

Everything we know about the road work at the I-55 and Crump interchange

By [Rob Moore](#), Daily Memphian

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Upgrades to the Interstate 55 interchange at Crump Boulevard Downtown will be a multi-year project that will include road and bridge closures and the construction of a new roundabout.

The project, designed to ease congestion and allow I-55 traffic to avoid the “cloverleaf” at Crump, is anticipated to cause bridge and road closures at different phases of construction.

“The big impacts will probably be summer and fall of this coming year,” said John Pankey of Fisher Arnold, which is administering the project for the Tennessee Department of Transportation.

[TDOT begins lane closures for I-55 and Crump Blvd.](#)

“In 2023, we’ll have two full-week closures of the I-55 bridge,” Pankey said. “So for a two-week period, it’s going to be totally shut down, followed by another two-week period, and also there’ll be eight weekend closures.”

Pankey said during this time, repairs will also be made to the I-55 bridge, including the bridge deck, which will be hydro-demolished and rebuilt.

The entire project is expected to take 1,019 days, finishing in February 2025.

“Until Valentine’s of 2025, go I-40,” Pankey said.

Pankey and TDOT representatives updated the Downtown Memphis Commission on Thursday, Oct. 27.



Upgrades to Interstate 55 Downtown will include the construction of a new roundabout, located at the current Crump interchange. (Screen grab)

Within 10 months, northbound and southbound traffic will all use the interchange at Crump, Pankey said.

“That means trucks and everything,” Pankey said. “That’s going to be a painful phase.”

Nashville-based Bell & Associates will serve as the contractor.

Before selecting a contractor, TDOT set a value on the project of \$30,000 a day, and contractors applying for the job had to present a detailed schedule for their anticipated work.

“It’s not only the cost, but it’s also the time element because it’s such a critical project to get underway and then complete to minimize the impacts to the public,” Pankey said.

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The project will encompass five phases, the first of which is mostly complete.

This phase included the construction of noise walls along I-55, intended to ease disruption to the French Fort Neighborhood.

Both northbound and southbound traffic on I-55 have been rerouted to the southbound lane.

The third phase should last about eight months.

By the time the project reaches its fourth phase, Pankey said to anticipate intermittent shutdowns of the I-55 bridge.



“Until Valentine’s of 2025, go I-40,” said said John Pankey of Fisher Arnold, which is administering the I-55 reconstruction project for the Tennessee Department of Transportation. (Mark Weber/The Daily Memphian file)

The final phases will begin to connect the newly constructed roads to a multi-lane roundabout intersection, which will replace the cloverleaf interchange.

Before construction began, TDOT committed to maintaining two access points for the French Fort Neighborhood, as well as access to Riverside Boulevard.

Despite most phases of construction involving either bridge or lane closures, TDOT committed to no closures during Memphis in May, the St. Jude Marathon or the Southern Heritage Classic.

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