

Tennessee making effort to improve I-75/I-24 split ranked as 7th worst bottleneck in U.S.

by Samuel Peña | Tuesday, December 14th 2021



Image: SkyView Camera

CHATTANOOGA, Tenn. — As vehicle travel returns to pre-pandemic levels, a recent report shows the need for infrastructure improvement in Tennessee.

[Tennessee’s department of transportation began improvements on the I-75/I-24 split bottleneck in August.](#)

Phase I added a new ramp, but the state won’t begin Phase II of the project until 2023.

But, data shows two of the top 20 trucking bottlenecks in the nation are in Tennessee, with Chattanooga’s interchange at I-75 currently ranked as the 7th worst.

The report took place over a two-year period and gathered data on reliable travel times.

It’s likely that the data in the report in terms of traffic flow would predate some of the ongoing or recent improvements," says Moretti.

However, he says the state still needs to address several infrastructure concerns.

Tennessee Department of Transportation spokesperson Rae-Anne Bradley says funding for Phase II is secured through 2023.

Phase II will widen the I-24W to allow for 3 lanes coming from each I-75 ramp (North and South) for a total of six lanes where the ramps meet.



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Caption: WTVC

After reaching out to the Department of Transportation about the upcoming changes, they gave us this statement on Phase II. *"Project limits will extend from Spring Creek Road to Germantown Road on I-24 and from the bridge over the railroad to the East Brainerd Road exit on I-75. Will include the widening of I-24W to allow for 3 lanes coming from each I-75 ramp (North and South) for a total of six lanes where the ramps meet. I-24W will then be tapered back down to 3 lanes near Germantown Road at the completion of Phase II. This should alleviate remaining traffic congestion now being experienced on the ramps from I-75 to I-24W. Phase II will also complete the widening of I-75 to the East Brainerd Road Interchange, replace the bridges at Moore and McBrien Roads over I-24, modify on and off ramps to North and South Terrace along I-24, continue the widening of I-75 from the bridge over the railroad to the East Brainerd Road exit, and replace both bridges (North and South) over the railroad on I-75.*

We’re aware of the congestion issues at this interchange and we’re working to fix them, combining everything we accomplished in Phase I along with the proposed improvements scheduled for Phase II."

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As vehicle travel returns to pre-pandemic levels, a recent report shows the need for infrastructure improvement in Tennessee. Two of the top 20 trucking bottlenecks in the nation are in Tennessee. Chattanooga’s interchange at I-75 is currently the 7th worst.

Top 20 U.S. Truck Bottlenecks			
Fort Lee, NJ I-95 at SR 4	11	CA	Los Angeles, CA SR 60 at S
Cincinnati, OH I-71 at I-75	12	TX	Dallas, TX I-45 at I-30
Atlanta, GA I-285 at I-85 (North)	13	TN	Nashville, TN I-24/I-40 at I
Atlanta, GA I-20 at I-285 (West)	14	NY	Brooklyn, NY I-278 at Belt
Houston, TX I-45 at I-69/US 59	15	TX	Austin, TX I-35
Chicago, IL I-290 at I-90/I-94	16	GA	Atlanta, GA I-75 at I-285 (f
Chattanooga, TN I-75 at I-24	17	TX	Houston, TX I-45 at I-610
St. Louis, MO I-64/I-55 at I-44	18	LA	Baton Rouge, LA I-10 at I-
Rye, NY I-95 at I-287	19	IL	Chicago, IL I-90 at I-94 (So
San Bernardino, CA I-10 at I-15	20	CO	Denver, CO I-70 at I-25

12:23 PM · Dec 14, 2021

[Read the full conversation on Twitter](#)

With supply chain issues and high demand, reducing traffic on interstates is a chief concern and the state is ramping up their infrastructure repairs.

Rocky Moretti, the Director of Policy and Research at TRIP says their latest data may not reflect the improvements made in the past few months on I-75.