	\$75,492,726	\$114,981,070	\$39,488,344
STBG - S	\$17,600,000	\$22,252,000	\$4,652,000	\$56,907,281	\$62,667,348	\$5,760,068	\$94,637,120	\$207,276,202	\$112,639,082	\$298,239,538	\$306,819,414	\$8,579,876	\$467,383,939	\$599,014,964	\$131,631,025
STBG - L	\$25,001,789	\$31,281,156	\$6,279,367	\$10,216,173	\$13,248,968	\$3,032,795	\$34,458,374	\$43,821,795	\$9,363,421	\$60,999,318	\$64,866,962	\$3,867,644	\$130,675,653	\$153,218,881	\$22,543,227
STBG - TA	\$0	\$1,818,233	\$1,818,233	\$0	\$2,882,789	\$2,882,789	\$0	\$9,535,006	\$9,535,006	\$0	\$14,114,138	\$14,114,138	\$0	\$28,350,166	\$28,350,166
CMAQ	\$0	\$955,440	\$955,440	\$148,918	\$1,766,529	\$1,617,611	\$0	\$5,842,906	\$5,842,906	\$0	\$8,648,928	\$8,648,928	\$148,918	\$17,213,803	\$17,064,885
HSIP	\$0	\$540,000	\$540,000	\$83,767	\$2,610,800	\$2,527,034	\$0	\$8,635,387	\$8,635,387	\$0	\$12,782,482	\$12,782,482	\$83,767	\$24,568,669	\$24,484,903
HSIP - R	\$0	\$90,000	\$90,000	\$0	\$129,078	\$129,078	\$0	\$426,934	\$426,934	\$0	\$631,966	\$631,966	\$0	\$1,277,978	\$1,277,978
HPP (Earmark)	\$1,920,000	\$2,400,000	\$480,000	\$0	\$2,296,488	\$2,296,488	\$0	\$7,595,778	\$7,595,778	\$0	\$11,243,607	\$11,243,607	\$1,920,000	\$23,535,872	\$21,615,872
State Match - TN	\$5,480,422	\$10,563,442	\$5,083,020	\$15,111,023	\$19,359,639	\$4,248,616	\$33,659,534	\$64,033,225	\$30,373,691	\$83,706,976	\$94,784,815	\$11,077,838	\$137,957,955	\$188,741,120	\$50,783,165
State Match – KY	\$0	\$1,600,000	\$1,600,000	\$1,655,192	\$2,195,255	\$540,062	\$4,643,996	\$6,401,779	\$1,757,783	\$3,876,019	\$7,958,105	\$4,082,086	\$10,175,207	\$18,155,138	\$7,979,931
Local Match - TN	\$8,266,000	\$8,311,766	\$45,766	\$2,554,043	\$26,472,297	\$23,918,254	\$2,857,043	\$87,558,791	\$84,701,748	\$15,249,829	\$129,608,400	\$114,358,570	\$28,926,916	\$251,951,254	\$223,024,338
Local - TN	\$26,000,000	\$32,886,161	\$6,886,161	\$46,668,237	\$47,165,357	\$497,120	\$152,232,203	\$156,002,389	\$3,770,186	\$210,074,248	\$230,921,645	\$20,847,397	\$434,974,687	\$466,975,551	\$32,000,864
KY STBG-S	\$0	\$6,400,000	\$6,400,000	\$6,620,769	\$11,868,095	\$5,247,327	\$18,575,984	\$34,609,618	\$16,033,634	\$0	\$43,023,503	\$43,023,503	\$25,196,753	\$95,901,217	\$70,704,464
KY SPP- State Construction	\$0	\$7,390,000	\$7,390,000	\$4,943,773	\$10,139,332	\$5,195,560	\$21,911,761	\$29,568,217	\$7,656,456	\$26,974,071	\$36,756,496	\$9,782,424	\$53,829,605	\$83,854,045	\$30,024,440
Total Capital Improvements	\$87,532,211	\$145,953,967	\$58,421,756	\$152,448,165	\$217,090,984	\$64,642,819	\$392,741,384	\$708,569,823	\$315,828,439	\$735,708,367	\$1,032,119,462	\$296,411,095	\$1,368,430,126	\$2,103,734,236	\$735,304,110
Total Tennessee O&M	\$210,611,978	\$210,611,978	\$0	\$519,929,816	\$519,929,816	\$0	\$1,719,700,619	\$1,719,700,619	\$0	\$2,545,577,013	\$2,545,577,013	\$0	\$4,995,819,426	\$4,995,819,426	\$0
Total Kentucky O&M	\$6,079,089	\$6,079,089	\$0	\$18,063,104	\$18,063,104	\$0	\$55,601,900	\$55,601,900	\$0	\$74,984,036	\$74,984,036	\$0	\$154,728,130	\$154,728,130	\$0
Transit Capital	\$0	\$25,734,518	\$25,734,518	\$0	\$15,697,519	\$15,697,519	\$0	\$51,920,533	\$51,920,533	\$0	\$76,855,072	\$76,855,072	\$0	\$170,207,642	\$170,207,642
Transit O&M	\$22,308,128	\$22,308,128	\$0	\$17,341,653	\$17,341,653	\$0	\$57,358,608	\$57,358,608	\$0	\$84,904,752	\$84,904,752	\$0	\$181,913,141	\$181,913,141	\$0
Total Transit	\$22,308,128	\$48,042,646	\$25,734,518	\$17,341,653	\$33,039,172	\$15,697,519	\$57,358,608	\$109,279,141	\$51,920,533	\$84,904,752	\$161,759,824	\$76,855,072	\$181,913,141	\$352,120,783	\$170,207,642
Total MTP	\$326,531,406	\$410,687,680	\$84,156,274	\$707,782,737	\$788,123,075	\$80,340,338	\$2,225,402,511	\$2,593,151,483	\$367,748,972	\$3,441,174,168	\$3,814,440,336	\$373,266,167	\$6,700,890,823	\$7,606,402,575	\$905,511,752



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Figure 9.1: Fiscally Constrained Roadway Capacity Projects





Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Figure 9.2: Staged Improvement Program Performance



Bicycle and Pedestrian

The region will continue to fund stand-alone bicycle and pedestrian projects as identified in the *Transportation 2020+*. For additional projects, local agencies are encouraged to make improvements and seek funding or grants based on local priorities and along regionally significant corridors.

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program.

Public Transit

Over the next 27 years, CTS plans to continue providing transit services. At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair. The MTP does not allocate funding to specific transit projects but supports projects listed in the *Transportation 2020+* plan.



9.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

While unfunded roadway capacity projects are not necessarily less important or effective, they cannot be accommodated within the fiscally constrained budget due to project costs, priority, or overall feasibility.

Table 9.4 shows the list of visionary roadway capacity projects.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Table 9.4: Vision Projects

MTP ID	Roadway	Limits	Project Description	Total 2023 Cost	Length	State
211	8th St connector	Needmore Rd to Peterson Ln	New 2 Lane Roadway	\$13,807,206	2.56	TN
611	Dotsonville Rd	Chapel Rd to US 79/Dover Rd	Widen to 4 Lanes Divided	\$38,801,727	3.67	TN
105	I-24	KY/TN State line to SR-76	Widening 4 to 6 lanes	\$331,602,961	10.31	TN
403	I-24	1 Mile South of Dunlop Ln	New Interstate Interchange	\$30,000,000	--	TN
605	I-24	I-24 @ SR-48/Trenton Rd	Reconstruct Interchange	\$30,000,000	--	TN
404	I-24	SR-76 to SR-256 in Robertson County	Widen from 4 to 6 Lanes	\$210,234,316	6.54	TN
304	US 41A Bypass (Ashland City Rd)	US 41A/SR-112 to SR-13	Widen from 2/3 to 5 Lanes	\$46,134,446	5.59	TN
315	I-24	@ Dixie Bee Road	New interchange	\$30,000,000	--	TN
603	Old Russellville Pike	US 79/Kraft St to Dunbar Cave Rd	New 4 Lane Roadway, New Bridge, and Widen to 4 Lanes	\$43,121,752	1.65	TN
93	I-24	I-24 @ KY-115 Interchange	Reconstruct Interchange and add CTL	\$22,500,000	--	KY
302	Oatts-Riggins Rd	KY-400 (State Line Rd) to KY-911 (Thompsonville Ln)	New 3 Lane Roadway	\$11,514,237	1.56	KY
203	KY-117	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 5 Lane Roadway	\$37,830,572	2.91	KY
402	I-24	US 41A (Ft Campbell Blvd) to TN State Line	Widen from 4 to 6 Lanes	\$240,532,025	7.48	KY



Appendix A: Phase 1 Public and Stakeholder Outreach Documentation



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Outreach Survey

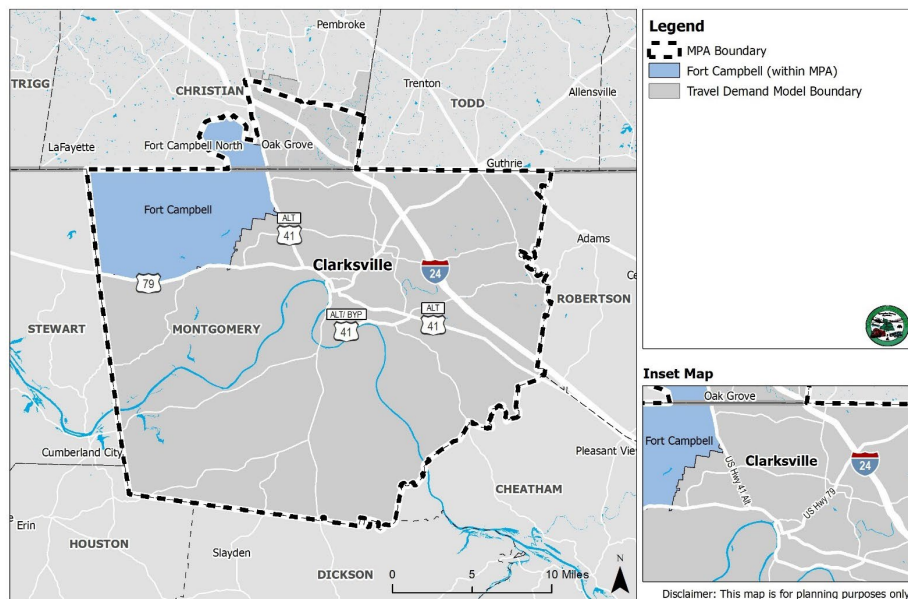


The Clarksville Urbanized Area Public Outreach Survey

Welcome to the Clarksville Urbanized Area Survey

The Clarksville Urbanized Area Metropolitan Planning Organization is developing a roadmap for improving transportation over the next 27 years. Help us plan for the future by participating in this brief survey!

Clarksville Urbanized Area





Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



The Clarksville Urbanized Area Public Outreach Survey First, tell us a little about yourself.

1. Please provide your home ZIP code:

2. Provide your e-mail address below if you want to stay updated or provide more suggestions for improvements.

* 3. What is your primary method of transportation? Select ONE below.

- ☐ Drive myself
- ☐ Carpool or ride with someone else
- ☐ Walk
- ☐ Bicycle
- ☐ Ride the bus, van, or other public transit
- ☐ Other (please specify)



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

*** 4. What is your age? Select ONE below.**

- ☐ Under 25
- ☐ 25 to 39
- ☐ 40 to 64
- ☐ 65 or older
- ☐ Prefer not to say

*** 5. What is your race/ethnicity? Check ALL that apply.**

- ☐ White
- ☐ Black or African American
- ☐ Asian
- ☐ Hispanic or Latino
- ☐ American Indian or Alaska Native
- ☐ Prefer not to say
- ☐ Other (please specify)

*** 6. What is your approximate annual household income? Select ONE below.**

- ☐ \$0 - \$19,999
- ☐ \$20,000 - \$39,999
- ☐ \$40,000 - \$59,999
- ☐ \$60,000 - \$79,999
- ☐ \$80,000 - \$99,999
- ☐ \$100,000 - \$119,000
- ☐ More than \$120,000
- ☐ Prefer not to say



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



The Clarksville Urbanized Area Public Outreach Survey Now, tell us what you think!

*** 7. Rate these TRANSPORTATION IMPROVEMENT PRIORITIES for the Urbanized Area. What type of improvements are most important to you?**

	1 - Least Important	2	3	4 - Most Important
Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roadway congestion (long delays)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian travel (sidewalks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle travel (bike lanes or paths)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transit (bus or van)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridge repair or replacement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road pavement conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New roadway connections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access for freight trucks, rail, ports, or airports	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

*** 8. Please rank your concern about the impacts on the environment within the Urbanized Area. 1 would be the least concern and 5 would be the highest concern.**

	1 - Least Concern	2	3	4	5 - Most Concern
Surface water/Groundwater/Drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historic Resources (Cemeteries, Old homes, Etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Business impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hazardous materials/Underground storage tanks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residential impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

*** 9. Imagine that you were given \$100 to invest in the following types of transportation improvements for the Urbanized Area. Using the space next to each improvement type, please enter the portion of that \$100 that you would dedicate to that specific improvement. Please distribute your \$100 in full dollar amounts across the categories. (Example: Construct new roadways - \$4, not \$3.99). Make sure that your total amount of investment does not exceed \$100.**

Construct new roadways for better connections

Construct new bridges for better connections

Widen the lanes and shoulder widths of existing roadways

Build sidewalks and pedestrian trails

Coordinate land use development and transportation (access management for driveway spacing)

Designate bicycle lanes

Improve existing roadways with the elimination of curves or hills

Improve intersections with turning lanes

Widen existing roadways for additional lanes

Provide more transit options

Improve access to rail, ports, or airports

Replacement of bridges

Improve pavement conditions



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

10. In your experience, what is the Urbanized Area's MOST CONGESTED roadway or intersection during rush hour? (Example: Main Street near 1st Avenue)

11. In your experience, what roadway or intersection in the Urbanized Area has the greatest need for SAFETY IMPROVEMENTS? (Example: Main Street near 1st Avenue)

12. What BIG IDEAS do you have for improving transportation in the Urbanized Area? Think about getting around by all modes – driving, riding transit, walking, biking, etc.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Emails

----- Forwarded message -----

From: **Jill Hall** <jill.hall@cityofclarksville.com>

Date: Thu, Feb 16, 2023 at 9:27 AM

Subject: Please take the survey to help with the 2050 MTP development

To: Ruth Russell <ruth.russell@cityofclarksville.com>, Brent Clemmons <brent.clemmons@cityofclarksville.com>, Jeffrey Tyndall <jeffrey.tyndall@cityofclarksville.com>, Brad Parker <brad.parker@cityofclarksville.com>, Angela Latta <angela.latta@cityofclarksville.com>, Jackey Jones <Jackey.Jones@cityofclarksville.com>, LaDonna Marshall <ladonna.marshall@cityofclarksville.com>, Daniel Morris <daniel.morris@cityofclarksville.com>, John Spainhoward <john.spainhoward@cityofclarksville.com>, Sarah Cook <sarah.cook@cityofclarksville.com>

The MPO is developing the 2050 MTP document. The consultants have provided a survey for public input in the development. Your input will assist in the development. Will you please take the survey. The link is below.

https://www.surveymonkey.com/r/CUAMPO_MTP_2050

Thanks so much,
Jill

----- Forwarded message -----

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Date: Thu, Feb 16, 2023 at 9:27 AM

Subject: Please take the survey to help with the 2050 MTP development

To: Ruth Russell <ruth.russell@cityofclarksville.com>, Brent Clemmons <brent.clemmons@cityofclarksville.com>, Jeffrey Tyndall <jeffrey.tyndall@cityofclarksville.com>, Brad Parker <brad.parker@cityofclarksville.com>, Angela Latta <angela.latta@cityofclarksville.com>, Jackey Jones <Jackey.Jones@cityofclarksville.com>, LaDonna Marshall <ladonna.marshall@cityofclarksville.com>, Daniel Morris <daniel.morris@cityofclarksville.com>, John Spainhoward <john.spainhoward@cityofclarksville.com>, Sarah Cook <sarah.cook@cityofclarksville.com>

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Thanks so much,
Jill



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

----- Forwarded message -----

From: **Jill Hall** <jill.hall@cityofclarksville.com>

Date: Thu, Feb 16, 2023 at 9:23 AM

Subject: Please take the survey to help with the 2050 MTP development

To: Jared Jeffers <jared.jeffers@ky.gov>, Stacy Morrison <stacy.morrison@tn.gov>, Ihab Habib <Ihab.habib@cityofclarksville.com>, Sharon Schutz <sharon.schutz@tn.gov>, Michael Tindzley [REDACTED], Jeff Bryant [REDACTED], Sandy Amanor <sandyg.amanor@ky.gov>, Josue OrtizBorrero <ortizborrero.josue@epa.gov>, OrtizBorrero <ortizborrero.josue@epa.gov>, Christopher J USA CIV Chris Brown (US) <christopher.j.brown18.civ@mail.mil>, Sean Santalla (FHWA) <sean.santalla@dot.gov>, Theresa Claxton <theresa.claxton@dot.gov>, Dianna Myers <myers.dianna@epa.gov>, Shaun Armstrong <shaun.armstrong@tn.gov>, Bob Hayzlett <robert.hayzlett@tn.gov>, Kimery Grant <kimery.grant@tn.gov>, Chasity Bell <Chasity.bell@tn.gov>, Contact <tabitha.martin@ky.gov>, Ed Quillian <ed.quillian@rjcorman.com>, Kathryn McClung <Kathryn.McClung@tn.gov>, Nick Powell <nbpowell@mcgtn.net>, James Halford <james.halford@cityofclarksville.com>, Kim Brymer <Kim.Y.Brymer@tn.gov>, Daniel McDonell <daniel.mcdonell@tn.gov>, Marty Nuss <Martin.Nuss@oakgroveky.org>, Nick Hall <nick.hall@ky.gov>, Andres Ramirez <andres.ramirez@dot.gov>, Shane Hester <shane.hester@tn.gov>, Lauren Winters <lauren.winters@cityofclarksville.com>, Cowan, Chris <chris.cowan@cityofclarksville.com>, John Hilborn <john.hilborn@cityofclarksville.com>, Kyle Johnson <kdjohnson@mcgtn.net>, Angela Herndon <angelas.herndon@ky.gov>, Jeffrey Tyndall <jeffrey.tyndall@cityofclarksville.com>, John Patterson <jpatterson@clarksvilleairport.com>, Sarah Larocca <Larocca.sarah@epa.gov>, Contact <jason.orange@ky.gov>, Marc Corrigan <marc.corrigan@tn.gov>, Deneatra Henderson <Deneatra.henderson@ky.gov>, Mikael Pelfrey <mikael.pelfrey@ky.gov>, Jonathan Russell <jonathan.russell@tn.gov>, Jennifer Keller <jennifer.keller@cityofclarksville.com>, Mayor Golden <mayorgolden@mcgtn.net>, Arthur Bing (Clarksville Transit) <arthur.bing@cityofclarksville.com>, Sean Pfalzer <SPfalzer@gnrc.org>, Thomas Witt <Thomas.Witt@ky.gov>, Contact <cgreen@comdev-services.com>, Tom Britton <Tbritton@comdev-services.com>, Melisa Smith <mfsmith@mcgtn.net>, Jackie Oliver <jackie.oliver@oakgroveky.org>, Mayor Pitts <Joe.pitts@cityofclarksville.com>

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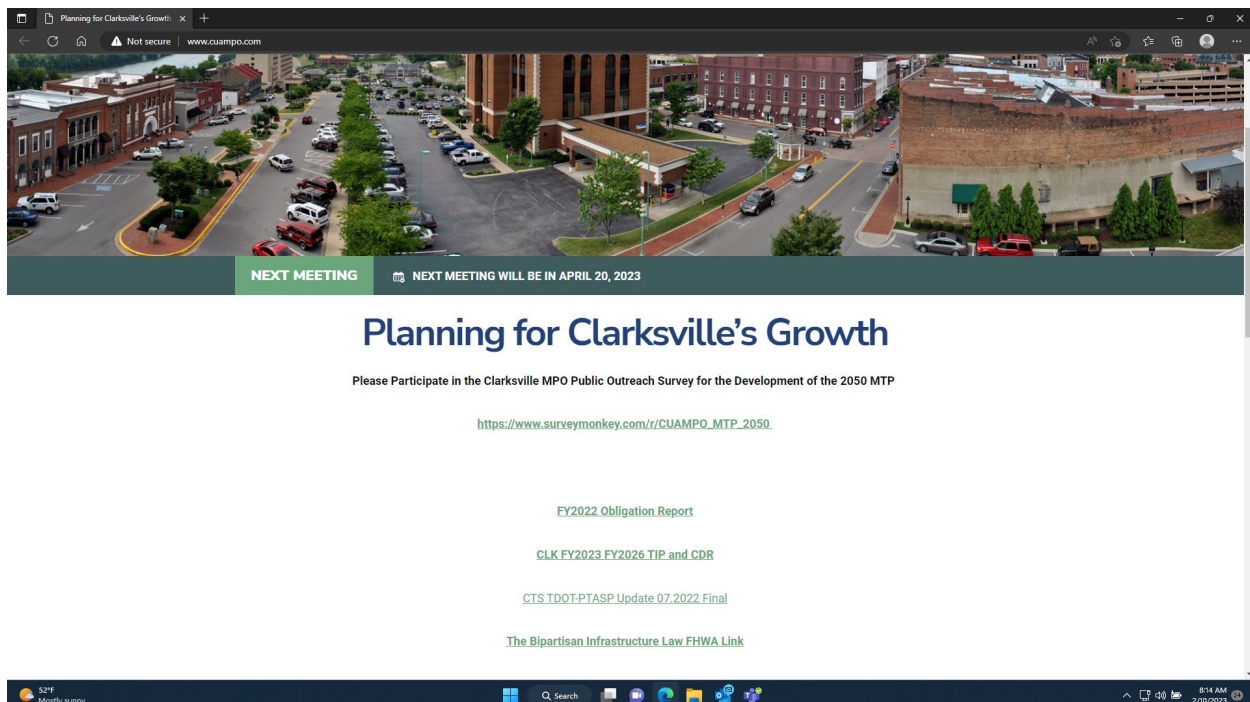
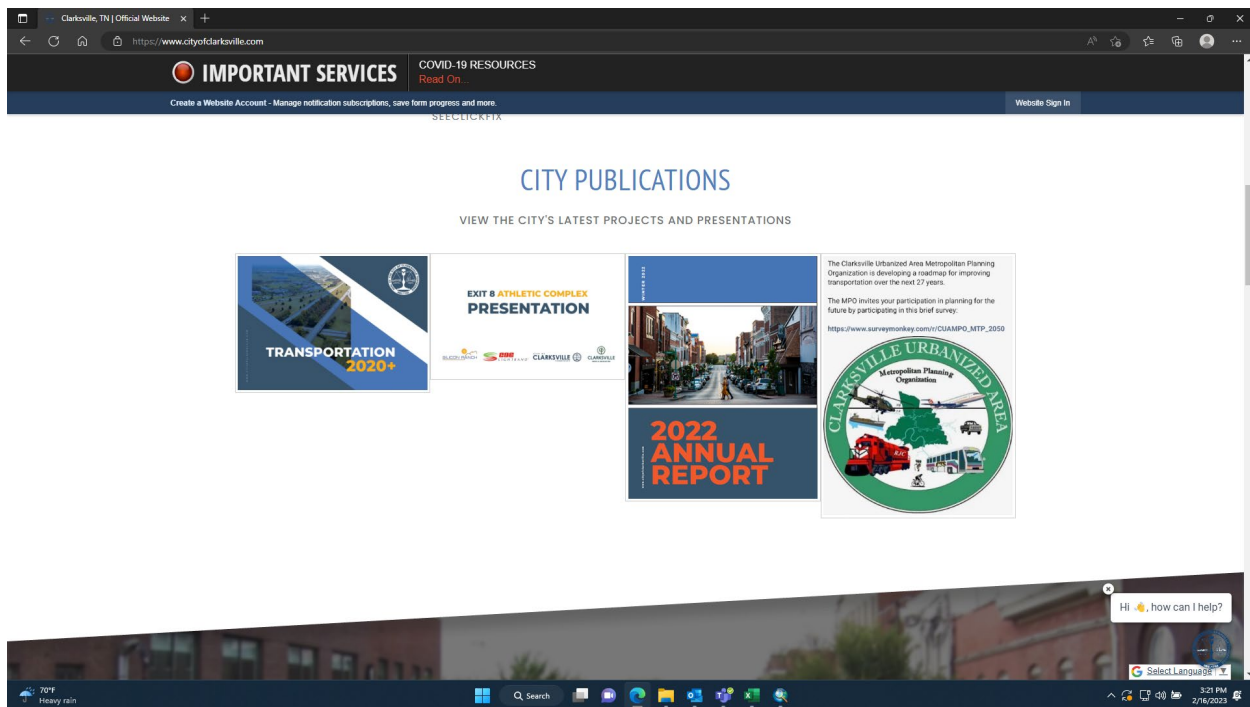
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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

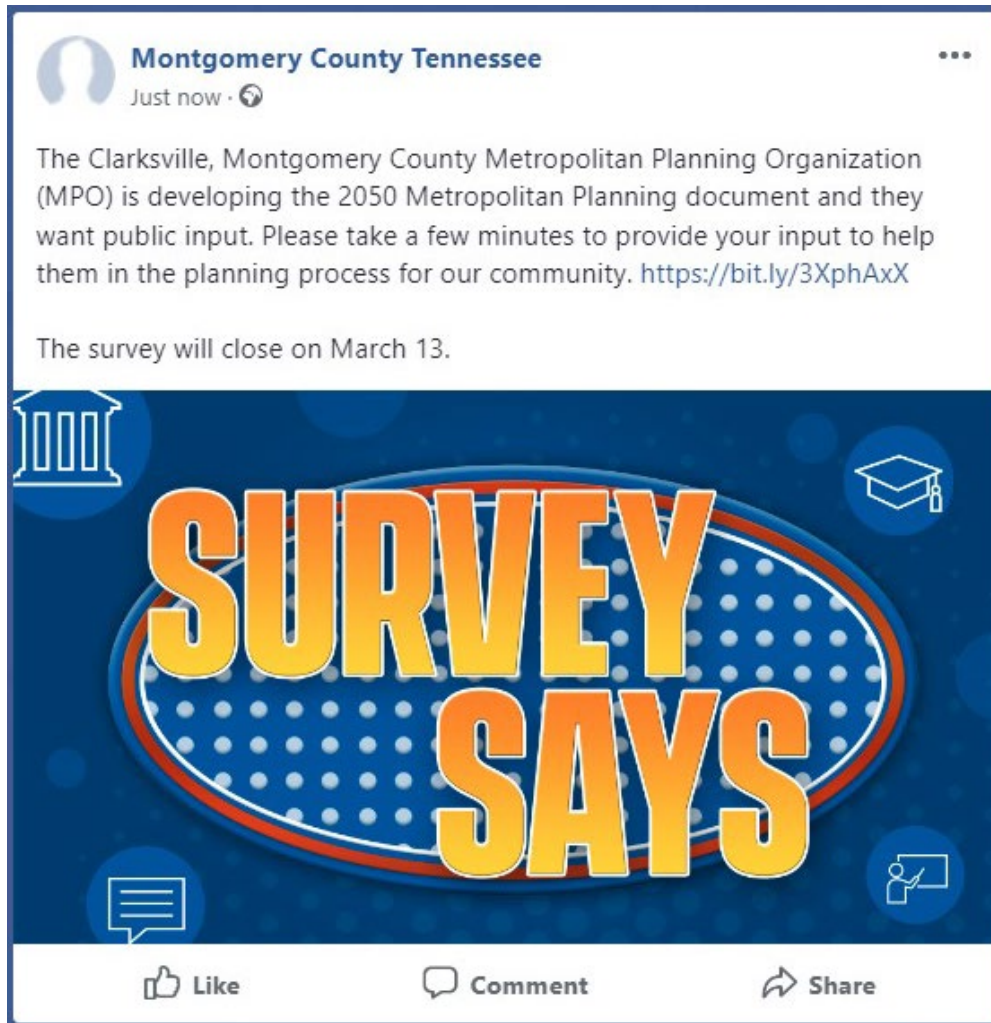
Website Announcements





Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Social Media Announcements





Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Montgomery County Tennessee
Just now · 🌐

The Clarksville, Montgomery County Metropolitan Planning Organization (MPO) is developing the 2050 Metropolitan Planning document and they want public input. Please take a few minutes to provide your input to help them in the planning process for our community. <https://bit.ly/3XphAxX>

The survey will close on March 13.

Tell us what you think

👍 Like 💬 Comment ➦ Share




Clarksville Urbanized Area 2050 Metropolitan Transportation Plan









Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

**Montgomery County Tennessee**Just now · 🌐⋮

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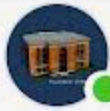


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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

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City of Clarksville, TN Government

4m · 🌐

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The MPO invites your participation in planning for the future by participating in this brief survey:

https://www.surveymonkey.com/r/CUAMPO_MTP_2050



Megan Thurley-Washington and Stephanie Jayne

👍 2





Appendix B: Phase 2 Public and Stakeholder Outreach Documentation



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Outreach Flyers, Letters, and Advertisements

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) which is responsible for transportation planning for the area that includes Clarksville/Montgomery County, Oak Grove and southern Christian County, will be hosting public meetings on November 16, 2023 from 4:00 – 6:00 pm at the Oak Grove City Hall, 8505 Pembroke Rd., Oak Grove, KY and November 17, 2023 from 4:00 – 5:45 pm at the Montgomery County Public Library, 350 Pageant Ln. Ste. 501, Clarksville, TN.

The purpose of the meetings is to present the Draft 2050 Metropolitan Transportation Plan (MTP) and solicit comments and suggestions on needed transportation improvements in the region, both short and long term. The MTP serves as a blueprint for investments on streets and highways, public transportation, sidewalks and bike paths, as well as for airports, railroads and waterways within the region.

Public comment period is from November 21st thru December 21st, 2023. Documents are available for public review during normal business hours at the Regional Planning Commission, 329 Main St. Clarksville; Oak Grove City Hall; Hopkinsville City Hall, and also available at www.cuampo.com home page. Individuals unable to attend the meetings are encouraged to provide written comments via email at stanwilliams@cityofclarksville.com or jillhall@cityofclarksville.com and/or mail to Clarksville MPO, 329 Main St, Clarksville, TN 37040.

In accordance with the “Americans with Disabilities Act”, if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements at least 3 days before the meeting. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFP part26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

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Aviso de Reunión Pública

La Organización de Planificación Metropolitana del Área Urbanizada de Clarksville (CUAMPO), que es responsable de la planificación del transporte para el área que incluye el condado de Clarksville/Montgomery, Oak Grove y el sur del condado de Christian, organizará reuniones públicas el 16 de noviembre de 2023 de 4:00 a 6:00: 00 p. m. en el Ayuntamiento de Oak Grove, 8505 Pembroke Rd., Oak Grove, KY y el 17 de noviembre de 2023 de 4:00 a 5:45 p. m. en la Biblioteca Pública del Condado de Montgomery, 350 Pageant Ln. Ste. 501, Clarksville, Tennessee.

El propósito de las reuniones es presentar el Borrador del Plan de Transporte Metropolitano (MTP) 2050 y solicitar comentarios y sugerencias sobre las mejoras de transporte necesarias en la región, tanto a corto como a largo plazo. El MTP sirve como modelo para inversiones en calles y carreteras, transporte público, aceras y ciclovías, así como para aeropuertos, ferrocarriles y vías navegables dentro de la región.

El período de comentarios públicos es del 21 de noviembre al 21 de diciembre de 2023. Los documentos están disponibles para revisión pública durante el horario comercial normal en la Comisión de Planificación Regional, 329 Main St. Clarksville; Ayuntamiento de Oak Grove; Ayuntamiento de Hopkinsville, y también disponible en la página de inicio de www.cuampo.com. Se anima a las personas que no puedan asistir a las reuniones a enviar comentarios por escrito por correo electrónico a stanwilliams@cityofclarksville.com o jillhall@cityofclarksville.com y/o por correo a Clarksville MPO, 329 Main St, Clarksville, TN 37040.

De acuerdo con la "Ley de Estadounidenses con Discapacidades", si tiene una discapacidad para la cual la MPO necesita proporcionar adaptaciones, notifiquenos sus requisitos al menos 3 días antes de la reunión. Esta solicitud no tiene que ser por escrito. Es política de la MPO garantizar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964; 49 CFP parte 26; Ninguna persona será excluida de la participación, ni se le negarán los beneficios, ni será sometida a discriminación en ningún programa o actividad que reciba fondos federales por motivos de raza, color, sexo u origen nacional.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Stan Williams
MPO Director
stan.williams@cityofclarksville.com

329 MAIN STREET
CLARKSVILLE, TN 37040
PHONE: (931)645-7448

Jill Hall
Transportation Planner
jill.hall@cityofclarksville.com

October 31, 2023

**Re: Clarksville Area Stakeholder Consultation Meeting - Invitation
November 16th and 17th, 2023**

Dear Stakeholder:

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO); which is the regional transportation planning agency for the urbanized area of Clarksville and Montgomery County, Tennessee; the City of Oak Grove, Kentucky; and portions of Hopkinsville and Christian County, Kentucky, will be hosting a series of stakeholder meetings November 16th and November 17th. The purpose of the meetings is to receive input from various federal, state, and local agencies that have an interest in the growth, development, transportation, safety, mobility, economic development, conservation, and/or other aspects related to the MPO's transportation planning process.

The MPO will be hosting two meetings: one on the Kentucky side of the MPO's study area on Thursday, November 16, 2023 (largely geared toward those entities involved in and/or responsible for efforts on the Kentucky side of the MPO study area), and one on the Tennessee side of the MPO's study area on Friday, November 17th, 2023 (largely geared towards those entities involved in and/or responsible for efforts on the Tennessee side of the MPO study area).

The intent of these meetings is to solicit input and comments from your agency on the region's Draft 2050 Metropolitan Transportation Plan (MTP) and associated Draft Conformity Determination Report (CDR).

The date, time, and location of each meeting are provided below. We look forward to seeing you at one of these meetings. If you are unable to attend or send a representative from your agency, please feel free to visit the MPO's website (www.cuampo.com) to access information on the MPO's current plans and the Draft 2050 MTP and Draft CDR. You are also encouraged to send any comments to the MPO via email at the email addresses above or by mail.

City of Oak Grove, KY - City Hall
8505 Pembroke/Oak Grove Rd
Oak Grove, KY
November 16, 2023 - 4:00PM to 6:00PM

Clarksville/Montgomery County - Public Library
350 Pageant Lane
Clarksville, TN
November 17, 2023 - 4:00PM to 5:45PM

The draft document will be available for public review and comment from November 21st, 2023 to December 21st, 2023.

We thank you for your continued support for making the Clarksville area a more livable and sustainable community and we look forward to working with you in the future as we develop our plans for tomorrow.

Sincerely,

J. Stan Williams
MPO Planning Director



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

8B | WEDNESDAY, NOVEMBER 1, 2023 | THE LEAF-CHRONICLE

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All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication, expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

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All real estate advertising in this newspaper is subject to the Federal Fair Housing Act of 1968 as amended which makes it illegal to advertise "any preference, limitation, or discrimination based on race, color, religion, sex, handicap, familial status or nation origin, or an intention to make any such preference, limitation or discrimination."

"This newspaper will not knowingly accept any advertisement for real estate which is in violation of the law. Our readers are hereby informed that all dwellings advertised in this newspaper are available on an equal opportunity basis. To complain of discrimination, call HUD Toll-free at 1-800-669-9777. For hearing impaired call 1-800-927-9275."

Your Source

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Notice of Public Meeting

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0005850148

NOTIFICATION OF INTENT TO APPLY FOR A CERTIFICATE OF NEED

This is to provide official notice to the Health Facilities Commission and all interested parties, in accordance with T.C.A. §68-11-1601 et seq., and the Rules of the Health Facilities Commission, that Interim Healthcare of Montgomery County, a/an newly formed entity owned by Pahua Health Inc. with an ownership type of Corporation (For Profit) and to be managed by itself intends to file an application for a Certificate of Need for the establishment of a Home Care Organization and the initiation of In-home Hospice services serving patients in Cheatham, Davidson, Montgomery, Robertson, Rutherford and Williamson Counties. The address of the home office will be 540 Heritage Pointe Dr., Suite A, Clarksville, Montgomery County, Tennessee, 37042. The estimated project cost will be \$23,400.

The anticipated date of filing the application is 12/01/2023

The contact person for this project is CEO Erica Pahua who may be reached at Pahua Health Inc. dba Interim Healthcare of Montgomery County - 540 Heritage Pointe Dr. Suite A, Clarksville, Montgomery County, Tennessee, 37042 - Contact No. 818-317-3013.

Pursuant to T.C.A. §68-11-1607 (c)(1)(A) Any healthcare institution wishing to oppose a Certificate of Need application must file a written notice with the Health Facilities Commission no later than fifteen (15) days before the regularly scheduled Health Facilities Commission meeting at which the application is originally scheduled; and (B) Any other person wishing to oppose the application may file a written objection with the Health Facilities Commission at or prior to the consideration of the application by the Commission, or may appear in person to express opposition. Written notice of opposition may be sent to: Health Facilities Commission, Andrew Jackson Building, 9th Floor, 503 Deaderick Street, Nashville, TN 37243 or email at hscda.staff@tn.gov.

Public Notices

0005851264

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, November 16, 2023 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RPC in the lower conference room, open to all with an on-line/virtual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes: the review and adoption of Resolution 2023-09 to amend the FY2023-FY2026 TIP to include a new project TIP#73 for sidewalks on Greenwood Ave and Edmondson Ferry Rd; Resolution 2023-10 to adopt the adjusted urban area boundary from the US Census 2020; Resolution 2023-11 to endorse the 2050 MTP and corresponding CDR; Resolution 2023-12 to support TN's and KY's FY2024 Safety PM1 targets; Resolution 2023-13 to amend By-Laws to add the Highway Department Superintendent to the MPO's Executive Board.

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com or illihall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by November 10, 2023. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFP part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

A8 THE EAGLE POST Thursday, December 14, 2023

UK's three 7-footers have formed a close bond

BY AARON GERSHON
THE CATS PAUSE

Between their similar size and roads to get back on the court, the University of Kentucky's three seven-footers have grown extremely close off the hardwood.

What does the trio bond over in that group chat? "Just life, basketball and the future," Wildcats' freshman center Aaron Bradshaw said.

The reason for plenty of future talk is likely because all three have had extremely similar 2023-24 seasons to date.

In fact, Bradshaw and sophomore Ugona Onyenso have had nearly the exact same seasons. Both suffered a fractured foot and underwent offseason surgery.

Nobody wants to wish injury on themselves. It's unfortunate that happened, but I'm getting to know Aaron outside of basketball," Onyenso said of his extra time to bond with Bradshaw back in October. "I have a really great relationship with Aaron."

"He always says he's by African brother. Being with Aaron, he helps me and I help him, too."

Bradshaw made his long-awaited Kentucky debut last Saturday against UNC Wilmington, playing 13 minutes in which he scored three



Associated Press

Kentucky's Aaron Bradshaw dunks over UNC Wilmington's Nick Farrar during Saturday's game in Lexington.

points, grabbed two rebounds, blocked a shot and gave UK an 11-point advantage when on the floor despite the team losing the game 80-73. "I felt great," Bradshaw said. It was a surreal feeling. I'm glad to be back."

Onyenso is slowly mending his return and to make his sophomore season

debut. "I watched Ugo today, he looked pretty good," head coach John Calipari said before the UNC Wilmington game. "Probably days away [from returning to practice]."

While Wisc did not fracture his foot over the off-season, he too has had to be patient.

The 7-foot-2 Croatia native did not arrive in Lexington until October as he awaited acceptance to the University of Kentucky and since has not yet been ruled eligible by the NCAA and has dealt with both minor injuries and multiple illnesses. "He was in the same boat. I was hurt. He's in

the same boat. I tell him every day it's a process. "I tell him every day it's a process stuff's not always going to go your way. Now, let's see what you can do without the basketball part. Let's see how you do in school and how you do other stuff and become a better person."

As the three grow closer

off the court, the hope is all three are active and can grow closer on the floor as well and provide Kentucky with the much-needed rim protection and rebounding it has struggled with all season thus far.

Don Wilkins, dwilkins@kentuckynewera.com, 270-691-7299

Brock Vandagriff announces his commitment to the Wildcats

BY AARON GERSHON
THE CATS PAUSE

Kentucky landed its starting quarterback for the 2024 season, and possibly beyond, after Georgia transfer Brock Vandagriff announced his commitment to the Wildcats on social media Wednesday.

"I really like what they do on offense and believe it will get me ready for the next level, which has always been the goal," Vandagriff told Chad Simmons of On3. "I really enjoyed talking ball with Coach (Liam) Coen and Coach (Mark) Stoops."

"I'm just really excited to go in there and get to work. Ready to meet my new teammates and learn this offense and be ready to roll this spring!" Vandagriff will have two years of eligibility to use in Lexington.

By landing the former top quarterback prospect, Kentucky will likely start a transfer signal-caller for a third straight year, joining Will Lewis (2021, 2022) and Devin Leary (2023).

The Wildcats have lost backup quarterbacks Kaiya Sherron and Destin Wade to the transfer portal this off-season, and Leary will play his final collegiate game against Clemson in the Gator Bowl Dec. 29. That leaves incoming four-star prospect Carter Boley, backup Deuce Hogan and walk-on and former Dayton quarterback Shane Hamm as the quarterbacks joining Vandagriff on next season's roster.

During his time at Georgia, Vandagriff redshirted in 2021, appearing in only two games and with one incomplete pass. He sat behind



Associated Press

Georgia quarterbacks Brock Vandagriff (12) and Carson Beck (15) warm up before the Bulldogs' spring football game on April 15 at Sanford Stadium in Athens, Ga.

starter Stetson Bennett and former live-star prospect JT Daniels as Georgia went 14-1 and defeated Alabama in the national championship game.

In 2022, Vandagriff appeared in three games and attempted just two passes, both of which were incomplete. He earned a second national championship ring as the Bulldogs posted a perfect 15-0 record, winning the SEC championship game over LSU, beating Ohio State in the Peach Bowl and upending TCU in the national title game with Bennett at quarterback.

With Bennett in the NFL, Vandagriff battled with Carson Beck for the Bulldogs' starting quarterback job ahead of the 2023 season, but Beck was named the starter on Aug. 20. As the second-string quarterback behind Beck this fall, Vandagriff appeared in eight games, completing 12-of-18 passes for 165 yards and two touchdowns while adding 39 rushing

yards on five carries.

Against Kentucky earlier this season, Vandagriff completed 5-of-7 passes for 46 yards with a 7-yard touchdown pass.

As a senior in 2020, he led Prince Avenue Christian to a 13-1 record while throwing for more than 4,000 yards, 46 touchdowns and only seven interceptions, along with 74 carries for more than 500 yards and 17 rushing touchdowns. He was named a finalist for the 2020 National High School Quarterback of the Year Award by the National Quarterback Club, won the Atlanta Touchdown Club 2020 "Mr. Georgia" and earned a spot on the 2020 USA Today Pre-

season All-USA Second Team.

Ranked the 34th-best player in the 2021 class, Vandagriff held offers from Georgia, Oklahoma, Alabama, Auburn, Cincinnati, Duke, Florida, Florida State, Georgia Tech, Kansas, LSU, Miami, Michigan, Nebraska, North Carolina, Ole Miss, Penn State, South Carolina, Tennessee and Vanderbilt.

He was ranked the 34th best player in the nation in the class of 2021 — the country's fifth-best quarterback only behind Quinn Ewers, Caleb Williams, Sam Huard and Drake Maye — and the fifth-best prospect in Georgia.

UK

FROM PAGE A7

about blocking a shot? Now, you drive [to the basket] and, oh, he may be in there."

Penn coach Steve Donahue noticed Bradshaw's impact immediately.

"You hope he has a little more rust than he looked," Donahue joked postgame. "I've seen Aaron play in high school, and I always admired his skill level. Then you look at his size and, to me, that's a difference-maker for them."

"When you watch them on film, they're shooting 3s and they're playing, but they have someone out there to protect the rim and is that skilled. I think it takes their program to another level. I thought Wilmington was able to get the rim and do some things. Today, I just thought his presence was a big difference."

UK outbounded Penn 41-31, marking just the fourth time in nine games Kentucky has outbounded its opponent.

Clark Slachert led the Quakers with 17 points. He was joined in double figures by Tyler Perkins (15), Sam Brown (12) and Nick Spinosa (10).

Kentucky will return to action next Saturday when it takes on No. 9 North Carolina in Atlanta at the CBS Sports Classic.

LEGAL
Notice of Public Meeting
The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, January 11, 2024, beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RRC in the lower conference room, open to all with an online/visual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes: the review and adoption of Resolution 2024-01 to adopt the 2050 MTP and corresponding CIP, Resolution 2024-02 to support TN's and KY's FY2024 P&ID and P&ID targets; Review and discussion of FY2023 Obligation Report. It can be found at the link below:
<http://www.cuampo.com/wp-content/uploads/2023/12/Clarkville-MPO-Obligation-Report-FY-2023.pdf>
Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The distribution of air quality, project updates and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-1448 or email: stan.williams@cityofclarkville.com or jhall@cityofclarkville.com and/or attend this meeting. In accordance with the Americans with Disabilities Act, if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by January 8, 2024. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 CFR part 26. No person shall be excluded from participation in, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

UK SPORTS

The Cats' Pause, a glossy magazine published throughout the year, provides additional University of Kentucky sports coverage. For a subscription to the print magazine, visit SHOPCatsPause.com. For an online subscription, visit catspause.com.



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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

B4 KENTUCKY NEW ERA Tuesday, December 12, 2023

Arizona, Kansas and Purdue lead AP Top 25 poll

BY DAVE SKRETTA
AP BASKETBALL WRITER

Arizona strengthened its place atop The Associated Press Top 25 men's college basketball poll Monday, setting up a showdown this weekend against Purdue, the former No. 1 team in the nation.

The Wildcats earned all but one first-place vote from a panel of 68 voters, no doubt impress-

ing them with their 98-73 win over the No. 23 Badgers. They picked up three first-place votes to remain atop the poll for the second straight week, while Kansas remained at No. 2 and Purdue—which Arizona had supplanted at No. 1—moved up one spot to third after wins over Iowa and Alabama.

The Wildcats (8-0) play the Boilermakers (9-1)

on Saturday in Indianapolis. "We spend a lot of time talking about Arizona basketball legacy," Arizona coach Tommy Lloyd said over the weekend, "and this group right now, we're in the sun. The sun is shining on us right now."

Houston received the only No. 1 vote that didn't go to the Wildcats but still dropped one spot to

fourth, UConn remained at No. 5 after beating ninth-ranked North Carolina and Arkansas-Pine Bluff last week.

Baylor again gave the Big 12 half of the top six teams in the country. The Bears were followed at No. 6 by Marquette, Creighton, the Tar Heels and Gonzaga, which fell three spots to No. 10 after its 78-73 loss to Washington.

"We've got a long season. Big games coming up," said Bulldogs forward Anton Watson, whose team will play fifth-ranked UConn on Friday night in Seattle. "I don't think one loss, two losses, is going to determine a season. We all have that mindset."

While there was little movement within the top 10 this week, there were some wild swings within the rest of the Top 25.



Derek Harper KNE
The Christian County Colonels in a team huddle during Saturday's home game against Rowan County.

COLONELS

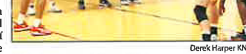
FROM PAGE B1

good in transition, so that was of the focal points of Saturday's game on the defensive side of things for the Colonels.

"We had to stop them in transition because that's one of their strengths, they get up and down the floor," Miles said. "But we also had to limit their drives because they like to penetrate and kick for three, you saw that too, as well and they made

shots too. I thought in the second half, we did a much better job of both of those. They're both of their strengths, that's what that's what I was very proud about."

Miles touched on what they'll take going into their next game tonight as they host Bowling Green at 7:30 p.m. as well as the rest of the season. He said that they have to be a better defensive team and limit their opponents getting to the rim. "You have to be a better on ball defender," Miles said.



Derek Harper KNE
Christian County's Derrell Bateman goes to shoot a free throw during Saturday's home game against Rowan County.

Despite the defensive aspects that the team will be improving on, Miles said that the team fought through the game.

"It's not just Derrell Bateman, but you're talking about Jordan Miles coming through, Prince Northington coming through and then Ja'Sean Riley coming through, those guys,

Theo Quarles is starting to come through, so we have a good mixture of guys that bring a lot of different things to the table, and they are playing to their strengths and they're in there," Miles said.

"That's a good thing for us because it is going to run when it comes tournament time."

UK

FROM PAGE B1

was joined in double figures by Reeves (16).

In just his second game back from a fractured foot, Bradshaw, another Camden native, logged a double-double, adding 11 rebounds while also blocking three shots.

"Today, he did some stuff," Calipari said. "How about blocking a shot? Now, you drive [to the basket] and, oh, he may be in there."

Penn coach Steve Donahue noticed Bradshaw's impact immediately.

"You hope he has a little more rust than he looked," Donahue joked postgame. "I've seen Aaron play in high school, and I always admired his skill level. Then you look at his size and, to me, that's a difference-maker for them."

"When you watch them on film, they're shooting 3s and they're playing, but they have someone out there to protect the rim and is that skilled. I think it takes their program to another level. I thought Wilmington was able to get the rim and do some things. Today, I just thought his presence was a big difference."

UK outrebounded Penn 41-31, marking just the fourth time in nine games Kentucky has outrebounded its opponent.

Clark Stichert led the Quakers with 17 points. He was joined in double figures by Tyler Perkins (15), Sam Brown (13) and Nick Spinoso (10).

Kentucky will return to action next Saturday when it takes on No. 3 North Carolina in Atlanta at the CBS Sports Classic.

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Notice of Public Meeting
The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, January 11, 2024 beginning at 1:00 p.m. Said meeting will be an open meeting as defined in the Kentucky Open Meeting Law, KRS 102.020.

The link to join the meeting will be on the MPO website's home page. The Executive Board will attend the meeting in person to vote. Business includes the review and adoption of Resolution 2024-01 to adopt the 2050 MTP and corresponding CIPs. Resolution 2024-02 to support TWS and KY's FY2024 FMS and FMS targets. Review and discussion of FY2023 Oregon Report. It can be found at the link below:



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

4

Comienza a verse como Navidad

TYPO
QZ *Karla Rivas*

Fechas	Horas	Precios
11/17-01/07	5:00 - 9:00 pm	\$19 - \$39

Fechas	Horas	Precios
11/18-01/07	5:00 - 10:00 pm	\$12 - \$31

ZOOLUMINATION
LUCES en la Villa de ZooLumination

CHEEKWOOD
LUCES navideñas Cheekwood

Las luces navideñas están por todos lados y tenemos muchas opciones para llevar a cabo una actividad familiar o para una cita romántica.

Esta semana quiero hablar de dos: Holiday Lights en los jardines botánicos de

Cheekwood y ZooLumination en el Nashville Zoo.

No creo que pueda comparar una con otra, sino que son dos opciones diferentes para pasar una noche de ensueño, y tomar fotos increíbles!

Cheekwood tiene una vibra navideña que se agradece en esta temporada, con más de un millón de luces cuidadosamente puestas para que los jardines cobren vida

por la noche, y tu instita se llene de corazones... Además de que puedes disfrutar de s'mores, las intrínsecas decoraciones de la mansión y, por supuesto, ¡conocer a santa en persona y claro, se te puede autojar una que otra cosita en el holiday marketplace

En ZooLumination 1,000 linternas de seda creadas a la medida para el zoológico de Nashville, en el festival chino más grande

del país, que en mi opinión, te va a transportar por una noche a un lugar mágico. Si has ido en años anteriores no pierdas la oportunidad de ir este, te aseguro será una experiencia totalmente diferente y para los pequeños además está la villa del polo norte donde también podrán ver a santa. ¡Obvi no puedes olvidar tu vaso conmemorativo!

¡Pasa tus visitas y cuéntanos qué fue lo que más te gustó de ellas.

NOTICIA PÚBLICA

AVISO DE REUNIÓN PÚBLICA

La Junta Ejecutiva de la Organización de Planificación Metropolitana del Área Urbanizada de Clarksville (CUAMPO) se reunirá el **jueves 11 de enero de 2024 a partir de las 11:00 a. m.**

Dicha reunión será presencial en el RPC en la sala de conferencias inferior, abierta a todos con una opción de reunión en línea/virtual en el sitio web del MPO: www.cuampo.com. El enlace para unirse a la reunión estará en la página de inicio del sitio web de la MPO. El Comité Ejecutivo deberá asistir personalmente a la reunión para votar. Los negocios incluyen: la revisión y adopción de la Resolución 2024-01 para adoptar el PMP 2050 y el CDR correspondiente; Resolución 2024-02 para respaldar los objetivos de PM2 y PM3 para el año fiscal 2024 de TN y KY; Revisión y discusión del Informe de Obligaciones del Año Fiscal 2023. Se puede encontrar en el siguiente enlace:

<http://www.cuampo.com/wp-content/uploads/2023/12/Clarksville-MPO-Obligation-Report-FY-2023.pdf>

Dichos documentos están disponibles para revisión pública durante el horario laboral normal del MPO y disponibles en línea en www.cuampo.com. Se pueden llevar a cabo discusiones sobre la

calidad del aire, actualizaciones de proyectos y otros asuntos de rutina. Cualquier persona que tenga preguntas o comentarios sobre estos artículos debe comunicarse con Stan Williams o Jill Hall al 931-645-7448 o enviar un correo electrónico a stan.williams@cityofclarksville.com o jill.hall@cityofclarksville.com y/o asistir a esta reunión. De acuerdo con la "Ley de Estadounidenses con Discapacidades", si tiene una discapacidad para la cual la MPO necesita proporcionar adaptaciones, notifíquenos sus requisitos antes del 5 de enero de 2024. Esta solicitud no tiene que ser por escrito. Es política de la MPO garantizar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964; 49 CFP parte 26. Ninguna persona será excluida de la participación, ni se le negarán los beneficios, ni será sometida a discriminación en ningún programa o actividad que reciba fondos federales por motivos de raza, color, sexo u origen nacional.

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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

4B | MONDAY, DECEMBER 11, 2023 | THE LEAF-CHRONICLE

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Public Notices

0005865307

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Vin# 3KPF24AD7ME360263
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Vin# 1G6KD54Y62U206240
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99 Toyota
Vin# 2T1BR12E3XC203221
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0005864774

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, January 11, 2024 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RPC in the lower conference room, open to all with an on-line/virtual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes: the review and adoption of Resolution 2024-01 to adopt the 2050 MTP and corresponding CDR; Resolution 2024-02 to support TN's and KY's FY2024 PM2 and PM3 targets; Review and discussion of FY2023 Obligation Report. It can be found at the link below: <http://www.cuampo.com/wp-content/uploads/2023/12/CClarksville-MPO-Obligation-Report-for-FY-2023.pdf>

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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Public Meeting Sign-In Sheets

COMMENT SHEET FOR THE CLARKSVILLE URBANIZED AREA MPO 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

If you have additional comments, please complete this form and return it to:

Mail: Mr. Stan Williams, MPO Director
Clarksville MPO
329 Main Street

Phone: (931) 645-7448
Fax: (931) 645-7481
E-mail: Stan.williams@cityofclarksville.com

Clarksville, TN 37040

COMMENTS:

SIGN-IN 11.16.23

Tisa Babman - Oak Grove, KY

SASHA BURGESS - OAK GROVE

Bryan Anet - Oak Grove

Chris Brown - Fort Campbell, KY

(Optional)

Name: _____

Address: _____

Phone: _____

E-mail: _____



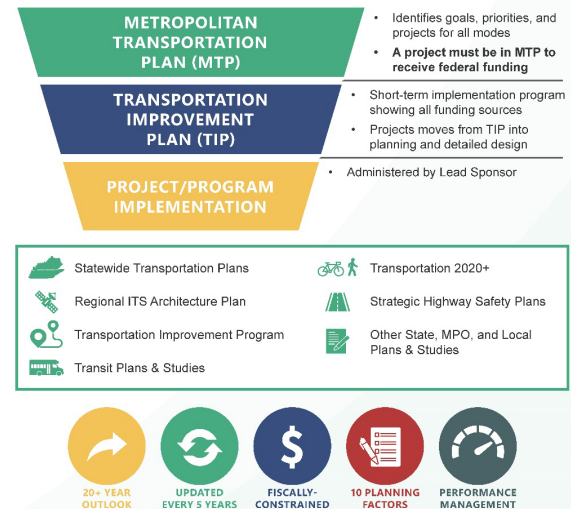
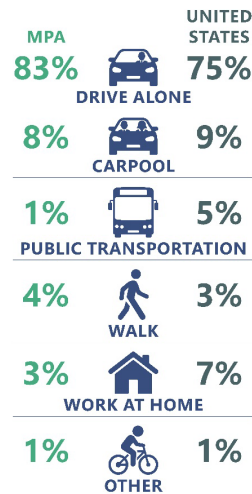
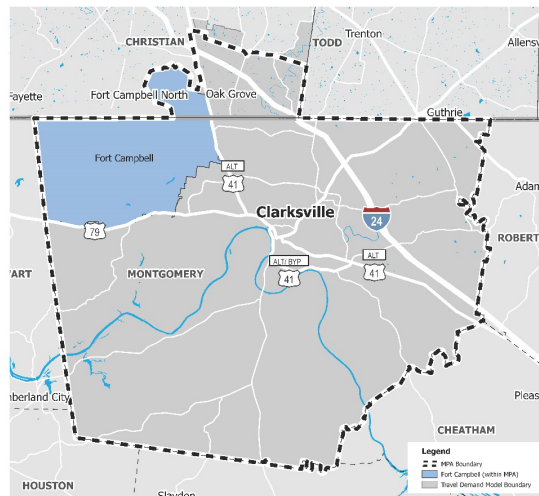
Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Meeting Displays



2050 METROPOLITAN TRANSPORTATION PLAN

About the Clarksville Urbanized Area & Metropolitan Transportation Plan



- **2 States:**
Tennessee & Kentucky
- **2 Counties:**
Montgomery County, TN
Christian County, KY



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Over 215,000
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Federal legislation requires the MTP to consider the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

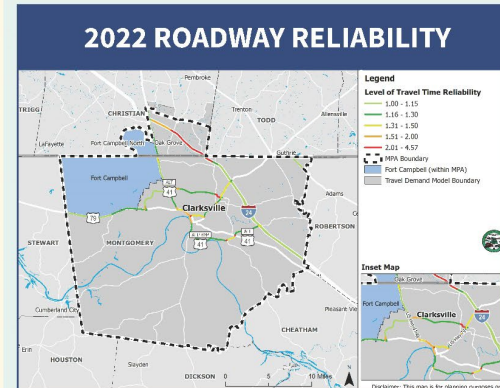
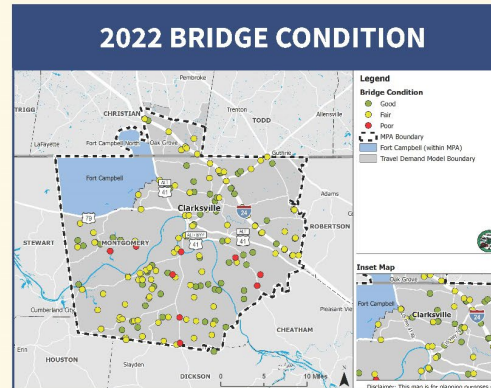
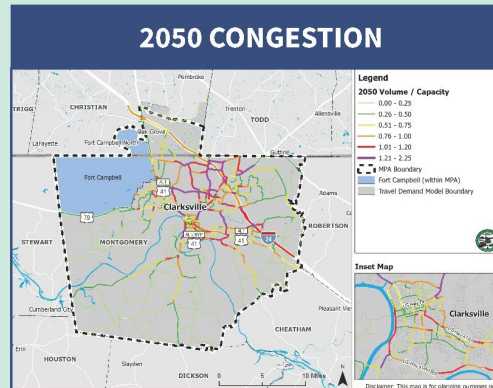
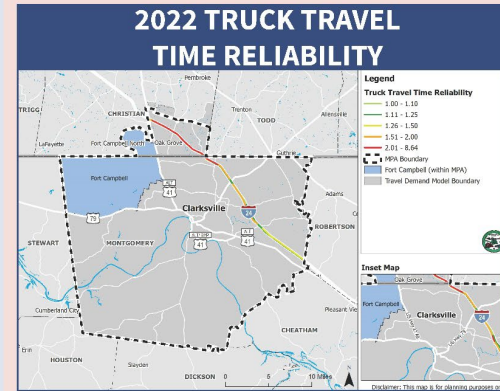
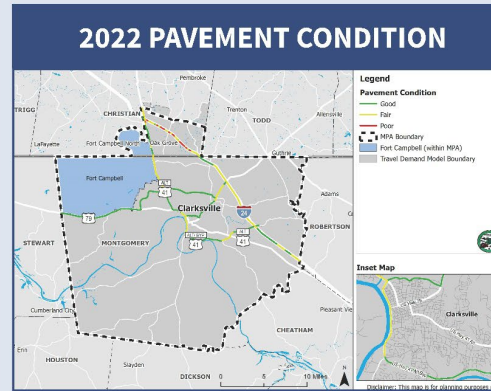
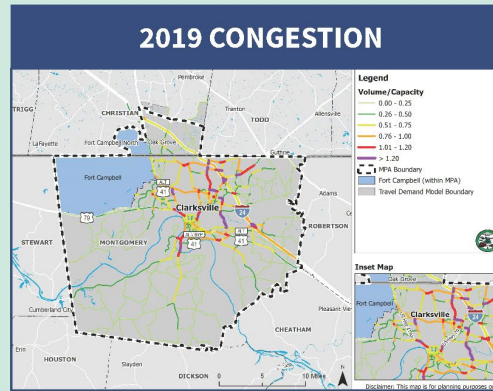
<http://www.cuampo.com/plans-reports>



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



2050 METROPOLITAN TRANSPORTATION PLAN



Railroads
45 MILES OF RAILROAD TRACKS in the MPA and 1 CLASS I RAILROAD



Bike & Pedestrian
Network consists of approximately 219 MILES of pedestrian and bicycle facilities



Transit
CTS serves nearly 600,000 passenger trips* annually *Pre COVID



Highways
Over 420 CENTERLINE MILES of roadway functionally classified as Collector or higher in the MPA



<http://www.cuampo.com/plans-reports>



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



2050 METROPOLITAN TRANSPORTATION PLAN

CLARKSVILLE URBANIZED AREA MPO STRATEGIES

The following strategies were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies. These strategies will enable the region to achieve the transportation goals and objectives.



Prioritize Maintenance (Short-Range)

Improving the current system continues to be a priority for the Clarksville Region. This strategy was also mentioned as a priority by local jurisdictions, stakeholders, and the public throughout the plan development. In addition to capital improvements, the region should continue focusing on maintenance projects.



Support and Expand Public Transit (Short-Range)

The MPO supports Clarksville Transit System's (CTS) public transit initiatives and the projects identified in *Transportation 2020+*. Additionally, the MPO can assist with obtaining funds or applying for grants to implement these projects.



Responsibly Expand Roadway System (Long-Range)

Funding for new roadways or existing roadway widening is limited. Projects receive higher priority if they produce congestion reduction benefits for lesser cost, support non-motorized travel, increase safety, support economic development, and/or accommodate freight movement. The region should focus on promoting projects that meet these criteria.



Monitor Emerging Technology Options (Short-Range)

This plan identified segments and intersections that can be redesigned or studied to improve safety, efficiency, and accessibility for all roadway users. For example, traffic and safety studies are recommended along US-79/Wilma Rudolph Blvd and US 41A/Fort Campbell Blvd due to the high frequency of public comments about these locations.



Redesign Key Corridors and Intersections (Short-Range)

This plan identified segments and intersections that can be redesigned or studied to improve safety, efficiency, and accessibility for all roadway users. For example, traffic and safety studies are recommended along US-79/Wilma Rudolph Blvd and US 41A/Fort Campbell Blvd due to the high frequency of public comments about these locations.



Support Alternative Fuel Vehicles and Infrastructure (Short-Range)

The MPO supports the Tennessee Department of Transportation's (TDOT) and Kentucky Transportation Cabinet's (KYTC) alternative fuels corridors and will work with these agencies to implement infrastructure that supports the use of alternative fuels.



Expand Biking and Walking Infrastructure (Short-Range)

The use of bicycle and pedestrian facilities is encouraged to promote healthy activity, reduce traffic and congestion, and expand multi-modal transportation options. In addition to implementing the facilities identified in *Transportation 2020+*, bicycle and pedestrian facility improvements that can be combined with roadway projects are encouraged. Roadway improvement projects are also encouraged to incorporate Context Sensitive Solutions and Complete Streets approaches.



Establish a Safety Management System (Short-Range)

The typical traffic safety program includes maintenance of a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation. Many of these activities are currently undertaken by CUAMPO and its partner agencies. The MPO can serve as a liaison between the partner agencies to further advance these activities. Recently, the MPO was selected as a recipient of a Safe Streets and Roads for All grant to improve safety within the region.



Address Freight Bottlenecks and Needs (Long-Range)

Several large employers within the region rely upon freight vehicles to move their products within the MPA. Strategies for maintaining or improving freight movement include implementing projects that reduce delay for freight vehicles, both intra-regional freight trips and trips that connect to other regions.



Encourage Transportation Demand Management (TDM) (Short-Range)

Continued use of existing TDM practices, such as expanded telecommuting, ridesharing, and transit usage, is encouraged by the MPO. Additionally, the MPO can work with its partners to implement flex-time work schedules, staggered work hours among major employers, and the use of park-and-ride facilities.

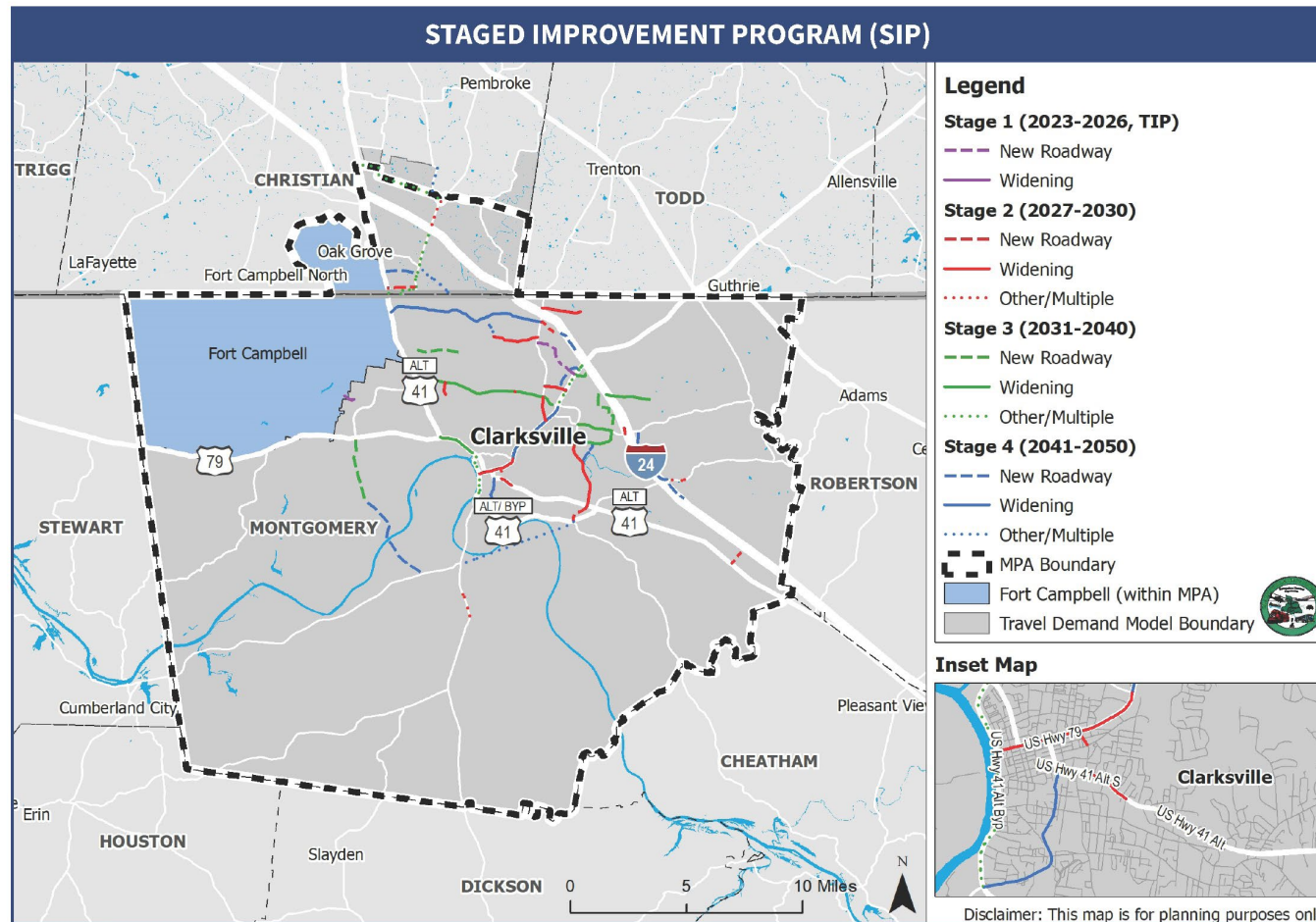
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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



2050 METROPOLITAN TRANSPORTATION PLAN



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Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



2050 METROPOLITAN TRANSPORTATION PLAN

CONNECT WITH US!

 How did you hear about today's meeting? (1 sticker)	TV/News	Newsletter	Email	Website/Calendar	Poster/Flyer	
	Social Media	Newspaper	Word of Mouth			
 In general, how do you tend to hear about news/events in your community? (2 stickers)	Local Municipality	Newspaper	Neighborhood Associations	TV	Place of Worship	
	Website	Social Media	Community Organizations	Radio		
 How would you most likely provide your input to the CUAMPO? (1 sticker)	Online Surveys	Social Media	Public Meetings/ Comment Cards	Email/Letter	Website	Focus Group/ Steering Committee
 How would you prefer to have detailed or complicated material presented to you? (1 sticker)	Online for review/download in advance		Live presentation at meeting or workshop	Brochure, flier, or printed material	Maps, charts, or other visual aids	
 How are you currently connected to the CUAMPO? (1 sticker)	Emails/Newsletter	Attend MPO Meetings	Provided Public Comments	Social Media	Not Connected	

<http://www.cuampo.com/plans-reports>



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Public/Stakeholder Comments and Responses

Email Received Nov 1, 2023

From: Stan Williams <stan.williams@cityofclarksville.com>

Sent: Thursday, November 2, 2023 7:31 AM

To: [REDACTED]

Subject: [External]-Re: I-24 comments

Mr. Corum, thank you for your comments . All comments received are included the Final 2050 MTP.

On Wed, Nov 1, 2023 at 7:50 PM William Corum [REDACTED] wrote:

1. Widen to 6 lanes in Ky and Tn.
2. Put a 30 cent/Gal. gas tax on gasoline in Tennessee.

MY COMMENTS. Wm. Corum, I-69 BridgeLink committee member. Thank you.

Sent from my iPhone

Email Received Nov 13, 2023

Ms. Aldridge, thank you for your review and feedback.

On Mon, Nov 13, 2023 at 10:11 AM Aldridge, Louanna C (EEC) <Louanna.Aldridge@ky.gov> wrote:

Please find the Clarksville MTP project review attached with DEP comments.

Louanna C. Aldridge





Clarksville Urbanized Area 2050 Metropolitan Transportation Plan



ANDY BESHEAR
GOVERNOR

REBECCA W. GOODMAN
SECRETARY

ANTHONY R. HATTON
COMMISSIONER

ENERGY AND ENVIRONMENT CABINET DEPARTMENT FOR ENVIRONMENTAL PROTECTION

300 SOWER BOULEVARD
FRANKFORT, KENTUCKY 40601
TELEPHONE: 502-564-2150 TELEFAX: 502-564-4245

November 13, 2023

Clarksville Urbanized Area Metropolitan Planning Organization
329 Main St., ,
Clarksville, Tennessee 37040

Re: Clarksville Area 2050 Metropolitan Transportation Plan (MTP) Draft and Air Quality
Conformity Determination Reports – NEPA 2023-0073

Dear Sir or Madam,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies. We received your letter requesting an environmental review for this project. We have reviewed the document and provided comments below.

Division of Water:

The Water Quality Branch notes that West Fork Red River in Kentucky is a cold water aquatic habitat and an outstanding state resource water. 401 KAR 10:31 Section 4(2) and Section 8(2) specify surface water quality criteria for these waters. In addition, best management practices should be utilized to reduce runoff from any project activities into nearby waters.

This phase of the project is non construction. Permitting/certification from the Division of Water, Water Resources Branch is not required for planning, but may should construction occur within the Commonwealth of Kentucky.

The proposed work is endorsed by the Groundwater Section of the Watershed Management Branch. However, it is our recommendation that site be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan (GPP) for the protection of groundwater resources within that area.

FOB has no comments.

The DO has no comments.

This proposed project is not within a designated Source Water Protection Area.



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

Division of Enforcement:

The Clarksville Urbanized Area Project is a variety of projects. These projects must provide a safe, well maintained transportation system, as well as a multimodal and reliable/resilient system. It must also be economical and environmentally sustainable that provides equitable participation and benefits across the board. Projects included are Dunbar Cave Road Realignment, and Rossview Road/ KY-911/SR-374/SR-149/SR-12 are all to be widen from two to five lanes.

During the development process, projects with expected Environmental Justice (EJ) impacts were examined to identify their positive and negative consequences on minority and low-income communities. They also screened these projects based on the potential impacts to wetlands, waterways, national register of historic places/properties, historic districts and hazardous materials and storage.

The Kentucky Division of Enforcement endorses this project.

Division of Waste Management:

Based on the information provided by the applicant for this project:

All solid waste generated by this project must be disposed of at a permitted facility.

If asbestos, lead paint and/or other contaminants are encountered during this project contact the Division of Waste Management for proper disposal and closure.

Please keep in mind locations of releases, potential contamination or waste facilities may be present but unknown to the agency. Therefore, it is recommended that appropriate precautions be taken during construction activities. Please report any evidence of illegal waste disposal facilities and releases of hazardous substances, pollutants, contaminants or petroleum to the 24-hour Environmental Response Team at 1-800-928-2380.

Division for Air Quality:

401 KAR 63:010, Fugitive Emissions, states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth-moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <https://eec.ky.gov/Environmental-Protection/Air/Documents/Fugitive%20Dust%20Fact%20Sheet.pdf>

401 KAR 63:005 states that open burning shall be prohibited except as specifically provided. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <https://eec.ky.gov/Environmental-Protection/Air/Pages/Open-Burning.aspx>



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the National Ambient Air Quality Standards (NAAQS). These air quality control strategies are beneficial to the health of citizens of Kentucky.

- ζ Utilize alternatively fueled equipment.
- ζ Utilize other emission controls that are applicable to your equipment.
- ζ Reduce idling time on equipment.

The Division also suggests an investigation into compliance with applicable local government regulations.

Kentucky Nature Preserves

Your project might have the potential of impacting federally or state listed species and natural communities. Go to the Kentucky Biological Assessment Tool (kynaturepreserves.org) to obtain a Standard Occurrence Report for information regarding listed species known within your project area. The report will also provide information on public and private conservation lands, areas of biodiversity significance, and other natural resources in your project area for which the Office of Kentucky Nature Preserves maintains data.

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments. If you should have any questions, please contact me at (502) 782-0863 or e-mail Louanna.Aldridge@ky.gov.

Sincerely,

A handwritten signature in blue ink that reads "Louanna C. Aldridge".

Louanna Aldridge
Environmental Scientist Consultant
Office of the Commissioner
Department for Environmental Protection
Energy and Environment Cabinet



Appendix C: Project Factsheets



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
101	0.45	\$3,723,192	2	2030	36	High
Name			Limits			
Lafayette Rd			Walnut Grove Rd through Ft Campbell Gate			
Description						
Widen from 2 to 5 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	10	5	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	5	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
102	1.38	\$4,698,372	3	2040	50	Medium
Name			Limits			
KY-400 (State Line Rd)			US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	10	0	15	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	0	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
103	2.56	\$8,719,297	3	2040	65	Medium
Name			Limits			
KY-115 (Pembroke- Oak Grove Rd)			KY-400 (State Line Rd) to I-24			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	5	10	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
104	1.17	\$3,983,746	2	2030	28	High
Name			Limits			
KY-115 (Pembroke)			I-24 to KY-1453 (Elmo @ Barker’s Mill Rd)			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	0	0	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
105	10.31	\$331,602,961	Vision		71	High
Name			Limits			
I-24			KY/TN State line to SR-76			
Description						
Widening 4 to 6 lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	5	10	5		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
201	2.07	\$12,952,563	2	2030	68	High
Name			Limits			
SR-374 (Warfield Blvd)			Memorial Dr to Dunbar Cave Rd			
Description						
Widen from 2 to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	10	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
202	0.54	\$3,390,744	2	2030	60	Low
Name			Limits			
Peachers Mill Rd			Pine Mountain Rd to Stonecrossing Dr			
Description						
Widen from 3 to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	10	0	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	5	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
203	2.91	\$37,830,572	Vision		50	Low
Name			Limits			
KY-117			US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)			
Description						
New 5 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	10	5	5	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
204	1.36	\$4,624,751	4	2050	14	Low
Name			Limits			
KY-109 (Bradshaw Rd)			KY-1453 (Elmo Rd) to Bradshaw-Fidelio Rd			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	0	0	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	9		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
205	1.03	\$8,516,558	2	2030	62	Medium
Name			Limits			
SR-48 (Trenton Rd)			SR-13/US79 (Wilma Rudolph Blvd) to SR-374			
Description						
Widen from 2 to 5 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	10	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
206	1.35	\$9,983,236	4	2050	48	Low
Name			Limits			
New Roadway			Fair Brook Place to Needmore Rd			
Description						
New 3 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	0	5	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
207	2.19	\$11,806,517	3	2040	49	Medium
Name			Limits			
Professional Park Dr Ext			Extension to Cardinal Ln			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	0	5	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	9		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
208	3.77	\$20,374,427	4	2050	56	Low
Name			Limits			
International Blvd Ext			SR-237 (Rossvie Rd) to SR-76 to Trough Springs Rd			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	10	10	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
209	0.97	\$10,654,226	2	2030	48	Low
Name			Limits			
SR-374 (Richview Rd Ext)			SR-12 (Madison St) to US 41A Bypass			
Description						
New 4 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	10	5	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
210	1.08	\$5,825,488	4	2050	57	Low
Name			Limits			
Kennedy Ln Ext			Extension to Meriwether Rd			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	0	10	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
211	2.56	\$13,807,206	Vision		42	Low
Name			Limits			
8th St connector			Needmore Rd to Peterson Ln			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	0	10	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
212	0.78	\$4,848,625	2	2030	57	High
Name			Limits			
SR-374 (Richview Rd)			Memorial Dr to US 41A (Madison St)			
Description						
Widen from 3 to 5 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	10	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
5	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
213	1.03	\$3,488,213	2	2030	48	Medium
Name			Limits			
SR 13/48			River Road to Old Hwy 48			
Description						
Center Turn Lane						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	5	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
214	0.25	\$6,750,000	2	2030	43	High
Name			Limits			
I-24			@ Exit 8 EB Off Ramp			
Description						
Widen to 2 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	0	5		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
215	1.68	\$10,510,294	2	2030	56	High
Name			Limits			
Tylertown Road			Trenton Rd to Oakland Rd			
Description						
Widen to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	10	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	5	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
301	1.95	\$21,414,514	3	2040	66	Low
Name			Limits			
Jack Miller Blvd Ext			Tobacco Rd to Peachers Mill Rd			
Description						
New 4 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	10	10	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
302	1.56	\$11,514,237	Vision		45	Low
Name			Limits			
Oatts-Riggins Rd			KY-400 (State Line Rd) to KY-911 (Thompsonville Ln)			
Description						
New 3 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	10	0	15	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
303	4.18	\$14,218,756	3	2040	22	Low
Name			Limits			
KY-1453 (Elmo Rd)			US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	10	0	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
304	5.59	\$46,134,446	Vision		67	Low
Name			Limits			
US 41A Bypass (Ashland City Rd)			US 41A/SR-112 to SR-13			
Description						
Widen from 2/3 to 5 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	5	10	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	2		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X	X	X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
305	1.92	\$6,533,930	4	2050	40	Medium
Name			Limits			
Hugh Hunter/ Gritton Church Rd			KY-911 (Thompsonville Ln) to Allen Rd			
Description						
Reconstruction						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	5	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
306	1.48	\$8,017,191	4	2040	35	Low
Name			Limits			
Ft Campbell Gate 5 Ext			US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	10	0	5	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
307	0.92	\$3,142,960	4	2050	47	Low
Name			Limits			
Needmore Rd			Hazelwood Rd to SR-236 (Tiny Town Rd)			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	5	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
308	0.22	\$747,745	2	2030	48	Low
Name			Limits			
Whitfield Rd/ Old Trenton Rd			Needmore Rd to SR-374			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	0	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
309	0.67	\$3,620,975	2	2030	43	Low
Name			Limits			
Dixie Bee Rd Ext			Sango Rd to US 41A			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	0	5	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
310	0.75	\$4,058,861	2	2030	68	Low
Name			Limits			
SR-236 (Tiny Town Rd) Ext			Extension to Meriwether Rd			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	10	10	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	5	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
311	0.13	\$711,801	2	2030	20	Low
Name			Limits			
New Roadway			9th St to 10th St			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	10	0	0	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	5		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
	X	X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
312	1.99	\$16,389,227	2	2030	67	Medium
Name			Limits			
Hazelwood Rd			Trenton Rd to Needmore			
Description						
Widen from 2 to 5 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	10	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
313	1.85	\$11,544,763	4	2050	45	Low
Name			Limits			
Cumberland Dr			Ashland City Rd (SR 12) to Madison St (SR 76)			
Description						
Widen to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	10	5	5	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X	X	X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
314	4.42	\$27,609,163	3	2040	56	Medium
Name			Limits			
Dunbar Cave Road			Wilma Rudolph Blvd (US 79/SR 13) to Rossview Rd (SR 237)			
Description						
Widen to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	5	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
315	--	\$30,000,000	Vision		48	Low
Name			Limits			
I-24			@ Dixie Bee Road			
Description						
New interchange						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	0	10	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
316	0.95	\$5,935,144	2	2030	78	Medium
Name			Limits			
Needmore Road			Wilma Rudolph Blvd to Trenton Road			
Description						
Widen to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	10	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
317	1.52	\$12,502,091	3	2040	59	Medium
Name			Limits			
Rossview Road			SR 374 to Dunbar Cave Rd			
Description						
Widen to 5 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	5	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	9		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
401	1.23	\$6,668,860	2	2030	45	Low
Name			Limits			
Ft Campbell Gate 4 Ext			US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)			
Description						
New 2 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	5	5	10	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
402	7.48	\$240,532,025	Vision		67	High
Name			Limits			
I-24			US 41A (Ft Campbell Blvd) to TN State Line			
Description						
Widen from 4 to 6 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	5	5	5		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
403	--	\$30,000,000	Vision		53	High
Name			Limits			
I-24			1 Mile South of Dunlop Ln			
Description						
New Interstate Interchange						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	5	5	5		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
404	6.54	\$210,234,316	Vision		82	Medium
Name			Limits			
I-24			SR-76 to SR-256 in Robertson County			
Description						
Widen from 4 to 6 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	10	15	5		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
405	1.43	\$8,907,781	2	2030	73	Low
Name			Limits			
SR 48 (College St)			N 2nd St (US 41A) to Kraft St			
Description						
Widen to 6 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	10	15	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	3		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X	X	X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
406	0.24	\$1,518,750	2	2030	44	Low
Name			Limits			
SR 48 (College St)			Riverside Dr to N 2nd St (US 41A)			
Description						
Widen to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	10	5	0	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	4		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X	X	X	X	EM		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
407	1.60	\$9,971,381	3	2040	74	Low
Name			Limits			
US 79 (Providence Blvd)			US 41A/Fort Campbell Blvd to Red River			
Description						
Widen to 6 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	10	15	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	4		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
	X	X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
408	0.53	\$3,311,563	2	2030	54	Low
Name			Limits			
Madison Street			10th Street to Pageant Lane			
Description						
Widen from 3 Lanes to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	10	0	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
5	5	5	5	4		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
	X	X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
409	2.36	\$15,669,495	3	2040	65	Low
Name			Limits			
Riverside Drive			Providence Blvd to Cumberland Dr			
Description						
Road Diet						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	15	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X	X	X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
410	6.84	\$56,407,436	4	2050	79	Low
Name			Limits			
Tiny Town Road			US 41A to Trenton Rd			
Description						
Widen to 6 Lanes with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	10	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
5	5	10	5	4		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
411	3.03	\$18,919,925	4	2050	85	Low
Name			Limits			
US 79/Wilma Rudolph Boulevard			US 79/Kraft St to SR 374/Warfield Blvd			
Description						
Widen from 5 Lanes to 6 Lanes Divided						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	10	10	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	5	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X	X	X	X	EM, EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
412	5.26	\$53,408,201	4	2050	67	Low
Name			Limits			
SR-374 Ext			SR-13/48 to SR-12			
Description						
New 2 Lane Roadway and Bridge						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	5	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
413	0.70	\$2,375,056	2	2030	37	Low
Name			Limits			
SR 76			I-24 to Woodson Rd			
Description						
Reconstruct with CTL						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
501	0.80	\$8,747,552	3	2040	42	Low
Name			Limits			
Spring Creek Pkwy			US 79/Wilma Rudolph Blvd to Ted Crozier Blvd			
Description						
New 4/5 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	0	5	10	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	5	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
601	2.05	\$12,812,150	3	2040	70	Low
Name			Limits			
US 79/Wilma Rudolph Boulevard			SR 374/Warfield Blvd to I-24			
Description						
Widen from 6 Lanes with CTL to 6 Lanes Divided						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
10	15	10	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	0	5		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X	EJ		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
602	--	\$75,000	2	2030	40	High
Name			Limits			
US 79/Wilma Rudolph Boulevard			Kraft St to I-24			
Description						
Access Management and Safety Study						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	0	0	10		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
603	1.65	\$43,121,752	Vision		65	Low
Name			Limits			
Old Russellville Pike			US 79/Kraft St to Dunbar Cave Rd			
Description						
New 4 Lane Roadway, New Bridge, and Widen to 4 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	5	10	10	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	0	15		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
604	1.02	\$11,168,454	4	2050	49	Low
Name			Limits			
Shady Bluff Trail			SR-374/Warfield Blvd to Dunbar Cave Rd			
Description						
New 4 Lane Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	0	10	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	0	9		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
605	--	\$30,000,000	Vision		47	High
Name			Limits			
I-24			I-24 @ SR-48/Trenton Rd			
Description						
Reconstruct Interchange						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
0	15	0	10	5		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	0	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
606	4.25	\$100,812,117	4	2050	51	Low
Name			Limits			
SR-374 Extension North Phase 2			SR-149 to Dotsonville Rd			
Description						
New 4 Lane Divided Roadway and Bridge						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	10	5	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	0	6		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X		EM		



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
607	2.86	\$34,193,969	3	2040	44	Low
Name			Limits			
SR-374 Extension North Phase 1			Dotsonville Rd to US 79/SR 6 (Dover Rd)			
Description						
New 4 Lane Divided Roadway						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	15	5	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	0	9		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X						



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
608	--	\$75,000	2	2030	30	Low
Name			Limits			
Passenger Rail Study			Clarksville to Nashville			
Description						
Study for Passenger Rail Feasibility						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	0	0	0	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	0	0	10		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
609	--	\$75,000	2	2030	65	High
Name			Limits			
Varies			Varies			
Description						
Signal Retiming Project in City of Clarksville						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	0	10	15	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	0	10		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
610	6.12	\$38,244,838	3	2040	72	Low
Name			Limits			
SR-374/101st Airborne Division Pkwy			US 41A/Fort Campbell Blvd to US 79/Wilma Rudolph Blvd			
Description						
Widen to 6 Lanes						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	10	10	0		Yes
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	5	10	0	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
		X	X			



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
611	3.67	\$38,801,727	Vision		27	Low
Name			Limits			
Dotsonville Rd			Chapel Rd to US 79/Dover Rd			
Description						
Widen to 4 Lanes Divided						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
5	0	5	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	5	0	7		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				



Clarksville Urbanized Area 2050 Metropolitan Transportation Plan

MTP ID	Length	2023 Cost	Stage	Horizon Year	Total Score	Local Priority
612	1.88	\$19,887,112	3	2040	63	Low
Name			Limits			
Dunlop Ln			Alexander Blvd to Rollow Ln			
Description						
Widen to 4 Lanes Divided						
Project Scoring						
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security		Supports Historically Disadvantaged Community
15	15	10	5	0		No
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Support EM and EJ		
0	0	10	0	8		
Environmental Screening						
Wetlands	Historic Property	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice	
X		X				