Rural Regional Transportation Plan:

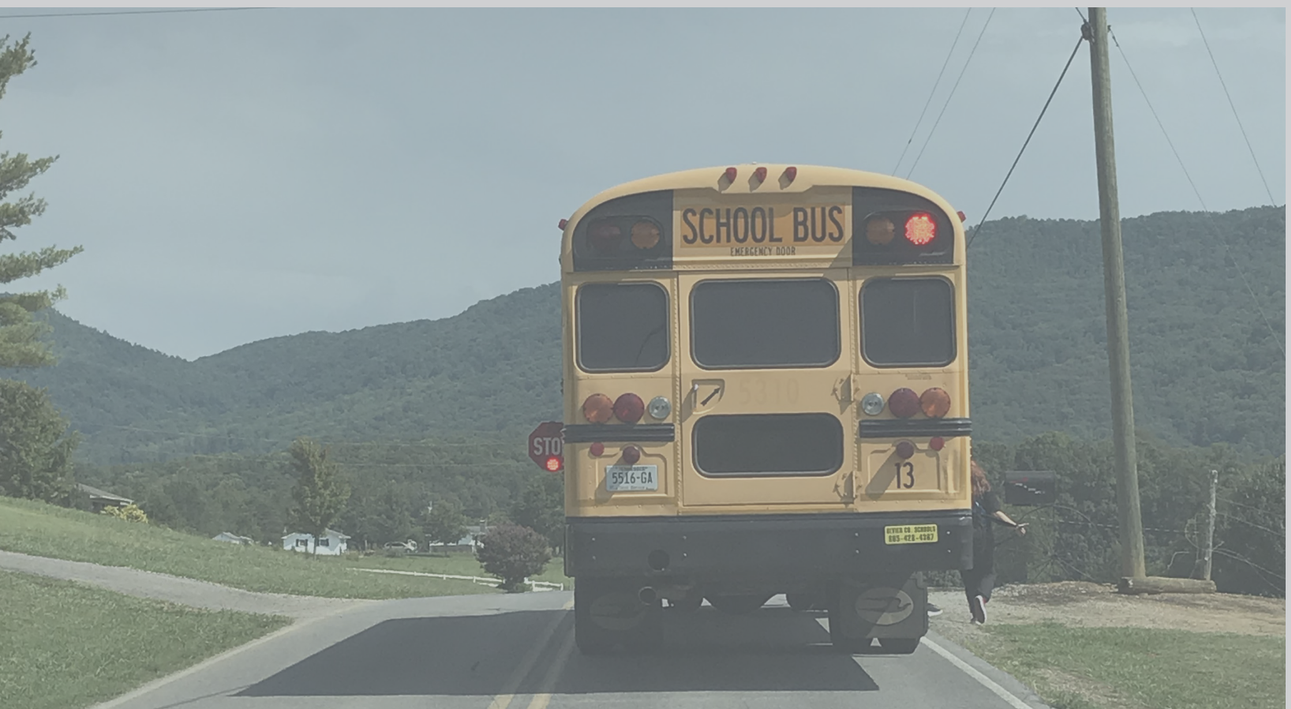
TN TDOT Department of Transportation

East Tennessee South Rural Planning Organization

Tennessee Department of Transportation









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Prepared by:

TN TDOT Department of Transportation

With support from:

THE UNIVERSITY OF TENNESSEE KNOXVILLE
CENTER FOR TRANSPORTATION RESEARCH

U.S. Department of Transportation
Federal Highway Administration

ETDD
EAST TENNESSEE DEVELOPMENT DISTRICT



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Resolution to Approve and Recommend

EAST TENNESSEE DEVELOPMENT DISTRICT

March 16, 2021

Mr. Troy J Ebbert
Planning Supervisor, Region 1
Long Range Planning Division
Office of Community Transportation
7345 Region Lane
Knoxville, TN 37914

Re: SRPO Adoption of RRTP

Dear Mr. Ebbert,

Please be advised that the ETDD South Rural Planning Organization Executive Board and Technical Committee adopted the SRPO Rural Regional Transportation Plan during the November 19, 2020 meeting.

Please contact me if you have any questions or need additional information.

Thanks,

Don M. Brown

Don M. Brown
SRPO Coordinator

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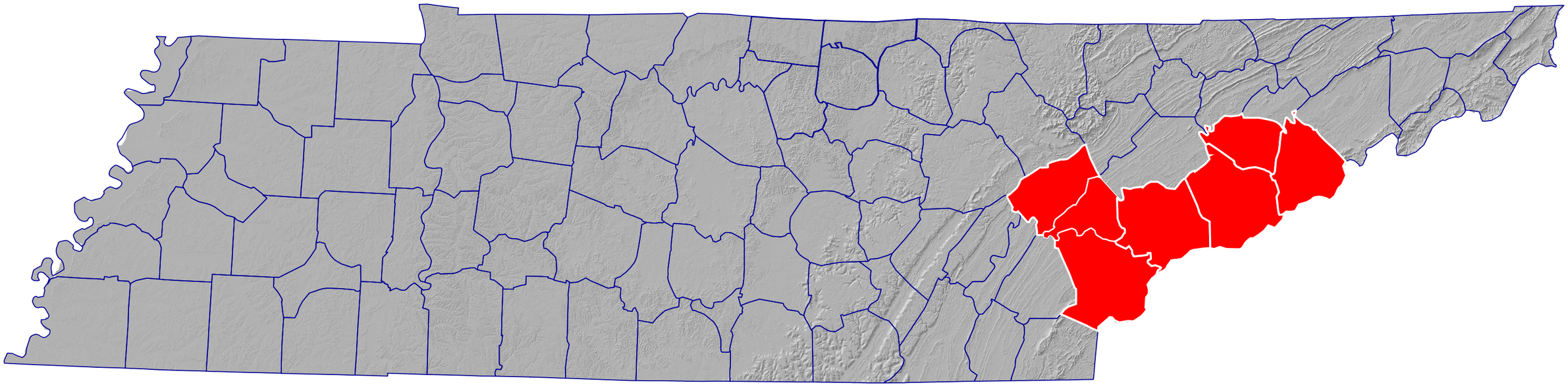
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Executive Summary

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the East Tennessee South Rural Planning Organization (RPO). The planning effort was led by the Tennessee Department of Transportation (TDOT), Long Range Planning Division; the University of Tennessee (UT), Center for Transportation Research; and the East Tennessee Development District (ETDD). The development of this plan allows local elected officials, citizens, and TDOT to define a collaborative approach to evaluating transportation in the region. The four main goals for the region are:

- **Improve safety throughout the region**
- **Provide multimodal options**
- **Address freight traffic along roads that are unable to handle the capacity**
- **Revitalize collaborative efforts with resurfacing and repaving undertakings**

The goals outlined above were identified as a result of the public engagement process, in order to address the region's most prevalent issues. The recommendations are directly based upon the community concerns identified during the community engagement process. While these projects have been analyzed and reviewed within TDOT's Long Range Planning Division, the recommendations do not mitigate nor circumvent the Community Transportation Planning Request process, as well as the Strategic Transportation Investments Division (STID)'s formal process.

It is recommended:

* **The RPOs continue a collaborative transportation planning effort with TDOT, the development districts and additional state agencies**
* **The RPOs continue to apply for all relevant grant and planning programs in which they are eligible to participate in**
* **TDOT's Long Range Planning Division continues to update and modify regional plans when appropriate**

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1 INTRODUCTION & PURPOSE

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) has worked in collaboration with the East Tennessee South Rural Planning Organization (RPO) and the East Tennessee Development District to develop the East Tennessee South Rural Regional Transportation Plan. The purpose of the plan is to increase the efficiency and effectiveness of the state's rural transportation infrastructure investments and to increase the economic competitiveness of the state's rural regions. The Rural Regional Transportation Plans stem from recommendations contained within TDOT's 25-Year Long Range Transportation Policy Plan, as it relates to RPOs.

The development of a Rural Regional Transportation Plan provides an opportunity for local elected officials, citizens, and TDOT to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan; streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the East Tennessee region. The plan brings together various stakeholders from Roane, Loudon, Monroe, Blount, Sevier, Jefferson and Cocke Counties to identify the transportation needs within the region over the next 10 to 20 years.

Each Rural Regional Transportation Plan will be reviewed and updated as needed. The plan will act as a vision for the RPO's transportation system's needs and community goals, regardless of funding availability. It is the goal of TDOT's Long Range Planning Division that each RPO uses these plans to identify transportation priorities and needs.

OVERVIEW OF THE REGION

Description of the East Tennessee South Rural Planning Organization

Interstate (I)-75 runs through the southwestern portion of the RPO in Roane and Loudon Counties. I-40 runs east to west throughout the entire RPO, touching Roane, Sevier, Jefferson, and Cocke Counties. The primary corridors running east to west are State Route (SR)-1 (US-70); SR-73 (US-321); SR-32; SR-9 (US-25) and SR-165. Corridors that provide north to south connections include SR-2 (US-11); SR-92; SR-68; SR-66 (US-321); and US-441. There is one public transit agency that serves the East Tennessee South RPO, the East Tennessee Human Resource Agency (ETHRA). There are currently 103 miles of designated bike routes, and 12 miles of bike lanes within the RPO. There are 23 miles of greenways within the East Tennessee South RPO. There are 3 airports and four railroad companies. There are no official TDOT-maintained Park and Ride lots within the RPO. Passenger rail is currently not available in the RPO.

The RPO is comprised of an Executive Committee and Technical Committee with members including county mayors, municipal mayors, county road superintendents, planners, and other community members. The RPO is an organization which makes recommendations to TDOT regarding roadway projects to receive state and federal funding for planning; assist TDOT in various transportation planning studies; and assist local governments in communications and inquiries with TDOT.



Greenback

Knoxville Transportation Planning Organization

The Knoxville Transportation Planning Organization (TPO) is the primary entity which is responsible for establishing the Knoxville area decision-making setting, evaluating mobility alternatives, maintaining the Knoxville Area Long Range Regional Mobility Plan as well as the Transportation Improvement Program (TIP), and ensuring that the public is effectively involved in all functions. The Knoxville TPO carries out these functions for the Knoxville Urbanized Area, which includes:

- City of Knoxville
- Knox County
- Town of Farragut
- Portions of Anderson County
- Portions of Blount County
- Portions of Loudon County
- Portions of Sevier County

Specifically, the Blount County jurisdictions within the Knoxville TPO Planning Area include Alcoa, Maryville, and portions of Seymour. The Loudon County jurisdictions within the Knoxville TPO Planning Area include Lenoir City and Loudon. The Sevier County jurisdictions within the Knoxville TPO Planning Area include the remaining portions of Seymour, as well as part of Sevierville. In summary, the Knoxville TPO's Planning Area includes urbanized areas, as defined by the U.S. Census. Please refer to Map 1.1 for more information. Because Blount, Loudon, and Sevier Counties are within both the Knoxville TPO's and the East Tennessee South RPO's Planning Areas, it is essential that planning efforts are neither duplicative nor counterproductive, but rather, complementary

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required that States utilize a Planning Approach that is performance and outcome-based, focused on the following national goals: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays.

Per the requirements and goals outlined by MAP-21, the Knoxville TPO produced The Long Range Regional Mobility Plan 2040, which was adopted in 2013. This plan identifies transportation deficiencies and needs within the region, and prioritizes investment opportunities to steer future expenditures. In order to ensure that shifting conditions and priorities in the Knoxville TPO Planning Area are considered in this plan, The Long Range Regional Mobility Plan 2040 was analyzed, and key relevant findings are indicated below.

By 2040, the Knoxville region's population is projected to increase approximately 47 percent. Population growth is often accompanied by growth in employment and demand for goods, as well as many other areas. Because growth, in any form, often puts further demand on the transportation system and infrastructure, it is essential that measures are taken to ensure continued efficiency of movement to, from, and within the Knoxville region. These measures may include increasing roadway capacity, providing ongoing maintenance, and expanding the multimodal options available to residents and commuters. Because 84 percent of Knoxville commuters drive alone on a daily basis, ensuring that appropriate commuting alternatives are available may be vital.

Multimodal options are essential for large Environmental Justice (EJ) populations. Environmental Justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. It ensures that no one group disproportionately bears the burden of potential environmental consequences resulting from a defined action, activity, or policy. In the East Tennessee South RPO, ensuring that diverse multimodal options are readily available, particularly to EJ populations, is critical.

The East Tennessee South RPO is unique in the sense that its counties overlap with the Planning Areas of two Metropolitan Planning Organizations – the Knoxville TPO (mentioned above), as well as the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO). LAMTPO is responsible for planning to address the area's future needs, as well as maintaining the current infrastructure and advancing the region's planning initiatives. LAMTPO carries out these functions for the following region:

- City of Morristown
- City of Jefferson City
- Town of White Pine
- Portions of Jefferson County
- Portions of Hamblen County

Specifically, the Jefferson County jurisdictions within the LAMTPO Planning Area include Jefferson City and White Pine. Because Jefferson County is included in LAMTPO's Planning Area, as well as the East Tennessee South RPO's, planning efforts must be coordinated in a manner that is beneficial for the area as a unified region.

LAMTPO adopted the Lakeway Region 2040 Long Range Transportation Plan in 2017, in compliance with the Fixing America's Surface Transportation (FAST) Act. The FAST Act is the successor to MAP-21, but continues to emphasize many of the same areas which should be included in a Long Range Transportation Plan.

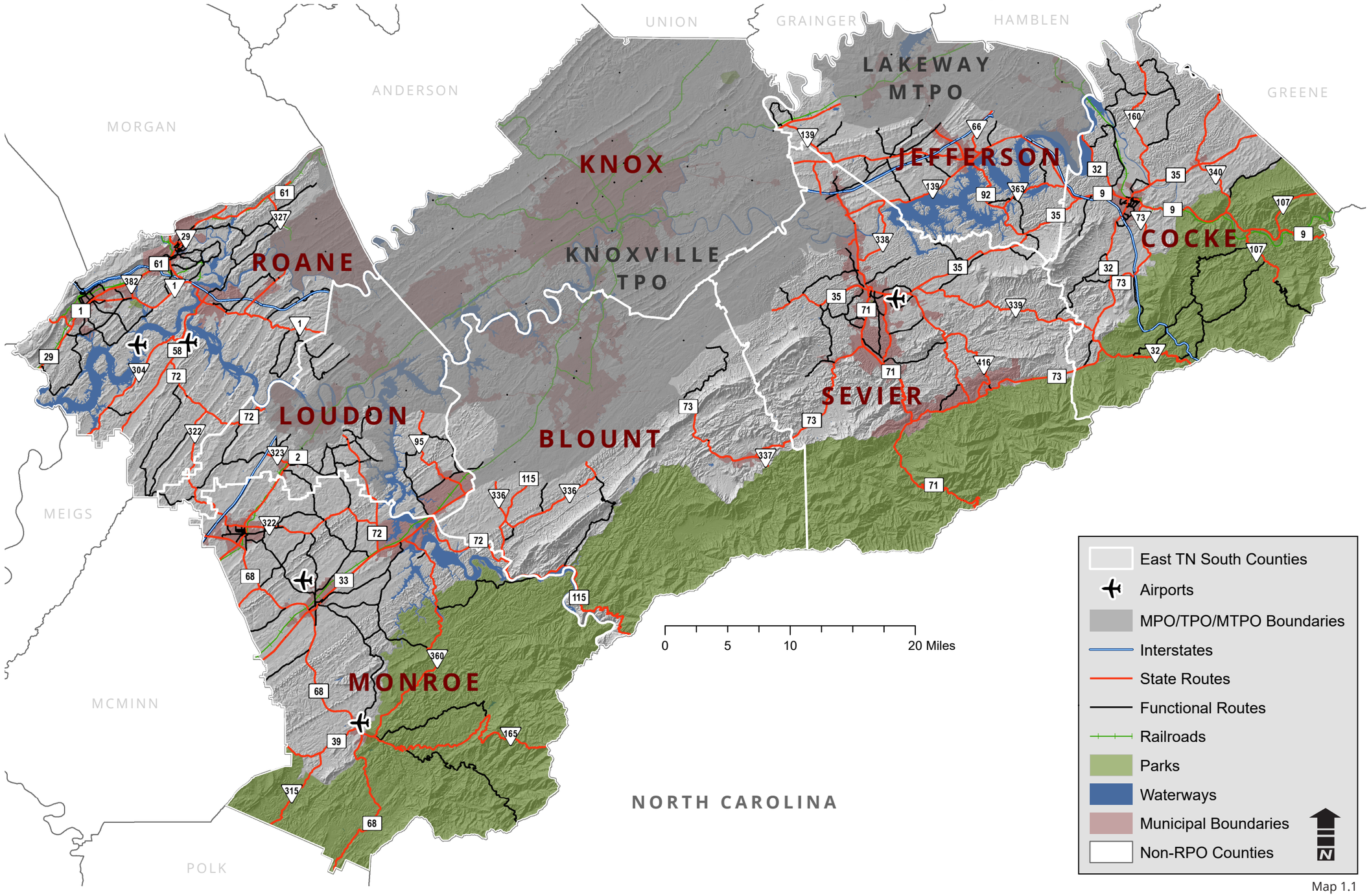
By 2040, Jefferson and Hamblen Counties' populations are projected to grow by approximately 32.1 percent. This growth mirrors that which is also anticipated by the Knoxville region, within the same time frame. Because significant population growth is anticipated in both neighboring Knoxville TPO and Lakeway MTPO Planning Areas, it is essential that the surrounding counties in the East Tennessee South RPO are aware of these upcoming trends, and are pro-actively coordinating efforts to ensure continued efficiency on the region's transportation network.



Gatlinburg

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East Tennessee South Rural Planning Organization



Map 1.1

TDOT, in conjunction with 12 Rural Planning Organizations (RPOs) across the state, is collaborating in planning efforts for the development of Rural Regional Transportation Plans. The purpose of the plans is to increase the efficiency and effectiveness of the state's rural transportation infrastructure investments and to increase the economic competitiveness of the state's rural regions.

Source: TDOT Website

Statewide Transportation Long Range Plan Goals

- Provide the latest planning data and tools
- Increase the responsibility to encompass more multimodal considerations
- Create a process that fosters a more needs-based approach including land-use and transportation

Goals and Objectives

Goals and Objectives for the region were developed based upon collective regional concerns. TDOT's 25-Year Long-Range Transportation Policy Plan provided a foundation to "connect people to communities, people to businesses, businesses to each other, and visitors to our state."

The regional goals were identified during the one–on–one meetings that took place with representatives from each county. The goals listed below were the most commonly shared throughout the region. It should be noted each county has individual goals as well, which are also listed. However, the priority of the Rural Regional Transportation Plan is to address and strategize for the East Tennessee South RPO's regional transportation network.

REGIONAL GOALS

GOAL 1 *Monitoring the region's freight traffic while supporting the movement of goods throughout the region*

GOAL 2 *Provide multimodal access*

GOAL 3 *Improve safety throughout the region*

GOAL 4 *Revitalize collaborative efforts with resurfacing and repaving undetakings*

GOAL 5 *Support the state's efforts in better serving rural Tennessee*

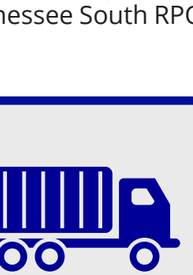


Figure 1.1



Dandridge



Philadelphia

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2 DEMOGRAPHIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the East Tennessee South RPO. The analysis takes into consideration future projections for 2018 through 2050. These plans do evaluate minority and low-income populations in each county within the RPO, in addition to other demographic factors, including age, disability, educational attainment, employment, and income. All data collected for this section came from the University of Tennessee's Boyd Center for Business & Economics Research, the Bureau of Labor Statistics, as well as the U.S. Census Bureau.

Population Trends

The population for the East Tennessee South RPO is currently 463,696 and is projected to increase to 561,649 by the year 2050. This is a 21 percent change in population. Relatively comparably, the State of Tennessee is expected to increase by 25 percent by 2050. Roane County is anticipated to slightly decrease in population size during this timeframe. The remaining counties in the RPO are projected to increase in population. Blount, Loudon, and Sevier Counties are expected to see significant increases in population, with 23, 35, and 39 percent changes by 2050, respectively.

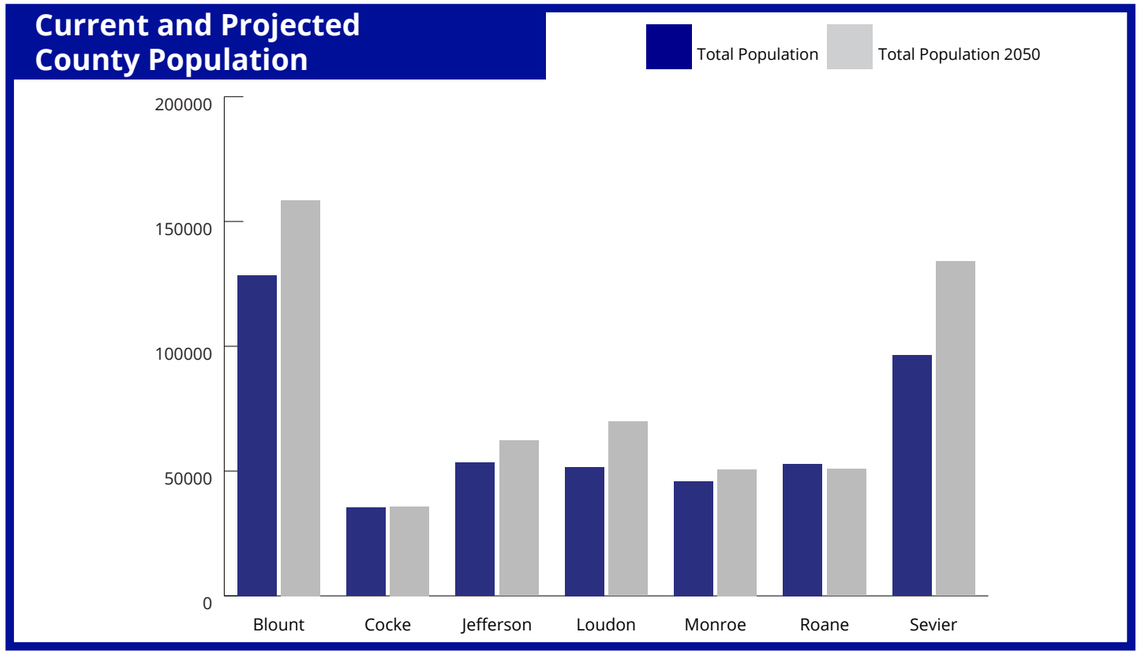


Figure 2.1

Age

The largest age group in both the United States and in Tennessee is ages 20 to 64 year olds. The state and national averages for ages 20 to 64 are both 59 percent. The East Tennessee South RPO is similar to these state and national averages. Sevier County has the highest proportion of 20 to 64 year olds, at nearly 59 percent, while Loudon County has the least, at 53 percent. Loudon County has the largest population over 65 in the RPO, with one quarter of the county's overall population being over 65. The remaining six counties' aging population hovers approximately around 20 percent. Each of the seven counties has relatively comparable under 20 populations, ranging from 21 to 24 percent.



Newport Harvest Festival - Cocke County

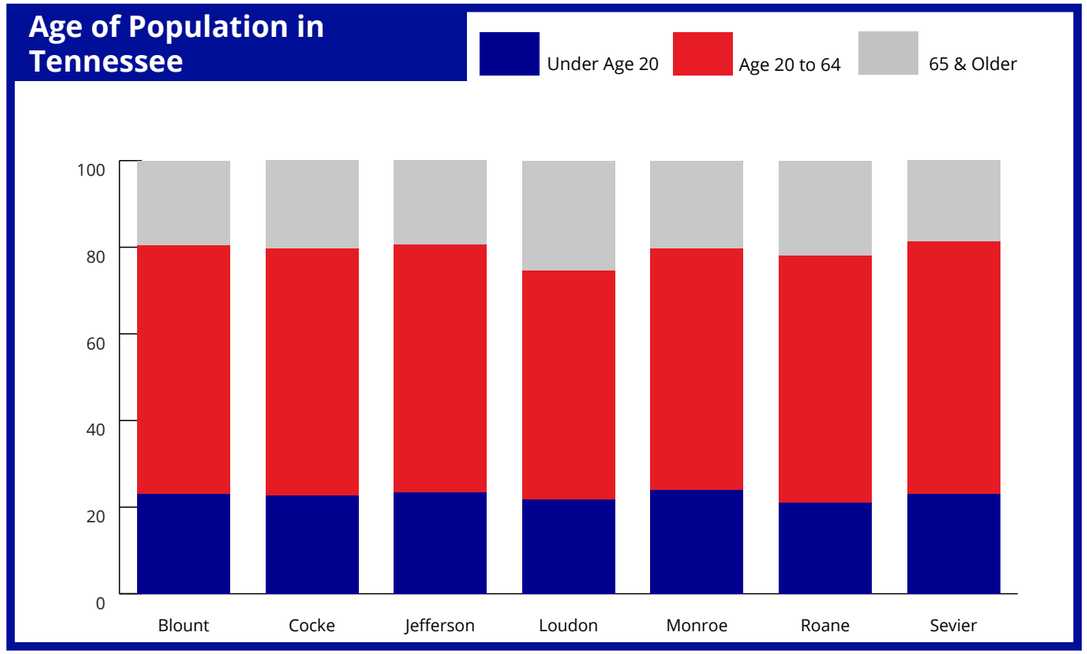


Figure 2.2

Race and Ethnicity

The Hispanic or Latino ethnic group makes up 5.3 percent of Tennessee, and nearly 18 percent of the nationwide total population. The East Tennessee South RPO is predominately White, with some exceptions. Loudon County has the highest Hispanic population, around 8.5 percent. Roane County experiences the lowest, at 1.8 percent. Most counties in the RPO have African American populations making up approximately one to two percent of the overall population, while Sevier County's African American population is 0.8%.

Disability

On average, 15 percent of Tennessee's population is disabled. The counties of the East Tennessee South RPO generally have slightly higher disability rates than those of Tennessee as a whole, ranging from 14 to 23 percent. Cocke County has the highest disability rate in the RPO. Although Loudon County has the highest over 65 population in the RPO, it has one of the lowest disability rates. Blount County and Loudon County exhibit the lowest disability rates, at 14 and 15 percent, respectively. All counties in the RPO experience at least a slightly elevated disability rate when compared with state and national averages.



Sevier County Barbecue Festival

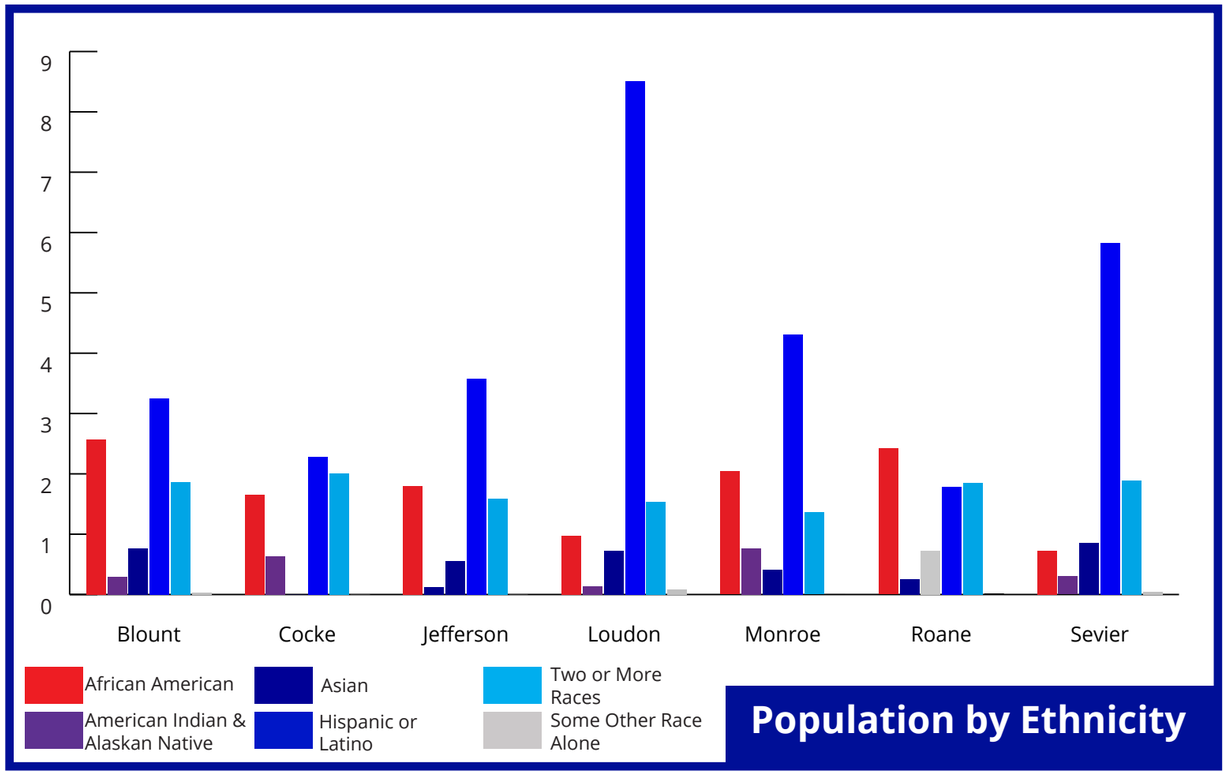


Figure 2.3

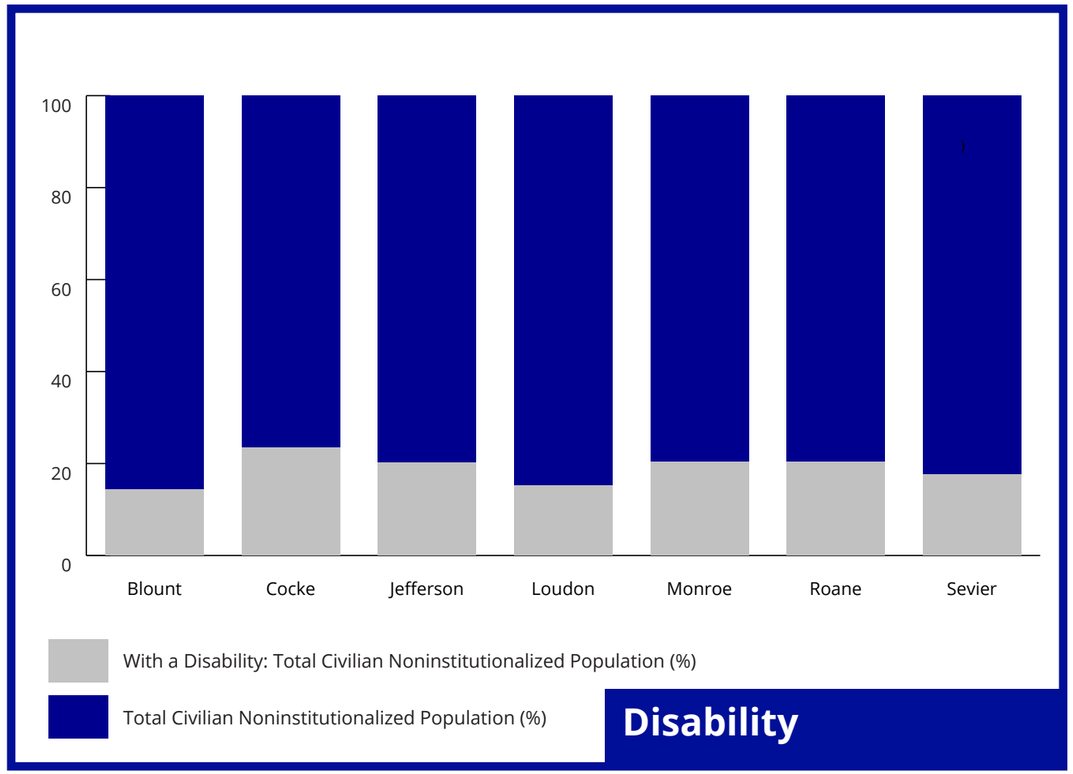


Figure 2.4

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Education

The state and national averages for high school graduation (traditional high school diploma or GED) are 33 and 28 percent*, respectively. These averages are higher for each county within the East Tennessee South RPO, as high school graduation rates are between nearly 34 and 45 percent. Higher education percentages for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, generally tend to be lower in each of these counties when compared to the state and national averages. Blount and Roane Counties have the highest percentage of those with Associate's Degrees, at 8.6 and 9.6 percent, respectively. Blount and Loudon Counties have the highest Bachelor's Degree attainment rates, at 15.6 and 16.4 percent, respectively. Loudon County also has the highest Graduate or Professional Degree attainment rate, at nearly 10 percent.

*These percentages reflect students who graduate high school and do not pursue further education, not all high school graduates.

Educational Attainment

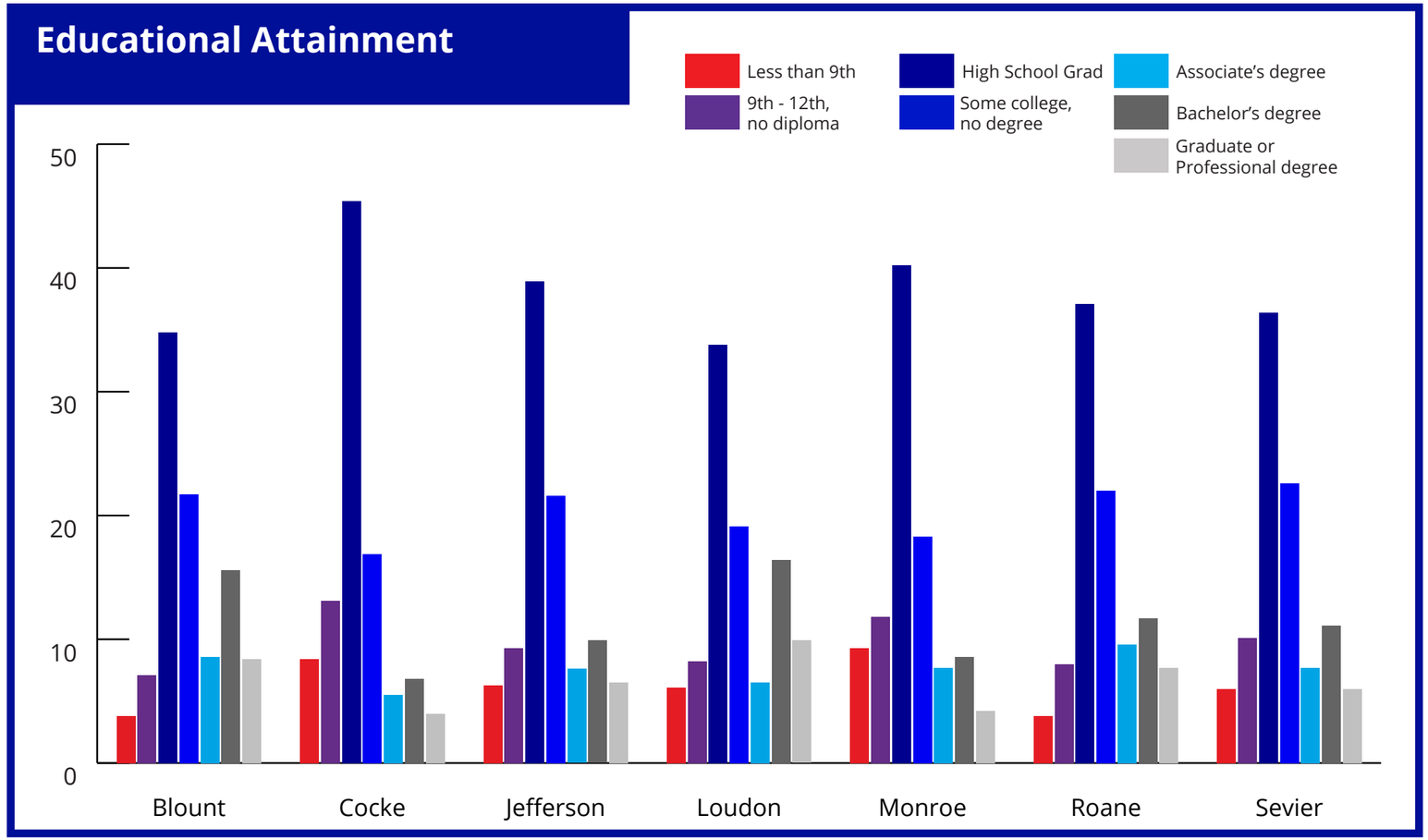


Figure 2.5



Loudon High School



Philadelphia

Income

This section of the plan provides an overview of the income distribution within the East Tennessee South RPO. It is important to note that "Household" and "Family" were both analyzed. A "Household," as defined by the U.S. Census Bureau, may consist of all people who occupy a housing unit, regardless of relationship; a "Household" can also simply include an individual living alone. A "Family," as defined by the U.S. Census Bureau, includes one or more people living in the same household, who are related by birth, marriage, or adoption. When discussing income, "Household" and "Family" are differentiated, to provide a more accurate depiction of the population's income within the RPO.

Household Mean Income and Family Mean Income throughout the East Tennessee South RPO are correlated. Cocke County has the lowest Household Mean Income, at $48,622, and Family Mean Income - $57,658. Blount and Loudon Counties exhibit the highest Household Mean Incomes, at $73,646 and $74,705, respectively, and Family Mean Incomes - $86,724 and $85,252. Tennessee's Household Mean Income is $71,458, and Family Mean Income is $84,434. The national Household Mean Income is $84,938, and the Family Mean Income is $99,436. The East Tennessee South RPO's Household Mean Income and Family Mean Income are lower than the state and national averages.

Figure 2.6

Poverty

Poverty is defined by measuring the following: family size of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of householder; Consumer Price Index (CPI) for all items; and gross income before taxes. If the income is below this defined poverty measure, then a family is considered to be living in poverty. The chart for the East Tennessee South RPO is broken into three age groups: 1) Under 18; 2) Ages 18-64; and 3) 65+. This provides, respectively, an indication of the percentage of children living in poverty, percentage of working age group living in poverty, and percentage of elderly and aging populations living in poverty within the area.

The largest population of those living in poverty is children. In each of the seven counties, the percent of children living in poverty ranges from 16.6 to nearly 40 percent. The state and national averages for those 18 and under living in poverty are 23 and 19.5 percent, respectively. Within the East Tennessee South RPO, 11 to nearly 24 percent of those ages 18 to 64 are living in poverty. For this same age group, the state average is 15 percent, and the national average is 13 percent. The state and national averages for those over 65 living in poverty are slightly above nine percent, while in the East Tennessee South RPO, these rates are between 5.5 and 13 percent. Cocke County has the highest population living in poverty at nearly 30 percent.

Figure 2.7

Introduction & Overview
Demographic & Land Use Trends
Regional Transportation System
Goals & Objectives
Recommendations
References & Appendix

Employment

Unemployment is defined by the U.S. Census Bureau as "any civilian 16 years old and over who are either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed." The unemployment rates in Tennessee and the United States were just under four percent, as of 2018. All counties within the East Tennessee South RPO experience higher unemployment rates, when compared to state and national averages. The unemployment rates within the East Tennessee South RPO range from 5.1 to 10.0 percent, with Blount County having the lowest unemployment rate, and Cocke County experiencing the highest.

East TN South Unemployment Status	
County	Unemployment Rate
Blount	5.1%
Cocke	10.0%
Jefferson	5.9%
Loudon	5.4%
Monroe	9.2%
Roane	7.3%
Sevier	5.7%
Tennessee	**3.5%**
National	**3.9%**

Table 2.1

Sources:

Tennessee and National Unemployment according to the Bureau of Labor Statistics 2018 estimates

American Community Survey 2018 estimates

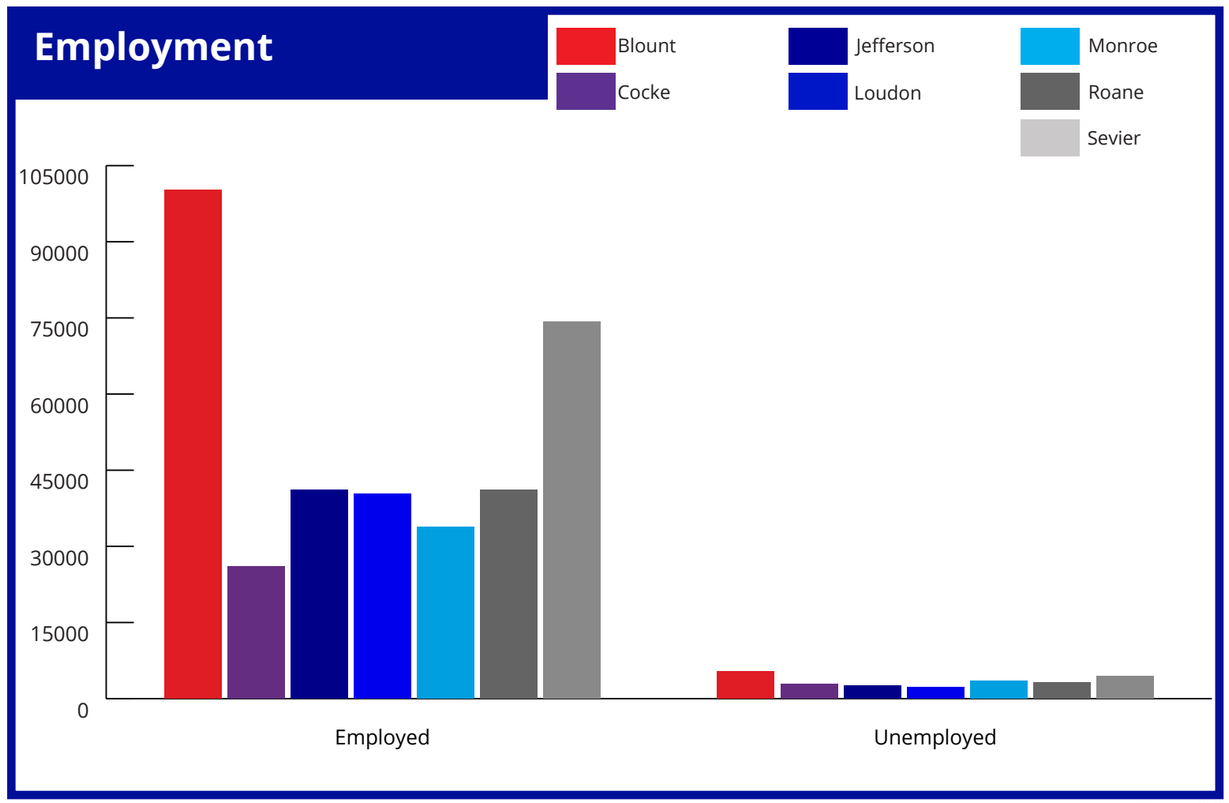


Figure 2.8

Demographic Summary

Demographic trends have implications on the transportation network within a region. Because the East Tennessee South RPO's population is projected to noticeably increase, there are several segments of the general population that should be given additional consideration when transportation decisions are being made. These groups within the East Tennessee South RPO include low-income, disabled, and aging populations. Due to the Rural Regional Transportation Plan examining these communities at a regional level, specific communities and locations were not identified; however, it should be noted that these populations do live within these rural communities. These groups have historically needed better access to social services and other forms of assistance. They are also more dependent on fixed-route or demand-responsive transit in rural areas. From the analyses conducted, portions of the East Tennessee South RPO has been determined to have elevated poverty and disability rates, compared to state and national averages. When making long range planning decisions with long-term implications, these populations should be considered significantly.



Sevierville

Industries and Freight Movement

The prevalence of industry and freight movement within a region impacts transportation decisions. Conversely, transportation decisions can positively or negatively affect industry growth and freight movement. Both areas influence each other in the following ways:

- Transportation infrastructure location decisions can steer industry growth and freight flow to certain geographical areas.
- Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

The East Tennessee South RPO has quite a diverse array of industries through the region. While Manufacturing definitely has a presence, the East Tennessee South RPO also has a huge representation from the Leisure and Hospitality industry, with national tourist destinations such as Gatlinburg, Pigeon Forge, and the Great Smoky Mountains National Park within its borders. Also, because of the US Department of Energy's Oak Ridge National Laboratory, the region draws a major industry presence from Professional and Business Services.

Manufacturing has a top industry presence in the East Tennessee South RPO. Five of the seven counties have manufacturing average weekly wages in the top three of all industries in their respective counties. These same five counties also have Manufacturing location quotients higher than Tennessee's location quotient. Manufacturers typically are large freight movers and they need vital transportation arteries to move goods in and out of their facilities.

Professional and Business Services make a huge impact in Loudon, Monroe, and Roane counties. In these three counties, the highest average weekly wages come from this industry sector. In Roane County, home of the US Department of Energy's Oak Ridge National Laboratory, nearly 75 percent of total wages are earned from employees in this industry.

Most major freight flows come from Manufacturing and Trade, Transportation, and Utility-related companies. Some of the major freight destinations within the East Tennessee South RPO include:

- Alcoa Inc. (Blount County)
- Denso Manufacturing Tennessee (Blount County)
- Con Agra Foods Inc. (Cocke County)
- Sonoco Products Co. (Cocke County)
- Ball Corp. (Jefferson County)
- Old Dominion Freight Line (Jefferson County)
- American Honda Motor Co. (Loudon County)
- Purdy Brothers Trucking (Loudon County)
- Aeroflex USA (Monroe County)
- Commercial Vehicle Group (Monroe County)
- Kimble Chase Life Science (Roane County)
- US Department of Energy, Oak Ridge National Laboratory (Roane County)
- Du Pont (Sevier County)
- TRW Automotive (Sevier County)



Monroe County

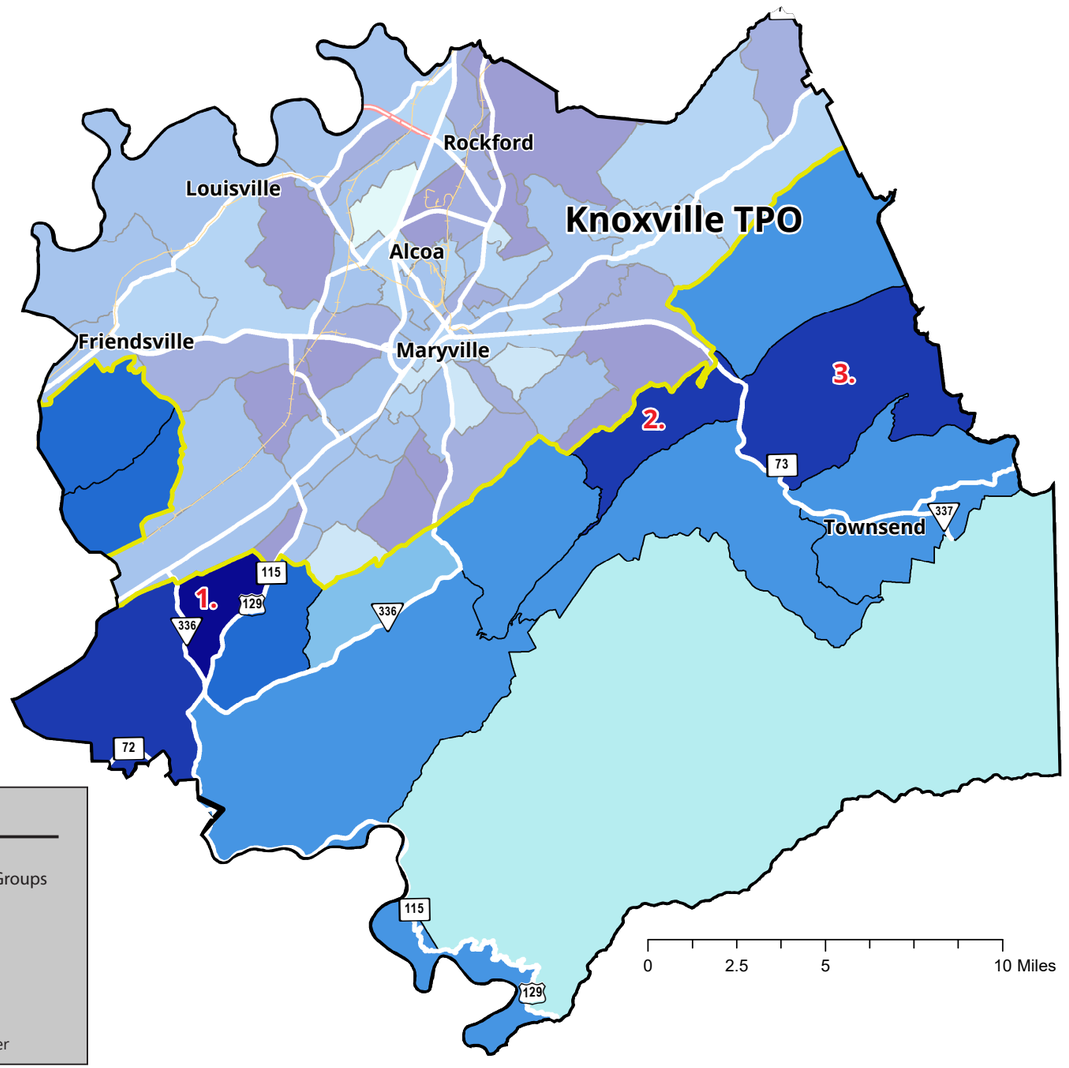


Rockwood

Blount County Economic Profile

Top County Employers	
Employer	**Est. Employees**
Denso Manufacturing Tennessee, Inc.	3,400
Blount Memorial Hospital, Inc.	1,850
Clayton Homes, Inc.	1,500
Blount County Board of Education	1,500
County of Blount	1,500
Arconic Inc.	1,000
Newell Brands, Inc.	1,000
Walmart Inc.	500
D&S Residential Services, Inc.	447

Table 2.2



Map 2.1

Blount County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Manufacturing	$1,405
2	Financial Activities	$1,055
3	Professional and Business Services	$959
6	Trade, Transportation, and Utilities	$772
8	Natural Resources and Mining	$702

Table 2.3

Blount County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	625
2	Professional and Business Services	394
3	Construction	258
8	Manufacturing	107
10	Natural Resources and Mining	13

Table 2.4

Employment Location Quotients (LQ)*

United States	Tennessee	Blount County	
1.00	1.36	1.96	Manufacturing
1.00	0.86	1.35	Construction
1.00	1.12	1.07	Trade, Transportation, and Utilities

Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry	
Industry	**% of TQW***
Manufacturing	30.51%
Trade, Transportation, and Utilities	19.54%

*Total Quarterly Wages

Table 2.5

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	20.02%
2	18.74%
3	18.26%

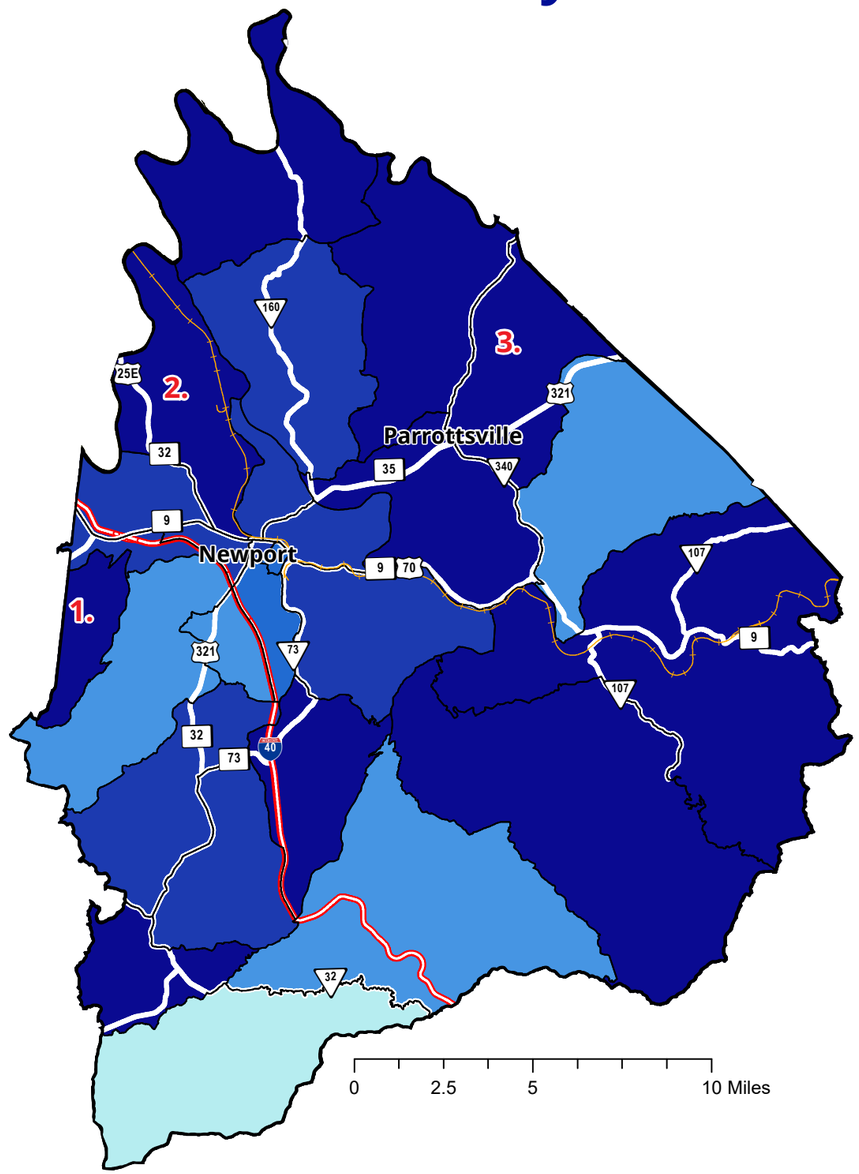
Table 2.6

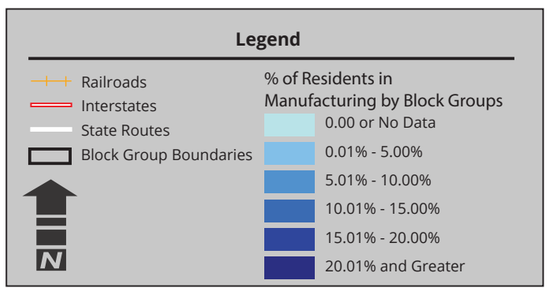
*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Blount County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Cocke County Economic Profile

Top County Employers	
Employer	**Est. Employees**
Cocke County Schools	750
Conagra Brands, Inc.	514
Walmart Inc.	400
American Applicance Products, Inc.	250
Newport Medical Center	231
Sonoco Products Company	215
County of Cocke	183
Eastern Plating, Inc.	170
Lowe's Home Centers, LLC	150
Newport City School District	150

Table 2.7





Map 2.2

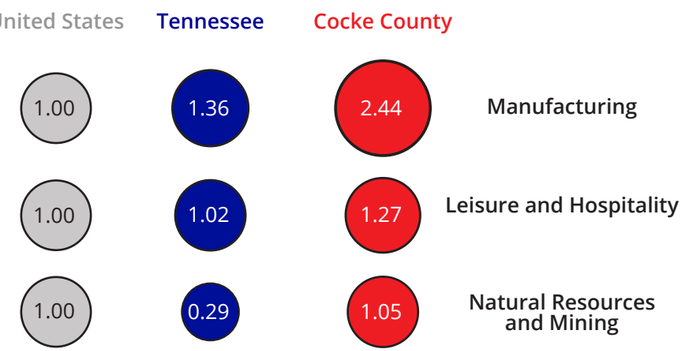
Cocke County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Manufacturing	$965
2	Professional and Business Services	$930
3	Education and Health Services	$878
5	Natural Resources and Mining	$784
8	Trade, Transportation, and Utilities	$514

Table 2.8

Cocke County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	140
2	Liesure and Hospitality	74
3	Professional and Business Services	46
6	Manufacturing	37
9	Natural Resources and Mining	7

Table 2.9

Employment Location Quotients (LQ)*



Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry	
Industry	**% of TQW***
Manufacturing	40.49%
Trade, Transportation, and Utilities	18.01%

*Total Quarterly Wages

Table 2.10

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	35.76%
2	32.30%
3	32.05%

Table 2.11

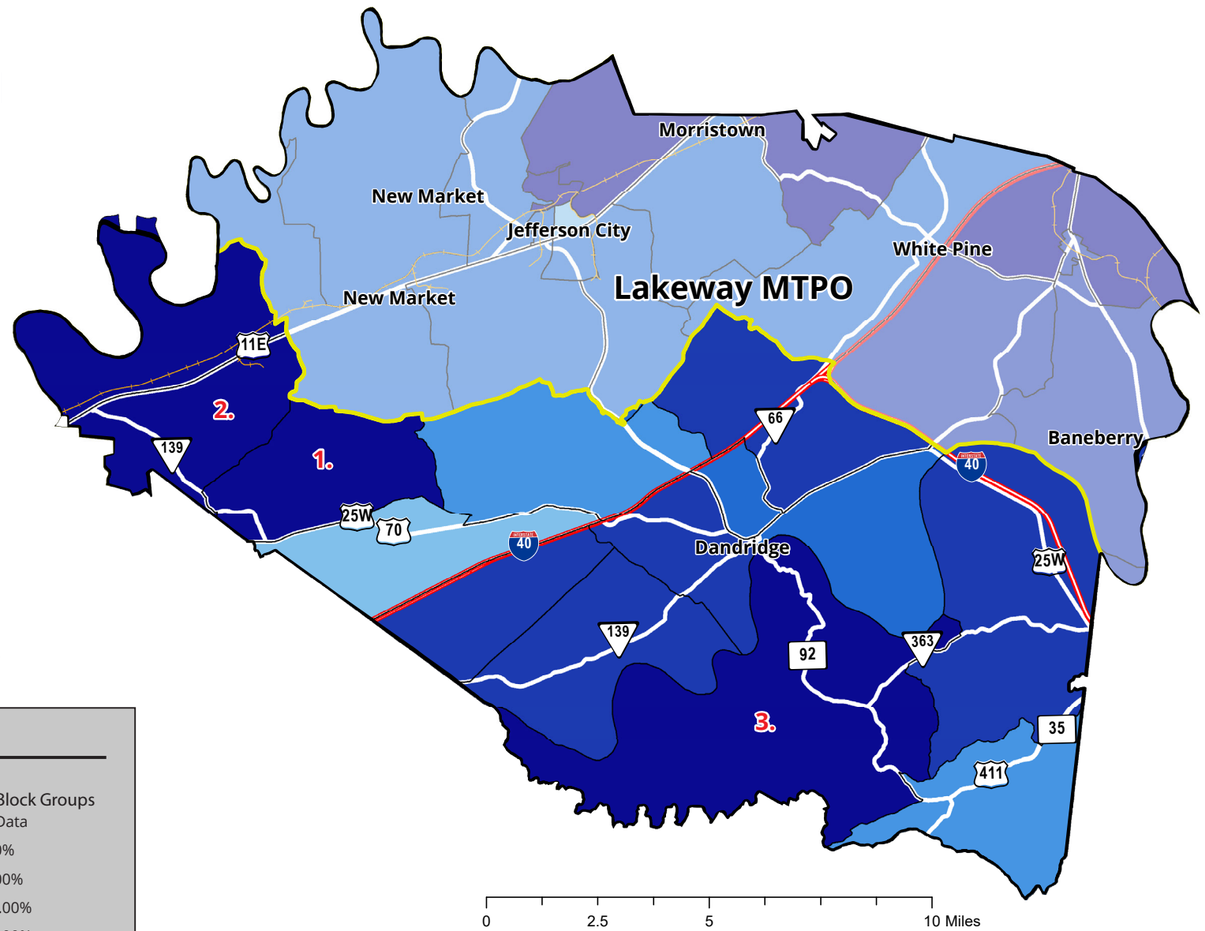
*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Cocke County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Jefferson County Economic Profile

Top County Employers

Employer	Est. Employees
Jefferson County School District	1,100
Bush Brothers & Company	500
Nyrstar Clarksville, Inc.	450
Carson-Newman University	320
Walmart Inc.	300
County of Jefferson	300
Jefferson Memorial Hospital	205
Jefferson County Nursing Home	200
Matsuo Industries USA, Inc.	180
Nashua Corporation	180

Table 2.12



Map 2.3

Jefferson County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Manufacturing	$1,042
2	Trade, Transportation, and Utilities	$894
3	Financial Activities	$878
4	Education and Health Services	$820
10	Natural Resources and Mining	No Data

Table 2.13

Jefferson County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	190
2	Professional and Business Services	87
3	Leisure and Hospitality	85
8	Manufacturing	43
9	Natural Resources and Mining	6

Table 2.14

Employment Location Quotients (LQ)*

	United States	Tennessee	Jefferson County
Manufacturing	1.00	1.36	1.68
Trade, Transportation, and Utilities	1.00	1.12	1.36
Leisure and Hospitality	1.00	1.02	0.93

Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry

Industry	% of TQW*
Trade, Transportation, and Utilities	35.13%
Manufacturing	23.43%

*Total Quarterly Wages

Table 2.15

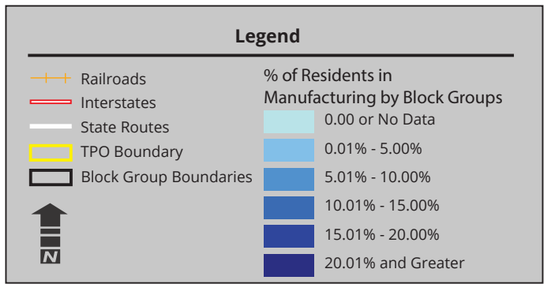
Highest % of Residents Working in Manufacturing

Block Group Rank	% of Residents
1	24.03%
2	21.29%
3	20.94%

Table 2.16

*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Jefferson County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Loudon County Economic Profile

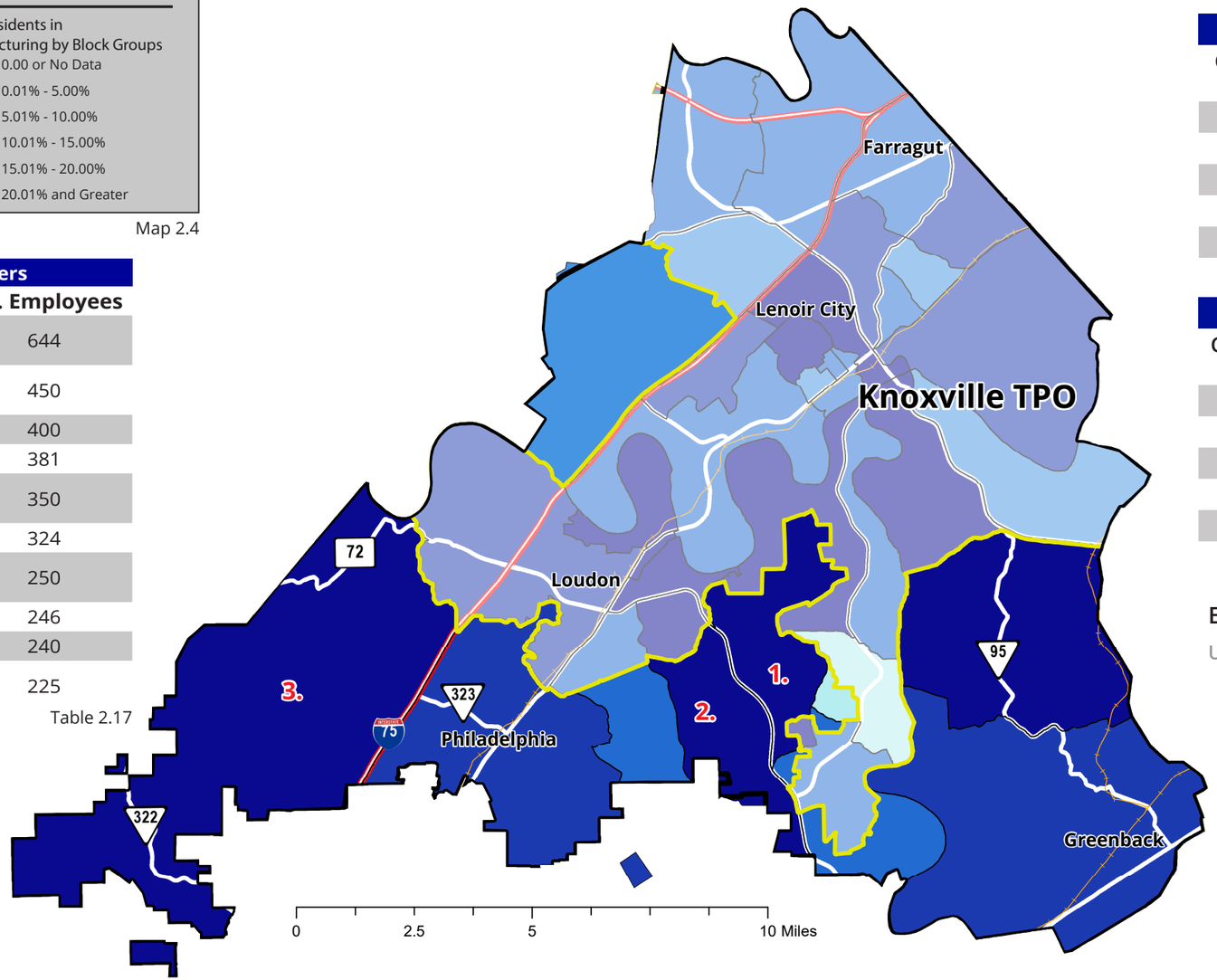


Map 2.4

Top County Employers

Employer	Est. Employees
Loudon County School District	644
Monterey Mushrooms, Inc.	450
Walmart Inc.	400
Malibu Boats, LLC	381
Kimberly-Clark Corporation	350
County of Loudon	324
Tate & Lyle Ingredients Americas, Inc.	250
Lenoir City School District	246
Viskase Corporation	240
Fort Loudon Medical Center	225

Table 2.17



Loudon County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Information	$1,403
2	Financial Activities	$1,280
3	Manufacturing	$1,116
5	Natural Resources and Mining	$1,025
8	Trade, Transportation, and Utilities	$695

Table 2.18

Loudon County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	251
2	Professional and Business Services	166
3	Construction	106
8	Manufacturing	58
10	Natural Resources and Mining	10

Table 2.19

Employment Location Quotients (LQ)*

	United States	Tennessee	Loudon County
Manufacturing	1.00	1.36	2.45
Natural Resources and Mining	1.00	0.29	2.40
Trade, Transportation, and Utilities	1.00	1.12	1.17

Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry

Industry	% of TQW*
Manufacturing	33.51%
Trade, Transportation, and Utilities	21.48%

*Total Quarterly Wages

Table 2.20

Highest % of Residents Working in Manufacturing

Block Group Rank	% of Residents
1	40.79%
2	29.46%
3	27.14%

Table 2.21

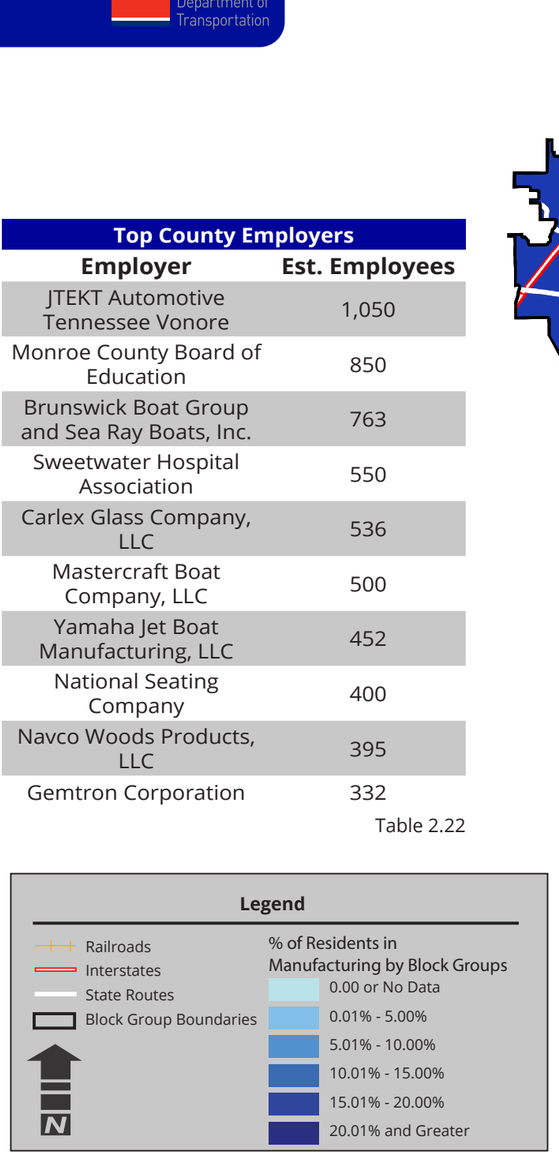
*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Loudon County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Monroe County Economic Profile

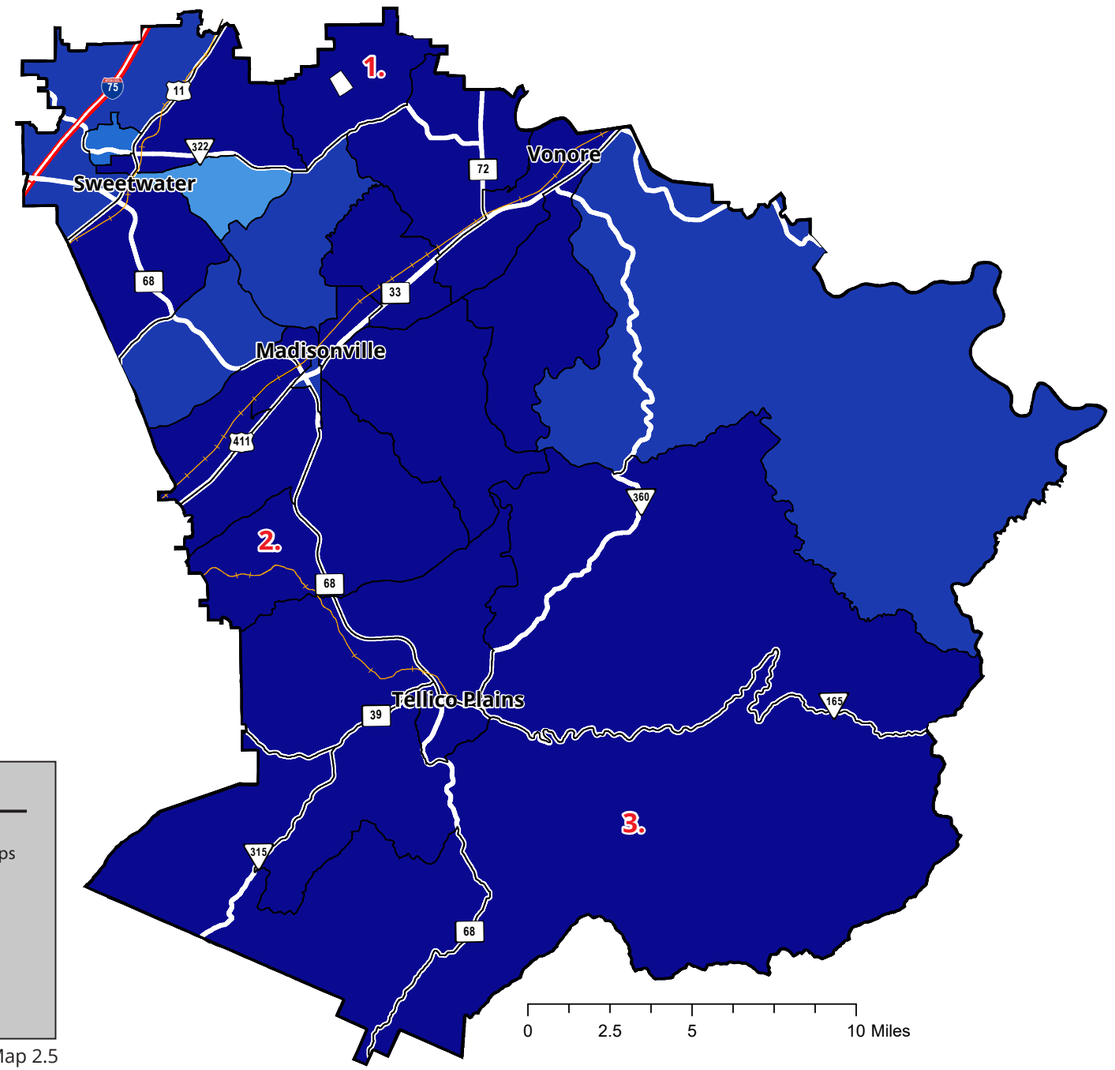
Top County Employers

Employer	Est. Employees
JTEKT Automotive Tennessee Vonore	1,050
Monroe County Board of Education	850
Brunswick Boat Group and Sea Ray Boats, Inc.	763
Sweetwater Hospital Association	550
Carlex Glass Company, LLC	536
Mastercraft Boat Company, LLC	500
Yamaha Jet Boat Manufacturing, LLC	452
National Seating Company	400
Navco Woods Products, LLC	395
Gemtron Corporation	332

Table 2.22



Map 2.5



Monroe County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Professional and Business Services	$1,099
2	Information	$918
3	Manufacturing	$902
7	Natural Resources and Mining	$643
8	Trade, Transportation, and Utilities	$636

Table 2.23

Monroe County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	193
2	Leisure and Hospitality	83
3	Financial Activities	74
6	Manufacturing	66
9	Natural Resources and Mining	9

Table 2.24

Employment Location Quotients (LQ)*



Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry

Industry	% of TQW*
Manufacturing	57.13%
Trade, Transporation, and Utilities	13.97%

*Total Quarterly Wages

Table 2.25

Highest % of Residents Working in Manufacturing

Block Group Rank	% of Residents
1	49.57%
2	43.53%
3	40.34%

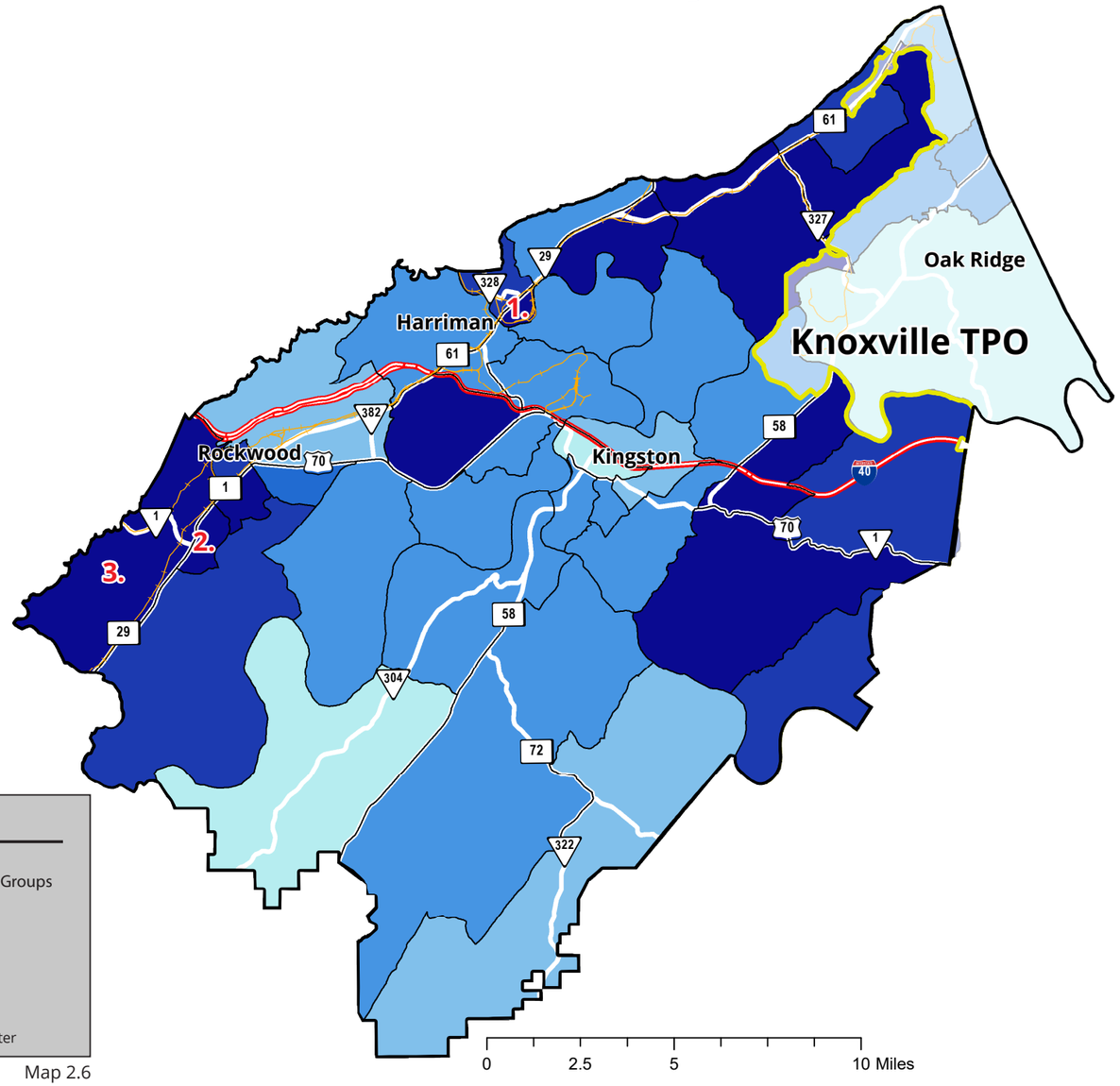
Table 2.26

*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Monroe County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Roane County Economic Profile

Top County Employers	
Employer	**Est. Employees**
Oak Ridge National Laboratory (ORNL)	4,650
Roane County Schools	1,050
Roane State Community College	900
Roane County Government	366
Kimble Chase Life Science and Research Products, LLC	350
Michael Dunn Center	300
Tennessee Valley Authority	300
Walmart Inc	261
Roane Medical Center	250
Albahealth, LLC	168

Table 2.27



Legend

- Railroads
- Interstates
- State Routes
- TPO Boundary
- Block Group Boundaries

% of Residents in Manufacturing by Block Groups

- 0.00 or No Data
- 0.01% - 5.00%
- 5.01% - 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% and Greater

Map 2.6

Roane County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Professional and Business Services	$2,356
2	Construction	$1,291
3	Natural Resources and Mining	$1,020
4	Manufacturing	$951
6	Trade, Transportation, and Utilities	$669

Table 2.28

Roane County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	210
2	Professional and Business Services	114
3	Leisure and Hospitality	87
8	Manufacturing	32
9	Natural Resources and Mining	4

Table 2.29

Employment Location Quotients (LQ)*

United States	Tennessee	Roane County	
1.00	0.98	2.69	Professional and Business Services
1.00	1.12	0.70	Trade, Transporation, and Utilities
1.00	1.36	0.69	Manufacturing

*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Roane County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry	
Industry	**% of TQW***
Professional and Business Services	75.77
Manufacturing	4.71%

*Total Quarterly Wages

Table 2.30

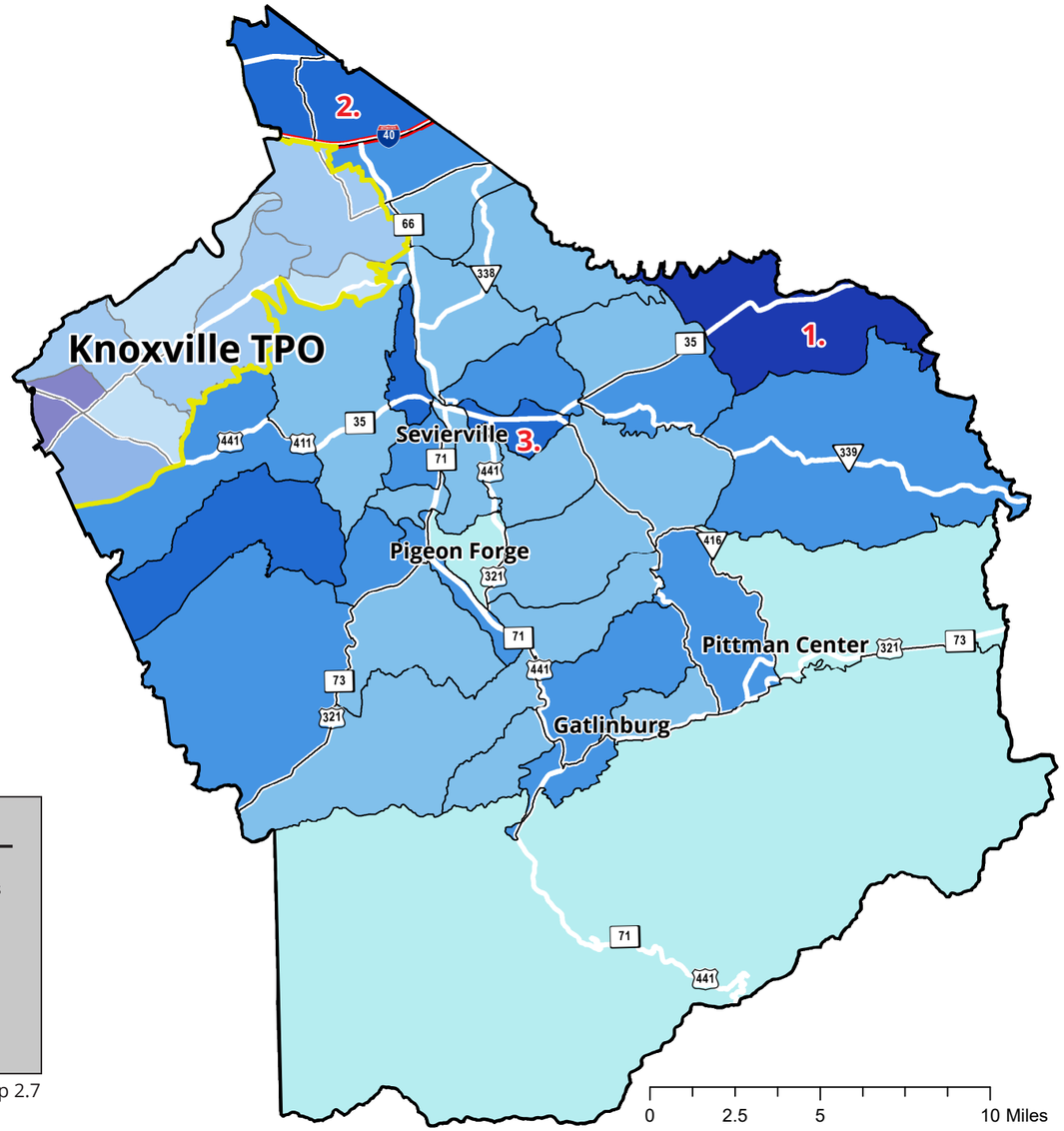
Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	26.57%
2	26.02%
3	24.22%

Table 2.31

Sevier County Economic Profile

Top County Employers	
Employer	**Est. Employees**
The Dollywood Company	2,500
Sevier County Schools System	2,200
Westgate Resorts	500
Leconte Medical Center	450
Walmart Inc.	415
City of Gatlinburg	356
City of Sevierville	332
Federal-Mogul	300
Charles Blalock & Sons, Inc.	250
Ripley's Entertainment, Inc.	200

Table 2.32



Legend

- Railroads
- Interstates
- State Routes
- TPO Boundary
- Block Group Boundaries

% of Residents in Manufacturing by Block Groups

- 0.00 or No Data
- 0.01% - 5.00%
- 5.01% - 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% and Greater

Map 2.7

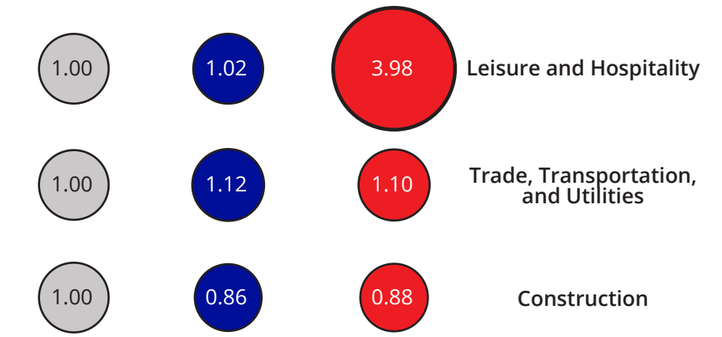
Sevier County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Natural Resources and Mining	$1,167
2	Information	$808
3	Education and Health Services	$800
6	Manufacturing	$718
8	Trade, Transportation, and Utilities	$501

Table 2.33

Sevier County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	779
2	Leisure and Hospitality	705
3	Professional and Business Services	348
8	Manufacturing	109
10	Natural Resources and Mining	7

Table 2.34

Employment Location Quotients (LQ)*



Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2018
- American Community Survey, US Census Bureau, 2017
- InfoGroup, 2016
- Tennessee Department of Transportation

Major Industry	
Industry	**% of TQW***
Leisure and Hospitality	38.37%
Manufacturing	5.51%

*Total Quarterly Wages

Table 2.35

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	19.57%
2	12.07%
3	11.81%

Table 2.36

*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Sevier County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

LAND USE

Relationship of Land Use and Development to Transportation

A crucial element to transportation planning is the need for coordination among city, county, and regional organizations. These collaborations should address land use, transportation, and economic development. Rural counties throughout the state of Tennessee are working to maintain current economic conditions, while seeking new and diverse economic development opportunities. While pursuing diversified economic development opportunities, it is essential that the rural characters within these communities are simultaneously preserved.

Land use and transportation planning complement each other. The East Tennessee Development District offers local rural communities planning services. These land use planning services include long range planning, land use controls, floodplain management, and community development. These services are based on community need and are collaborative efforts.

Existing Land Use

The land use in the East Tennessee South RPO is predominately agricultural, public lands, and residential. More residential and commercial office uses occur near existing towns. Five of the seven counties within the RPO are comprised of more than 50 percent agricultural land uses. While Sevier and Blount counties are roughly 37-40 percent agriculture and between 41-51 percent public lands. Areas experiencing growth and the locations of activity centers vary throughout the region. Cocke County would like to see growth within Newport, but is also experiencing development at along I-40 at Exit 435. An area identified for potential commercial and industrial growth is near Exit 432 on I-40. Jefferson County has seen growth and development in Jefferson City, which is the county's commercial center. Blount County is experiencing tourism and residential development throughout the county. Monroe County is undergoing growth throughout the county, however Vonore is experiencing the most growth. Loudon County has seen growth occur along the US-11 (SR-2) and US-70 (SR-1) corridors. Roane County is experiencing growth along the I-40 corridor and US-70 (SR-1) corridor. Sevier County is an extremely tourist-driven area. The county is seeing development along Veterans Boulevard, Teaster Lane, Wears Valley Road, and along I-40 at Exit 407.



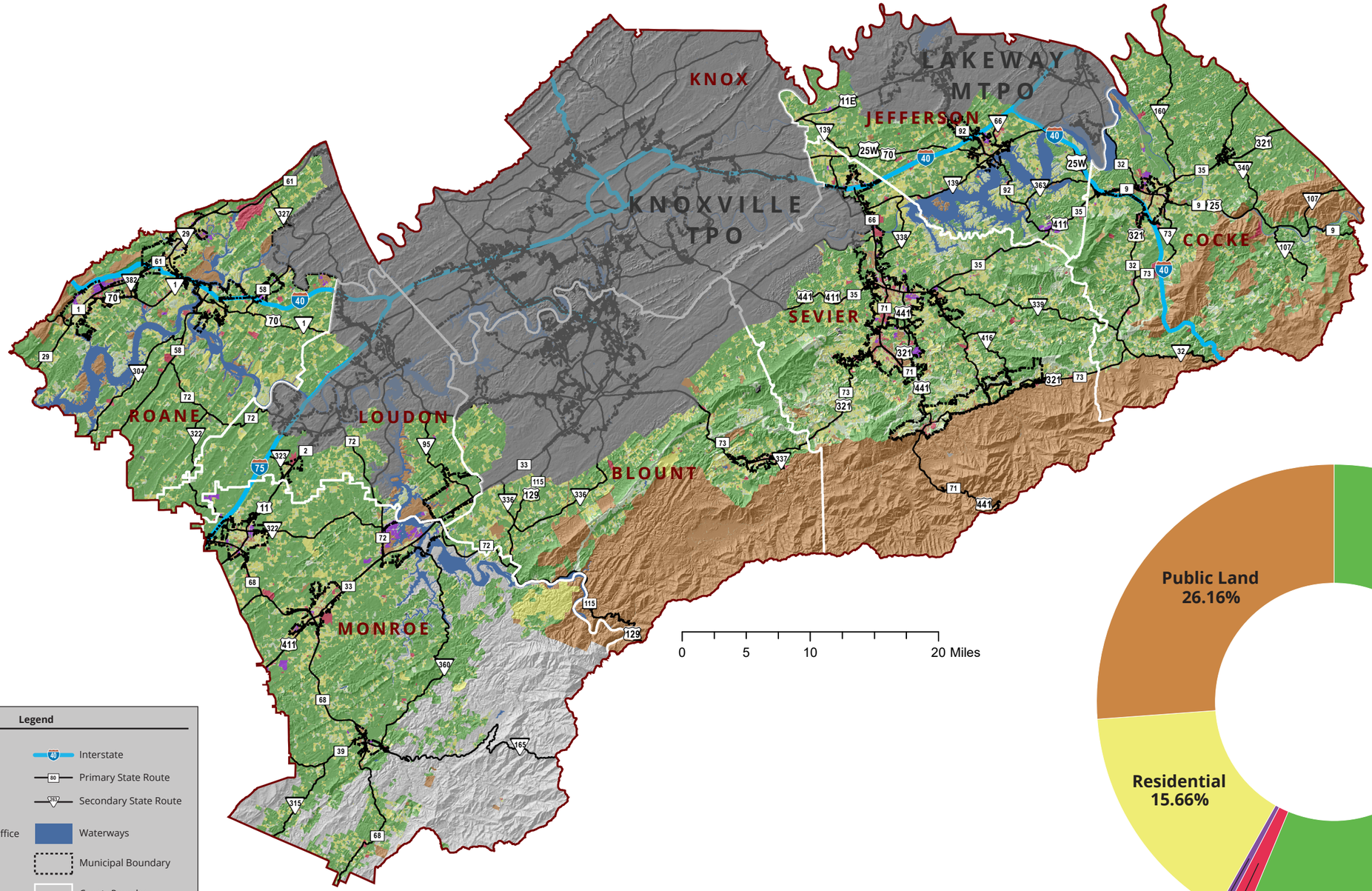
Clockwise from top left: Dandridge, Townsend, Greenback, Lenoir City

County	Agriculture	Commercial/ Office	Industrial	Residential	Public Land	County Total	County Percent
Blount	120,767.85 (37.55%)	1,332.78 (0.41%)	104.79 (0.03%)	33,918.50 (10.55%)	165,499.08 (51.46%)	**321,623.00**	**15.62%**
Cocke	220,965.98 (57.52%)	3,735.91 (0.97%)	609.99 (0.16%)	42,679.36 (11.11%)	116,191.36 (30.24%)	**384,182.60**	**18.67%**
Jefferson	87,896.87 (68.12%)	2,278.08 (1.77%)	1,488.11 (1.15%)	33,997.47 (26.35%)	3,380.49 (2.62%)	**129,041.02**	**6.27%**
Loudon	91,685.08 (77.70%)	816.96 (0.69%)	232.62 (0.20%)	16,205.53 (13.73%)	9064.48 (7.68%)	**118,004.67**	**5.73%**
Monroe	257,504.24 (73.38%)	4,145.43 (1.18%)	3,677.97 (1.05%)	65,930.27 (18.79%)	19,683.06 (5.61%)	**350,940.97**	**17.05%**
Roane	180,391.09 (61.27%)	6,691.63 (2.27%)	2,581.06 (0.88%)	52,416.44 (17.80%)	52,363.25 (17.78%)	**294,443.47**	**14.31%**
Sevier	187,732.90 (40.82%)	8,137.74 (1.77%)	2,341.18 (0.51%)	72,549.16 (15.78%)	189,126.02 (41.12%)	**459,887.00**	**22.34%**
Region Total	**1,146,944.01**	**27,138.53**	**11,035.72**	**317,696.73**	**555,307.74**	**2,058,122.73**	**100.00%**
Region Percent	**55.73%**	**1.32%**	**0.54%**	**15.44%**	**26.98%**	**100.00%**	

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East Tennessee South Existing Land Use



Map 2.8

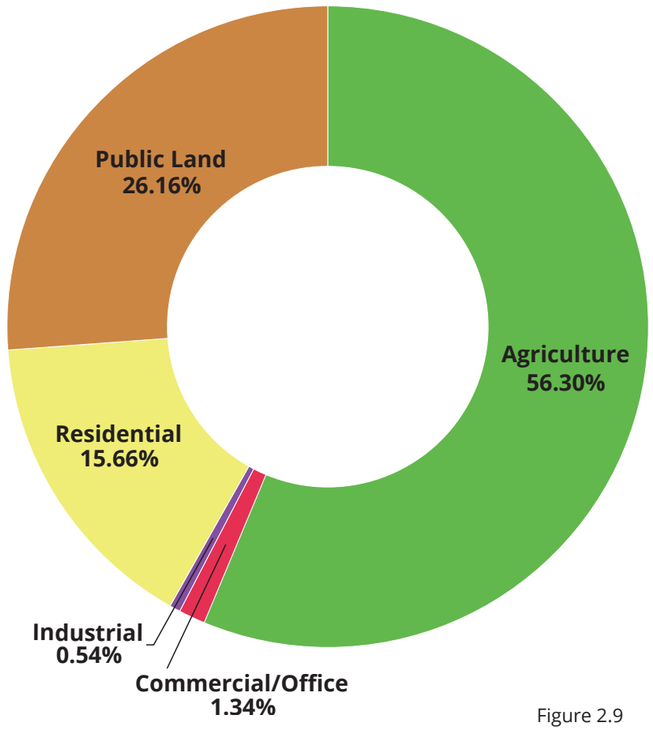


Figure 2.9

Public Lands

The East Tennessee South RPO is home to roughly 26 State Parks; Wildlife Management Areas; National Historic Parks; State Natural Areas; and State Forests. Tennessee State Parks preserve and protect natural, cultural, and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourism to the region and promote local economic development. The Tennessee Wildlife Resource Agency (TWRA) manages the state's fish and wildlife and their habitats, in addition to the enforcement of wildlife-related laws. The state's natural areas protect plants, animals, and natural communities throughout the state. The state's historic parks preserve some of Tennessee's historical sites.



Cades Cove
Source: National Park Service Website

Management of Property - Federal Agencies
FS - Forest Service
NPS - National Park Service
TVA - Tennessee Valley Authority
USFWS - United States Fish & Wildlife Service

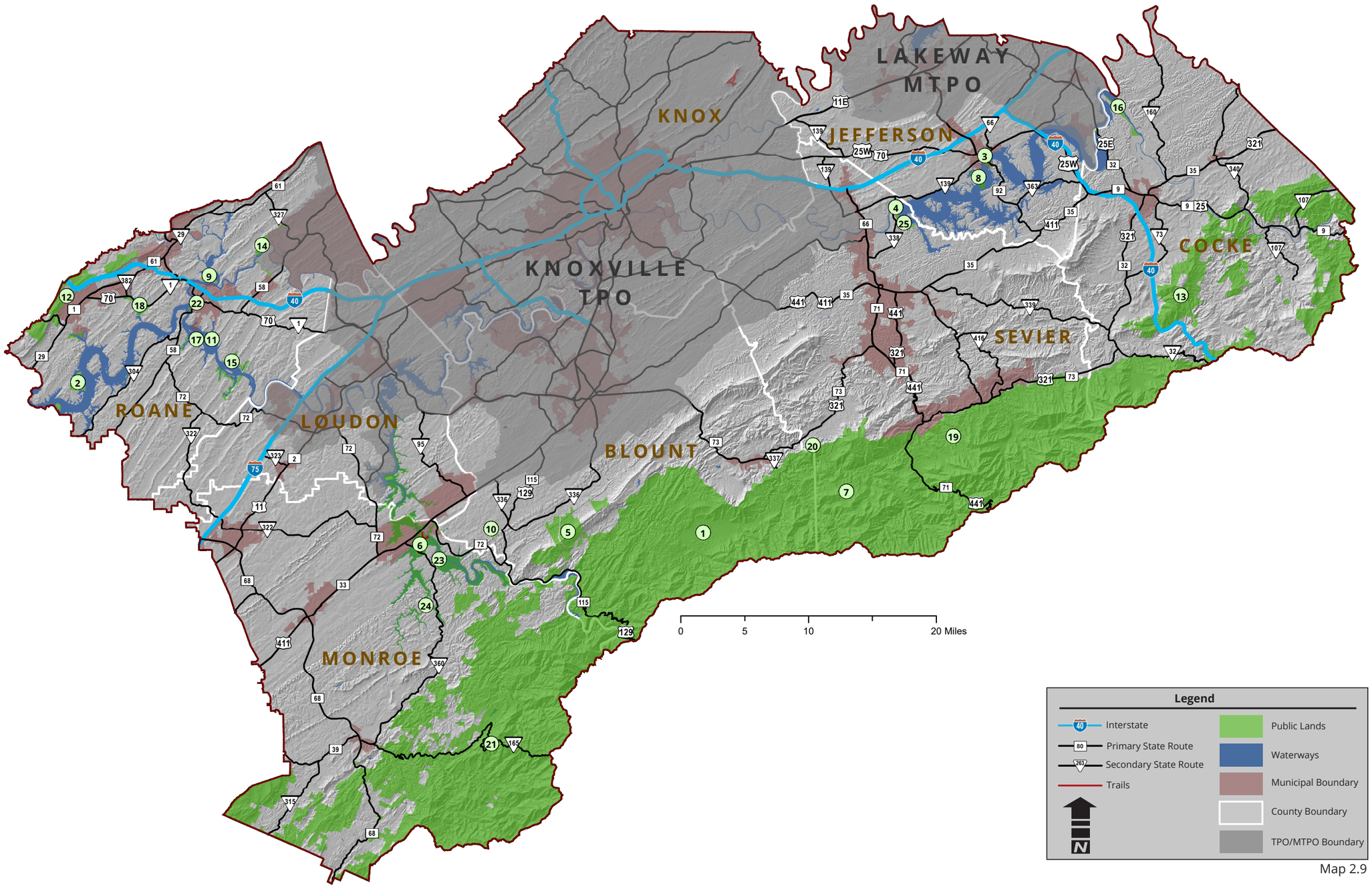
Management of Property - State Agencies
TWRA - Tennessee Wildlife Resources Agency
TDEC - Tennessee Department of Environment and Conservation
TDA - Tennessee Department of Agriculture

Label	Name	Type	Acres	Source	Ownership	County
1	Cades Cove Historic District	Historic Distict	4766.22	https://www.nps.gov/grsm/planyourvisit/cadescove.htm	Federal Government (NPS)	Blount
2	Camp Buck Toms	Private Camp	741.99	http://www.campbucktoms.com/	Boy Scouts of America	Roane
3	Dandridge Historic District	Historic District	59.09	https://www.tnvacation.com/local/dandridge-dandridge-historic-district	State of Tennessee (TDEC)	Jefferson
4	Douglas Dam Public Camping Area	Public Camp	149.38	http://douglasdam.com/	Recreation Resource Management	Sevier
5	Foothills	Wildlife Management Area	6796.09	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/67.pdf	State of Tennessee (TWRA)	Blount
6	Fort Loudoun	State Historic Park	497.29	http://tnstateparks.com/parks/events/fort-loudoun/	State of Tennessee (TDEC)	Monroe
7	Great Smoky Mountains National Park	National Park	225753.89	https://www.nps.gov/grsm/index.htm	Federal Government (NPS)	Blount, Cocke, Sevier
8	Henderson Island Refuge	Refuge	686.82	http://www.tnfish.org/DouglasLakeCrappie_TWRA/DouglasLakeHendersonIslandRearingPondTWRA.htm	State of Tennessee (TWRA)	Jefferson
9	Kingston Refuge	Wildlife Management Area	431.03	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/62.pdf	State of Tennessee (TWRA)	Roane
10	Kyker Bottoms Refuge	Wildlife Management Area	555.96	http://www.tnbirds.org/birdfinding/KykerBottoms.htm	State of Tennessee (TWRA)	Blount
11	Long Island	Wildlife Management Area	65.09	http://www.tnwatchablewildlife.org/watchareadetails.cfm?uid=09072713580319569&region=Watts_Bar_WMA_-_Long_Island_Unit&statearea=East_Tennessee	State of Tennessee (TWRA)	Roane
12	Mt. Roosevelt	Wildlife Management Area	5099.15	https://www.tnvacation.com/local/rockwood-mount-roosevelt-wildlife-management-area	State of Tennessee (TWRA)	Roane
13	North Cherokee National Forest	National Forest/Wildlife Management Area	45842.73	https://www.fs.usda.gov/cherokee	Federal Government (FS)/ State of Tennessee (TWRA)	Cocke
14	Oak Ridge National Laboratory	Research Center	768.83	https://www.ornl.gov/	UT-Battelle	Roane
15	Paint Rock Refuge	Refuge	1074.80	http://www.tnwatchablewildlife.org/watchareadetails.cfm?uid=09072714032850787&region=Paint_Rock_Refuge&statearea=East_Tennessee	State of Tennessee (TWRA)	Roane
16	Rankin Bottom	Wildlife Management Area	583.47	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/69.pdf	State of Tennessee (TWRA)	Cocke
17	Riley Creek	Public Camping Area	297.17	https://www.tennesseerivervalleygeotourism.org/content/riley-creek-campground/tenc007db743cc77f3c4	Federal Government (TVA)	Roane
18	Roane County Park	Local County Park	662.33	http://roanecountytn.gov/county-executive/departments/roane-county-parks-and-recreation/	Roane County	Roane
19	Roaring Fork Historic District	Historic District	226.19	https://www.nps.gov/grsm/planyourvisit/roaringfork.htm	Federal Government (NPS)	Sevier
20	Roundtop Mountain	State Natural Area	221.47	http://www.tennessee.gov/environment/article/na-na-roundtop-mountain	State of Tennessee (TDEC)	Blount, Sevier
21	South Cherokee National Forest	National Forest/Wildlife Management Area	156251.70	https://www.fs.usda.gov/cherokee	Federal Government (FS)/ State of Tennessee (TWRA)	Blount, Monroe
22	Southwest Point Park	Local County Park	141.09	https://www.roanetourism.com/vendor/104/southwest-point-park/	Roane County	Roane
23	Tellico Lake	State Waterway	11562.50	http://tellicolake.com/	State of Tennessee (TWRA)	Blount, Loudon
24	Tellico Lake WMA	Wildlife Management Area	104.47	http://tellicolake.com/	State of Tennessee (TWRA)	Monroe
25	Walter's Bridge Access	Boat Access	33.11	http://www.tnfish.org/ReservoirLakeMapsTennessee_TWRA/DouglasReservoir_WaltersBridgeBoatRamp_TWRA.htm	State of Tennessee (TWRA)	Cocke, Monroe
26	Whites Creek	Small Wild Area	10.96	https://www.tennesseerivervalleygeotourism.org/content/whites-creek-small-wild-area-trail/ten2bf68a5053fc0320d	Federal Government (TVA)	Roane

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East Tennessee South Public Lands & Trails



Map 2.9

3 REGIONAL TRANSPORTATION SYSTEM

Introduction

Transportation plays a vital role in the region's quality of life and economic viability. Generally, the need for transportation stems from the need to access goods, services, and other people within and beyond the region. The ease by which citizens can get from home to school, to a job, to medical services, to shopping and back again is dependent upon the efficiency and effectiveness of the RPO's transportation system.

Throughout this portion of the plan, various road names are mentioned. To better understand the road naming conventions in this section, please review the following:

- Local Road Name/ US-Hwy Name (State Route Name)
- Local Road Name (State Route Name)
- Local Road Name
- State Route Name

The Regional Transportation System section of the plan includes all transportation modes: roadways, public transportation, bikeways, greenways, freight movement, and airports. Nonmetropolitan areas comprise a large portion of Tennessee's geographic area. Providing an overview of conditions and current infrastructure throughout the region is critical in the statewide planning process.

Airports

There are no commercial airports within the East Tennessee South RPO. However, there are 3 general aviation airports within the RPO. Roane County is home to Rockwood Municipal Airport, located in Rockwood. It has a 5,000 sq.ft. runway, two 2x10 Unit T-Hangars and one 60x60 Box Hangar. The airport is considered to be in good condition. Monroe County has the Monroe County Municipal Airport, located in Madisonville. This airport has a 3,643 sq.ft. runway, one 1x10 Unit T-Hangar and is considered to be in good condition. Sevier County's airport, the Gatlinburg-Pigeon Forge Municipal Airport, is located in Sevierville, has a 5,506 sq.ft. runway and is considered to be in good condition. It has nine 50x50 Corp Hangars; one 40x260 Corp Hangar; one 120x100 Corp Hangar; five 70x100 Corp Hangars; two 6 Unit T-Hangars; and two 70x90 Corp Hangars.

Structurally Deficient Bridges

There are a total of 56 structurally deficient bridges within the East Tennessee South RPO. Currently, 16 of these bridges are state-owned, and 40 are locally-owned. The construction dates of these bridges range from 1910 to 1992. TDOT monitors all bridges within the state through a process that inspects every bridge on a two year cycle. The Sufficiency Rating, a major factor in bridge monitoring, is an overall rating of a bridge's fitness based upon inspections that examine structural evaluation, structural deficiency, structural soundness, functional obsolescence, and essentiality to the public. "Structural deficiency" or "structural soundness" measures the deterioration and/or damage of a bridge. "Functional obsolescence" is a function that measures a bridge's geometric design standards. As standards change with time, geometric design must be updated to comply with current safety standards. "Essentiality", which is one of the functions evaluated to determine structural deficiency, measures the potential impacts to emergency evacuation.



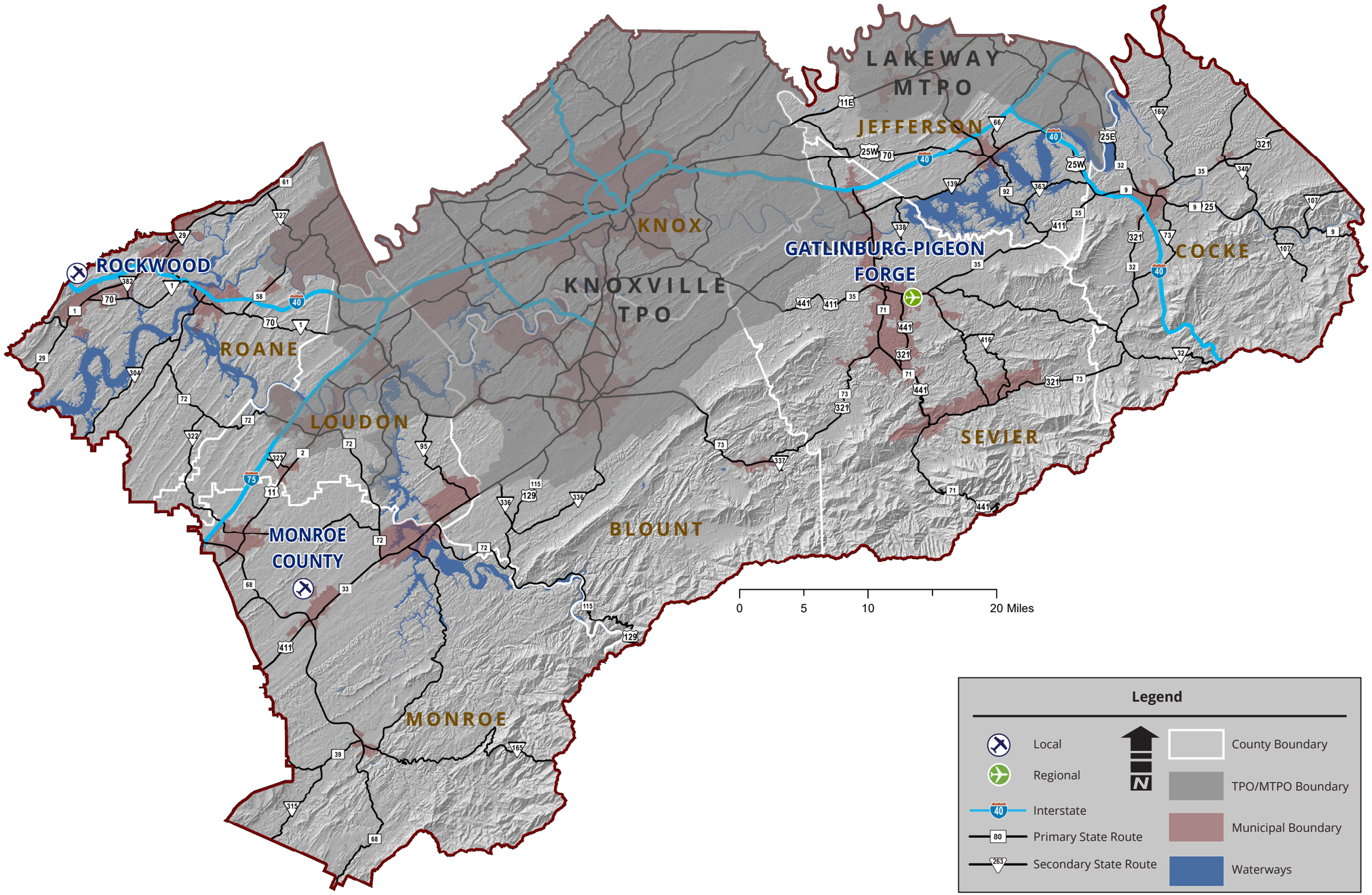
Lenoir City



Sweetwater

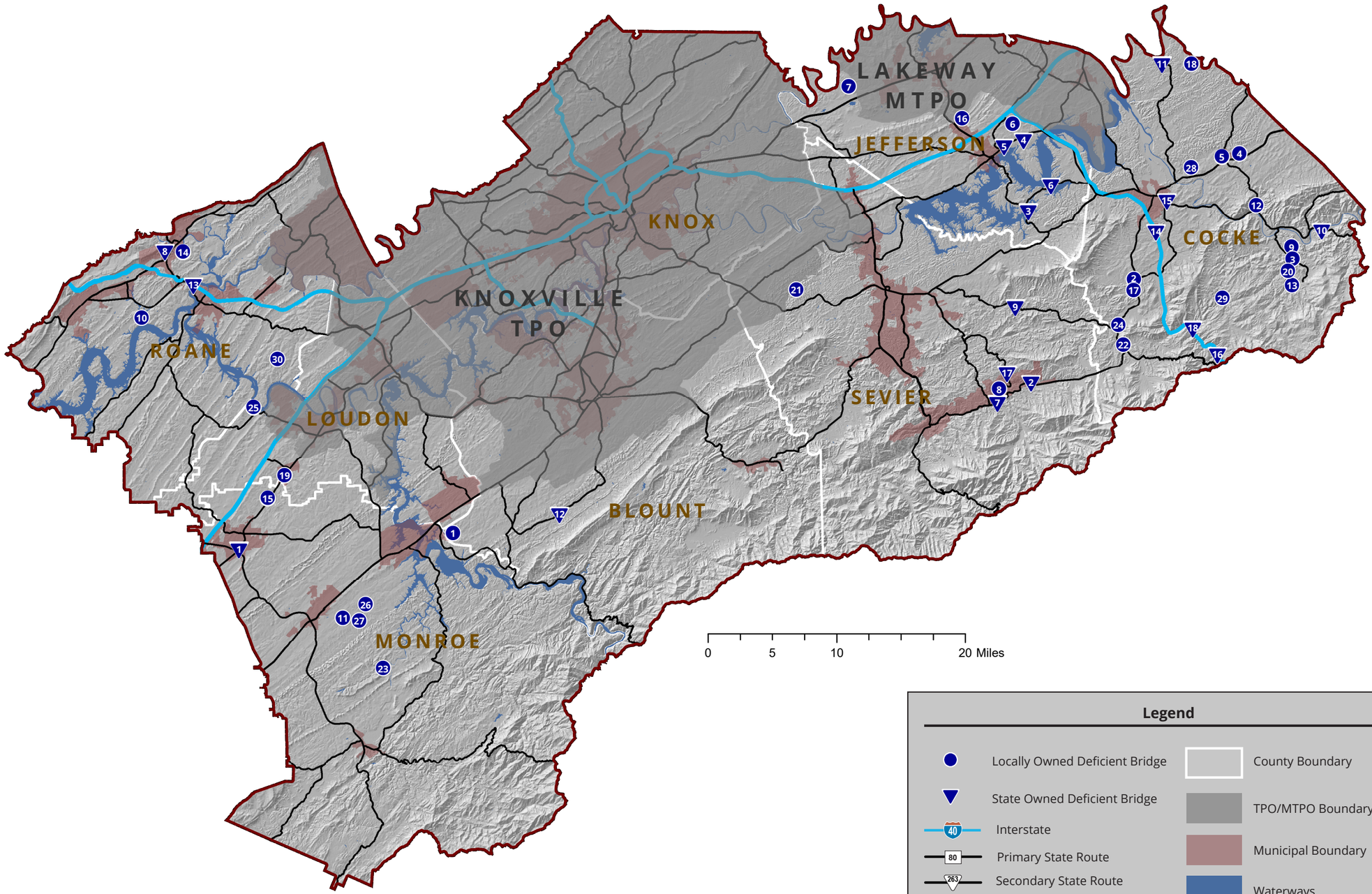
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East Tennessee South Airports



Map 3.1

East Tennessee South Structurally Deficient Bridges



Map 3.2

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State Owned Structurally Deficient Bridges

Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	62SR00200011	MONROE	SR002	SWEETWATER CREEK	8/2/2019	1929	27.5
2	78SR07300251	SEVIER	SR073	WEBB CREEK	9/6/2019	1954	30.5
3	45SR09200031	JEFFERSON	SR092	MUDDY CREEK	10/7/2019	1946	31.9
4	45SR00900111	JEFFERSON	SR009	KOONTZ CREEK	10/8/2019	1930	32.7
5	45SR00900091	JEFFERSON	SR009	RIMMER CREEK	10/8/2019	1934	33.1
6	45S256200011	JEFFERSON	SR363	INDIAN CREEK	9/4/2019	1942	33.6
7	78SR07300191	SEVIER	SR073	LITTLE PIGEON RIVER	10/10/2019	1955	37.7
8	73SR02900031	ROANE	SR029	EMORY RIVER	5/6/2019	1957	40.9
9	78S241900011	SEVIER	SR339	WHITE CREEK	8/28/2019	1940	43.1
10	15SR00900211	COCKE	SR009	BRANCH	8/13/2019	1924	43.3
11	15SR16000091	COCKE	SR160	NOLICHUCKY RIVER	8/5/2019	1948	45.3
12	05S249700031	BLOUNT	SR336	SIX MILE CREEK	10/17/2019	1948	47.9
13	73I004000131	ROANE	I0040	CLINCH RIVER & NFA A774	10/10/2018	1960	49
14	15I004000151	COCKE	I0040	GOLF COURSE RD (A526)	5/4/2020	1970	59.3
15	15SR00900071	COCKE	SR009	PIGEON RIVER	8/5/2019	1936	59.5
16	15I004000371	COCKE	I0040	GREEN CORNER RD (1321)	5/4/2020	1970	62
17	78S242100111	SEVIER	SR416	LAUREL BRANCH	9/19/2019	1950	62.9
18	15I004000351	COCKE	I0040	NFA 1242	5/4/2020	1970	92

Table 3.1

Locally Owned Structurally Deficient Bridges

Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	050A86800011	BLOUNT	0A868	NINE MILE CREEK	12/11/2019	1930	2.0
2	15SR03200071	COCKE	02570	COSBY CREEK	11/20/2018	1954	8.0
3	150A27700011	COCKE	0A277	TRAIL FORK BIG CREEK	10/31/2018	1973	16.9
4	15SR03500071	COCKE	0A495	CLEAR CREEK	10/22/2018	1918	24.5
5	15SR03500051	COCKE	0A494	CLEAR CREEK	9/28/2020	1919	26.5
6	450250000011	JEFFERSON	02500	KOONTZ CREEK	5/7/2019	1950	27.1
7	450A08200011	JEFFERSON	0A082	LOST CREEK	5/1/2019	1942	28.2
8	780A35900011	SEVIER	0A359	LITTLE PIGEON RIVER	6/26/2019	1970	29.7
9	150A27600011	COCKE	0A276	TRAIL FORK BIG CREEK	9/23/2020	1975	37.0
10	730142500011	ROANE	01425	CANEY CREEK	3/18/2019	1945	37.9
11	620234400071	MONROE	02344	NORTH FORK NOTCHY CREEK	8/5/2020	1971	38.3
12	150A23800011	COCKE	0A238	LONG CREEK	10/30/2018	1920	38.5
13	150A26400011	COCKE	0A264	TRAIL FORK BIG CREEK	10/31/2018	1973	41.3
14	73S240100011	ROANE	01226	EMORY RIVER	3/21/2019	1992	43.8
15	620A06700011	MONROE	0A067	SWEETWATER CREEK	7/8/2020	1965	44.8
16	450A48200011	JEFFERSON	0A482	DUMPLIN CREEK	5/2/2019	1938	45.5
17	150A44500011	COCKE	0A445	COSBY CREEK	11/20/2018	1975	45.6
18	150A90900011	COCKE	0A909	NOLICHUKY RIVER	10/30/2018	1924	47.3
19	530A59400011	LOUDON	0A808	BACON CREEK	8/14/2020	1930	49.2
20	150A26100011	COCKE	0A261	TRAIL FORK BIG CREEK	10/31/2018	1934	50.2
21	780244100031	SEVIER	02441	HAPPY CREEK	7/8/2019	1918	51.7
22	150A40700011	COCKE	0A407	COSBY CREEK	9/28/2020	1984	52.9
23	62F001100031	MONROE	01235	BIG CREEK	7/17/2020	1920	53.4
24	150A44700011	COCKE	0A447	COSBY CREEK	9/28/2020	1983	55.1
25	530A40300011	LOUDON	0A661	POLECAT CREEK	8/19/2020	1944	59.2
26	620234400011	MONROE	02344	NORTH FORK NOTCHY CREEK	8/5/2020	1970	65.2
27	620234400031	MONROE	02344	NORTH FORK NOTCHY CREEK	8/5/2020	1972	69.7
28	150A13600011	COCKE	0A136	CLEAR CREEK	9/28/2020	1984	70.8
29	150257400171	COCKE	02574	GULF FORK BIG CREEK	11/8/2018	1978	70.8
30	73S255500011	ROANE	02365	WOLF CREEK	4/23/2019	1960	71.3

Table 3.2

Roadway Analysis

Functional Classification

According to the U.S. Department of Transportation, Federal Highway Administration guide on Highway Functional Classification Concepts, Criteria and Procedures,

> "Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification and those include: access; mobility; efficiency of travel; collectors; access points; speed limit; route spacing; annual average daily traffic volumes; and vehicle miles of travel. All roadways are classified into 3 main classification types. These are Arterials (Principal and Minor), Collectors (Major and Minor), and Local."

In Tennessee, there are over 28,862 miles of roads classified as interstate, arterial, or collector. 75% of Tennessee's total roadway miles are on Local Roads, while 25% are on Functionally-Classified Roads. The amount of traffic on a roadway can be explained using a variety of metrics, one of which is Vehicle-Miles-Traveled (VMT). VMT is a measurement illustrating the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of land use and transportation connection, emissions, and overall travel patterns within a region. On a most basic level, reviewing the number of Daily Vehicle-Miles-Traveled (DVMT) on each roadway by functional classification shows the amount of traffic experienced on each type of facility.

East Tennessee South Functional Classification

Functional Class	Roadway Length (Miles)	DVMT
Interstate	113	4,682,678
Freeway or Expressway	3	37,957
Principal Arterial	236	4,187,868
Minor Arterial	460	3,008,628
Major Collector	492	1,315,475
Minor Collector	830	1,000,455
Local	5,760	2,765,861
Total	**7,894**	**17,028,922**

Table 3.3

The National Highway Functional Classification study was mandated by the Congress in the 1968 Federal-Aid Highway Act. The study revealed that Federal-aid highway system classification had become inconsistent with the function of roads and streets, and adjustments in this system were necessary. The Federal-Aid Highway Act of 1973 required the use of an updated functional highway classification to modify the Federal-Aid Highway System by July 1, 1976. After the 1976 federally mandated functional classification of highways was completed, States had routinely updated this functional classification to meet the Federal-Aid Highway Program's classification requirements. However, these adjustments resulted in the national functional classification of highways being no longer consistent among the States. Through legislation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the U.S. Department of Transportation recommended that a reclassification study be completed prior to designation of the National Highway System to provide an interconnected system of principal arterial routes that serve major population centers, intermodal transportation facilities, and major travel destinations. In 1993, the functional reclassification was completed, and the National Highway System was established in November 1995. The Highway Functional Classification: Concepts, Criteria and Procedures, 2013 builds upon and updates the two most recent guidance documents circulated by FHWA, namely:



Kingston

» Highway Functional Classification: Concepts, Criteria and Procedures (March 1989)
» Updated Guidance for the Functional Classification of Highways Memorandum (October 14, 2008)

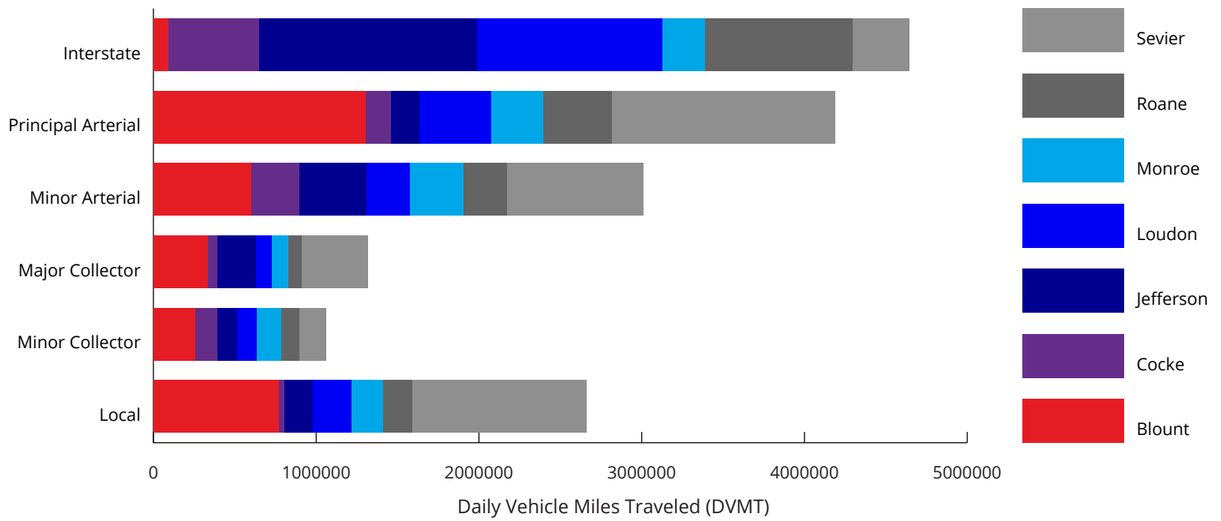


Figure 3.1

In the review of the existing functional class of roadways for the East Tennessee South RPO using the 2013 guidance document, a number of proposed changes were identified for the region. These changes are occurrences where the current functional class system of the RPO does not meet FHWA guidance for a valid network. Examples of the proposed changes that TDOT is suggesting are as follows:

1 US-Hwy. 11 (SR-2) in Monroe County (Log Mile 3.62 – 5.061), in Sweetwater, is currently classified as a Principal Arterial. Due to a relatively lower AADT, when compared to other Principal Arterials in Sweetwater, it is proposed that this corridor is reclassified as a Minor Arterial.

2 Oakland Rd. (SR-322) in Monroe County, from I-75 to US-Hwy. 11 (SR-2) is currently classified as a Minor Arterial. It is proposed that this is upgraded to a Principal Arterial, due to relatively high AADT.

3 Oakland Rd. (SR-322) in Monroe County (Log Mile 6.397 - 15.34), from the Sweetwater urban boundary to State Hwy. 72 (SR-72), is currently classified as a Major Collector. It is proposed that this segment is upgraded to a Minor Arterial, because an urban boundary is no longer a logical terminus for functional classification change. AADT is relatively higher, and an upgrade also supports overall corridor improvement efforts.

4 US-Hwy 411 (SR-35) from the Sevierville urban boundary to the Newport urban boundary is currently classified as a Minor Arterial. It is proposed that this corridor is upgraded to a Principal Arterial because it is a major corridor spanning Sevier, Jefferson, and Cocke Counties, with a significantly higher AADT.

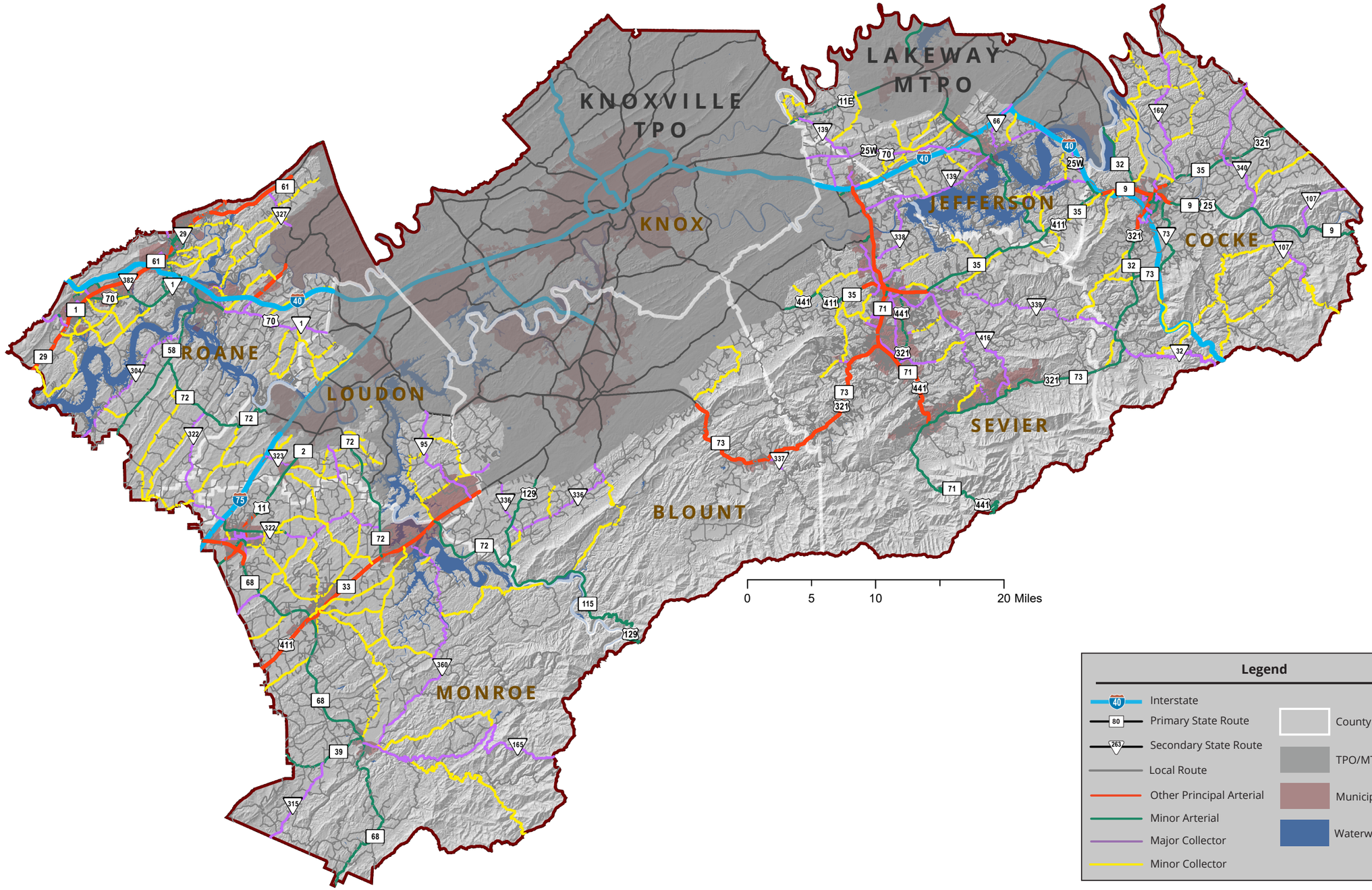


Walland



Cosby

East Tennessee South Functional Classification



Map 3.3

Traffic Volume

The planning area contains many arterial roadways, as well as a small portion of Interstate. As population and the presence of industry increase and decrease, the amount of traffic on these roads is expected to reflect these changes. This section of the plan focuses on the analysis of traffic volumes in the East Tennessee South RPO. The datasets referred to in this section include 2003, 2008, and 2018 Annual Average Daily Traffic (AADT), and percent changes between those years. The data and information shared in this portion of the plan was provided by TDOT's Enhanced Tennessee Roadway Information Management System (E-Trims). The traffic volumes are also analyzed in conjunction with 2010 Census data (U.S. Census Bureau). The AADT maps indicate locations of the traffic count stations in each county, as well as the percent change of traffic volumes. Due to the variations of traffic percentages within each county, the scale provided in the legend for each individual map is different; however, the color symbology has the same meaning from map to map. Blue represents a significant increase, yellow represents a moderate increase or decrease, and red represents a significant decrease. Within the RPO, it should be noted that areas with substantial increases in traffic volumes should be closely monitored for potential current and future capacity issues.

Blount County:
Outside of the Knoxville TPO, roads neither had large traffic increases nor decreases.

A short section of State Hwy. 72 (SR-72), from Monroe/Blount County border to SR-336 had a traffic increase of 33.2 percent.

Alcoa Hwy/ US-Hwy. 129 (SR-115), from North Carolina/Tennessee State Border to Calderwood Hwy. (SR-115) had a 27.5 percent traffic increase. This section of Alcoa Hwy./ US-Hwy. 129 (SR-115) is known as "The Dragon". Traffic increases between 2008 and 2018 are possibly due to increased tourism trips along the Dragon and through traffic between Tennessee and North Carolina.

Cocke County:
There are no steep traffic decreases from 2008 to 2018 in Cocke County.

Traffic decreases occurred on E. Broadway/ US-Hwy. 25W (SR-9) (26.6 percent). Cosby Hwy. (SR-32) had a traffic decrease from 22,687 to 19,276 AADT (15.0 percent).

A large traffic increase occurred on US-Hwy. 411 (SR-35) (30.0 percent), from Jefferson / Cocke County Border to I-40. The roadway section is part of US Hwy. 411 (SR-35), from I-40 to Sevierville, which serves as one of the means of access to Sevierville, Gatlinburg and the Great Smoky Mountains National Park. The traffic increase is possibly due to increased travel to these tourist sites. Also, multiple businesses and industries are located in the vicinity of this section of roadway, which could have generated trips.

Other traffic increases were on Edwina Rd. (SR-73) (26.7 percent), US-Hwy. 25W (SR-9) (24.3 percent), College St. (32.5 percent), and Mullberry Ave. (23.8 percent).

Interstate 40 passes through Cocke County and experienced traffic increases between 17 and 30 percent from 2008 to 2018.

Jefferson County:
Jefferson County had many roads with traffic increases from 2008 to 2018. These traffic volume trends indicate growth in the county.

Several roads show traffic increases: Old Dandridge Pk. (SR-139) (35.6 percent), Asheville Hwy./US-Hwy. 25 (SR-9) (30.2 percent), US-Hwy. 411 (SR-35) (19.9 percent), W. Dumplin Valley Rd. (36.2 percent), Deep Springs Rd. (25.6 percent), and Chestnut Hill Rd. (SR-92) (21.5 percent).

Interstate 40 crossing through Jefferson City also had an increase in traffic of about 25 percent in the 10 year time period.

Loudon County:
Loudon County has mostly roads with traffic increases from 2008 to 2018. This trend reflects growth in the county.

Oakland Rd. (SR-322) had a traffic increase of 38.6 percent. This section of SR-322 is in a rural area and is part of the SR-322 / SR-72 / SR-58 connection between the Kingston area in Roane County and I-75 in Sweetwater, Monroe County. The increases in traffic between 2008 and 2018 could possibly be due to an increase in trips from the Kingston area to I-75.

Other roads with traffic increases are: US-Hwy 411 (SR-33) (20.8 percent), Sugar Limb Rd. (32.9 percent), State Hwy. 72 (SR-72) (27.7 percent), and East Coast Tellico Pkwy. (40.6 percent).

Just a few roads experienced traffic decreases. Those are Fork Creek Rd. (15.6 percent), Steekee Creek Rd. (40.4 percent), Blue Springs Rd. (31.8 percent), and Vonore Rd. (9.4 percent).



Dandridge

Monroe County:
Many roads in Monroe County experienced traffic increases.

Roads with traffic increases are: State Hwy. 72 (SR-72) (24.8 percent), Tellico St. S. (39.1 percent), Povo Rd. (56.7 percent), Mecca Pk. (SR-39) (45.2 percent), Niles Ferry Rd. (38.1 to 44.0 percent), and State Hwy. 68 (SR-68) (20.6 percent). US-Hwy. 411 (SR-33) had a significant traffic increase from 13,914 to 17,546 AADT. Another large traffic increase was on Monroe St. from 4,780 to 8,428 AADT.

There were a few roads with traffic decreases such as Oak Grove Rd. (25.5 percent) and Ballplay Rd. (19.7 percent).

Roane County:
Most roads in Roane County experienced traffic increases from 2008 to 2018.

Roane State Hwy./ US-Hwy. 70 (SR-1) had a 30.1 percent traffic increase. State Route 72 had a 49.7 percent increase. There is little development along or near this section of roadway. This section of the roadway is part of the SR 322/ SR 72/ SR 58 connection between the Kingston area in Roane County and I-75 near Loudon. The increases in traffic between 2008 and 2018 could possibly be due to increased through trips from the Kingston area to I-75 and to Loudon.

Other roads with steep traffic increases are Delozier Ln. (50.5 percent), S. Kingston Ave. (30.0 percent), N. Front Ave. (76.9 percent), and Hickory Ave. (33.8 percent). Crescent Ave. had a large traffic increase from 572 to 1,883 AADT. E. Race St./US Hwy. 70 (SR-1) had a 36.7 percent traffic increase. The 2008 to 2018 increase in traffic volumes may possibly be attributed to an increasing number of businesses and residents in Kingston and Roane County using the subject US Hwy. 70 (SR-1) for access to I-40.

A few roads with traffic decreases are: Blair Rd. (SR-327) (20.4 percent), Emory Dr. (15.4 to 38.0 percent), W. Strang St. (21.3 percent), Tub Springs Rd./Emory Heights Rd. (21.2 percent), and Morgan Ave./ Devonia St. (33.4 percent).

Sevier County:
Sevier County experienced mostly traffic increases and some significant ones on major routes. This can be attributed to the growth in tourism, jobs, and housing the county has seen.

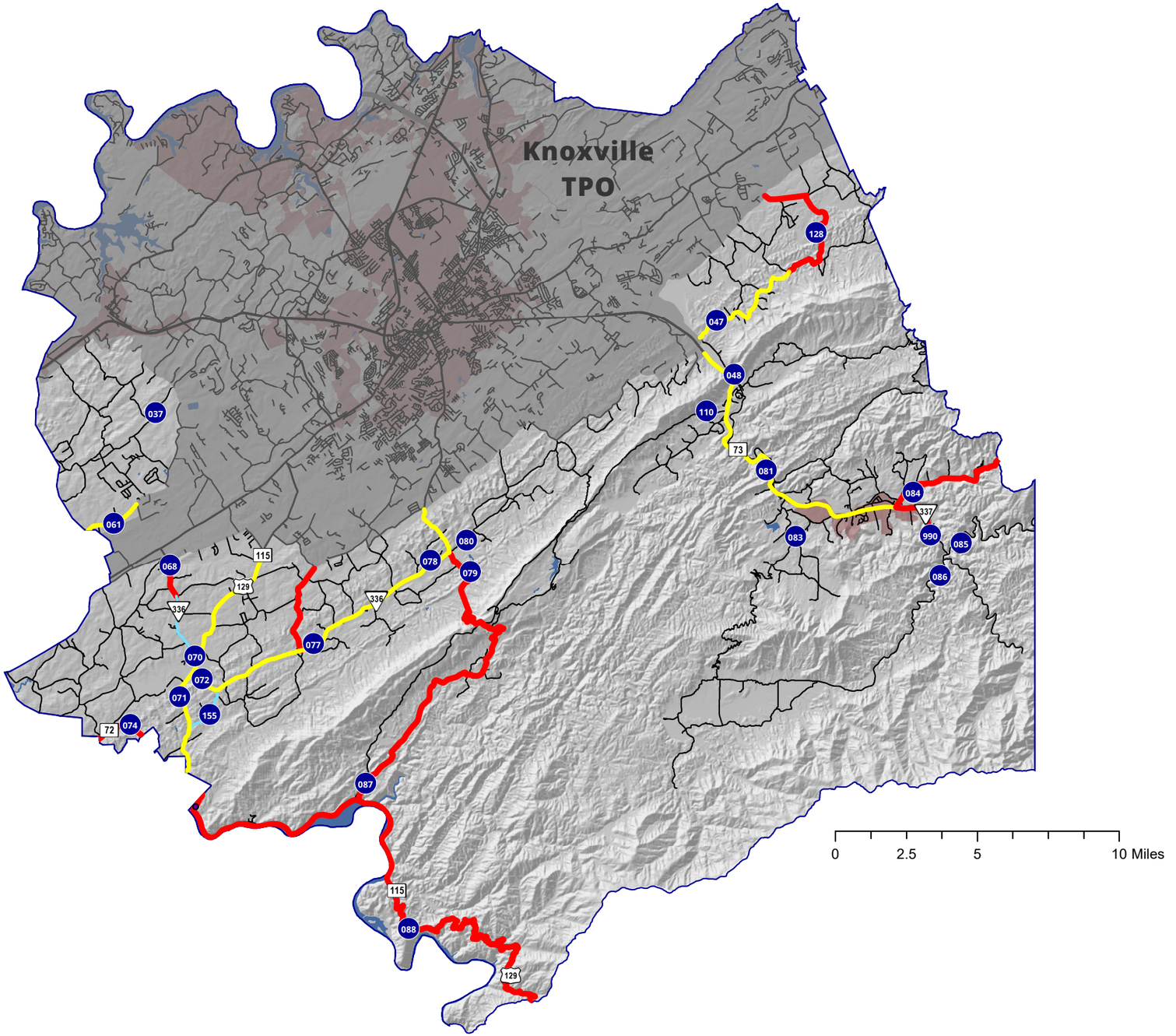
Major traffic increases occurred on the following high traffic volume roads (above 10,000 AADT): Parkway/ US-Hwy. 441 S. (SR-71) (33.3 percent), US-Hwy. 66 / Winfield Dunn Pkwy (SR-66) (34.0 percent), Middle Creek Rd. (79.0 percent), Wears Valley Rd. (SR-73) (46.0 percent), Pittman Pkwy (SR-73) (40.7 percent), Newport Hwy. (SR-35) (54.0 percent), Forks on the River Pkwy. (SR-71) (29.2 percent), Tester Ln. (85.3 percent), and Dolly Parton Pkwy (SR-35) (27.3 percent).

Veterans Blvd. (SR-449) had a steep 78.7 percent traffic increase. This section of SR-449 is a primary access to Dollywood Amusement Park, Gatlinburg, the Great Smoky Mountains National Park, and other tourist attractions in the area. Between 2008 and 2018, substantial growth occurred in the tourism industry in the area, attracting more visitors and travelers.

There have been very few roads that experienced traffic decreases. For example, Apple Valley Rd. (12.6 percent), Park Rd (19.2 percent), High St./Gary Wade Blvd. (13.6 percent), and Prince St./Park Rd. (13.4 percent).

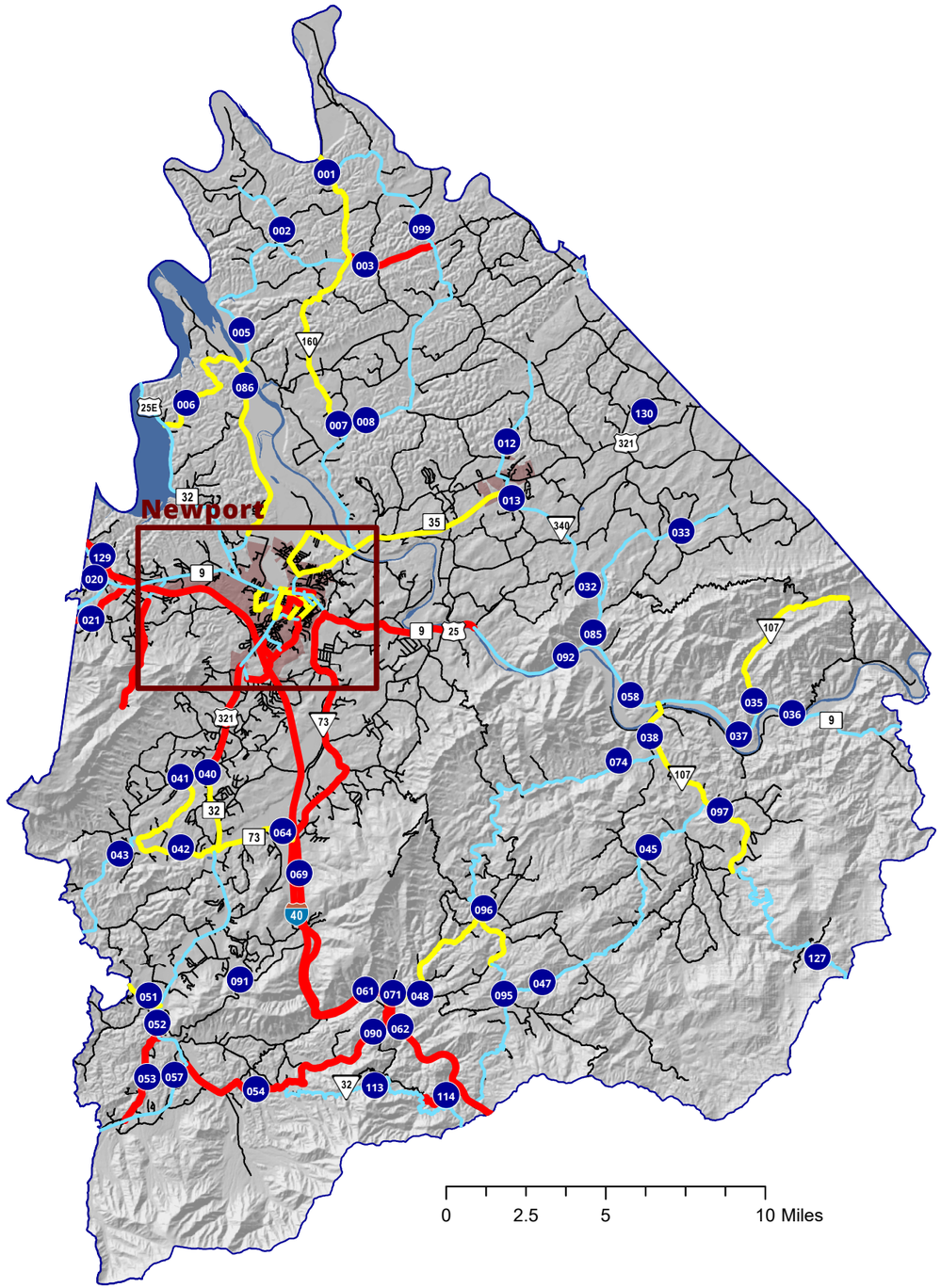
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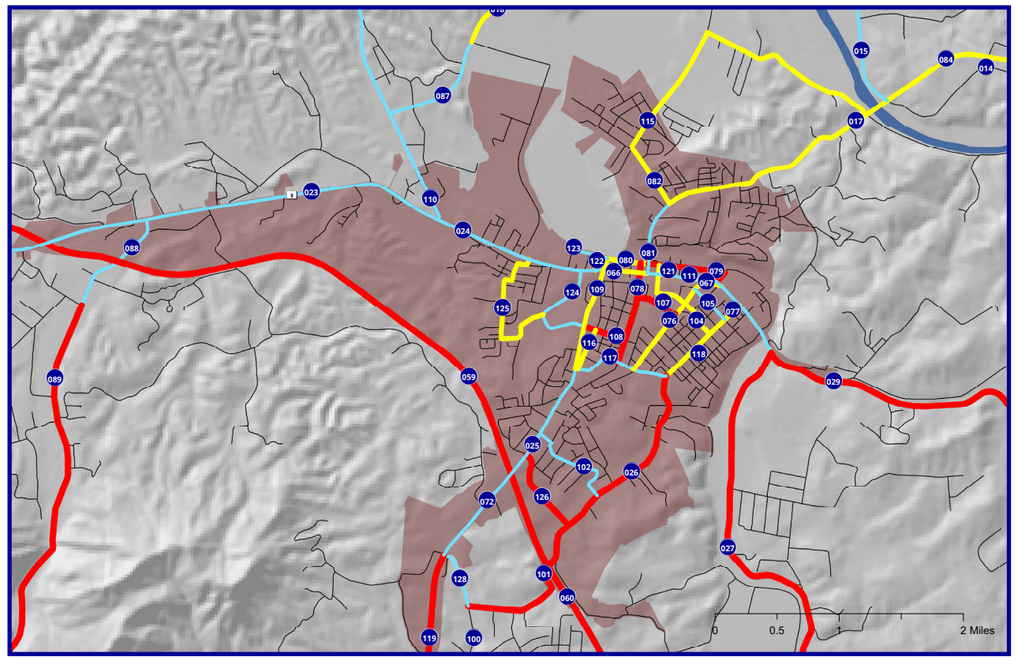
Blount County AADT Percent Change 2008 - 2018



Map 3.4

Cocke County AADT Percent Change 2008 - 2018





Newport

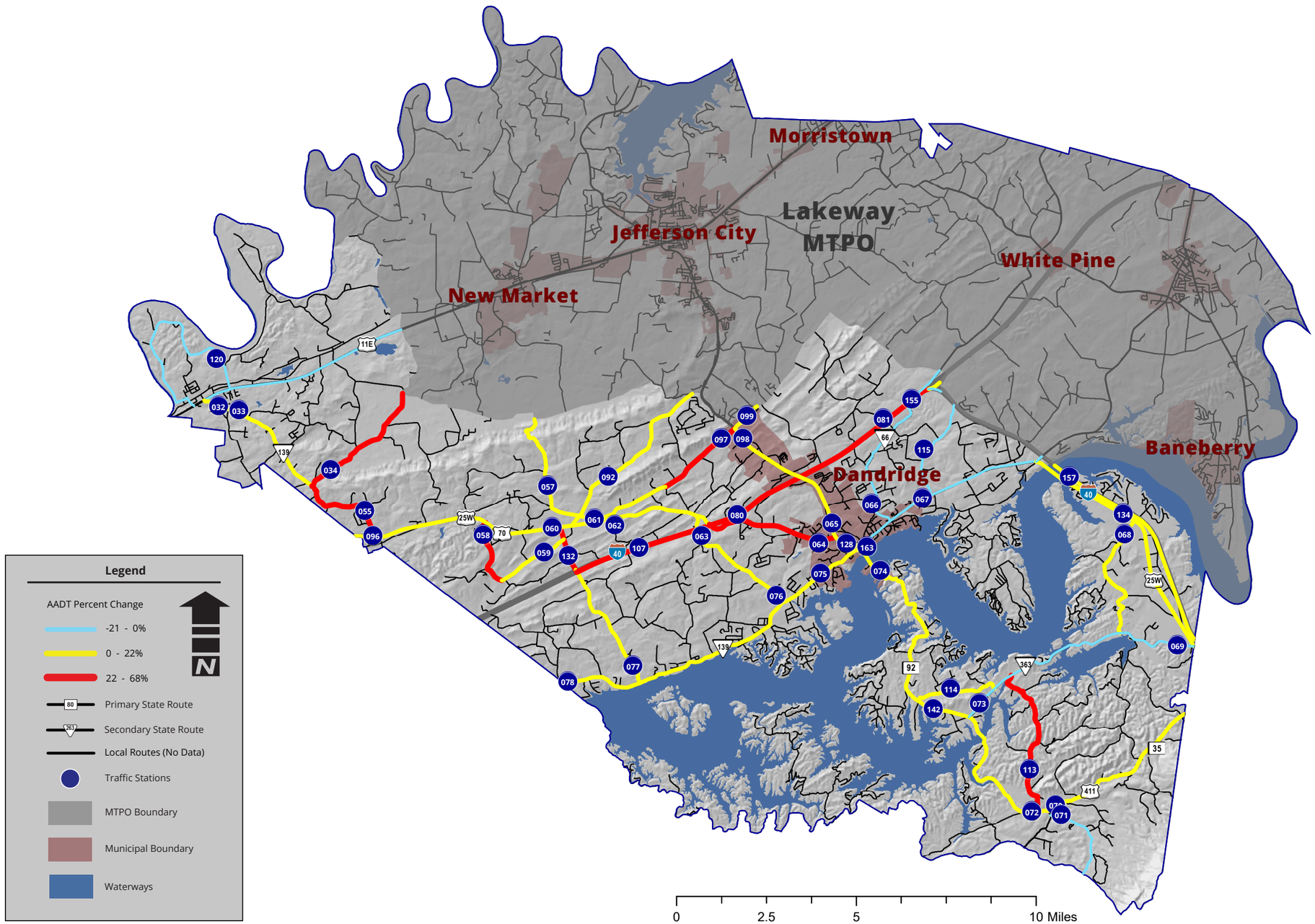
Legend

AADT Percent Change
-39 - 0%
0 - 15%
15 - 92%
Primary State Route
Secondary State Route
Local Routes (No Data)
Traffic Stations
Municipal Boundary
Waterways
N

Map 3.5

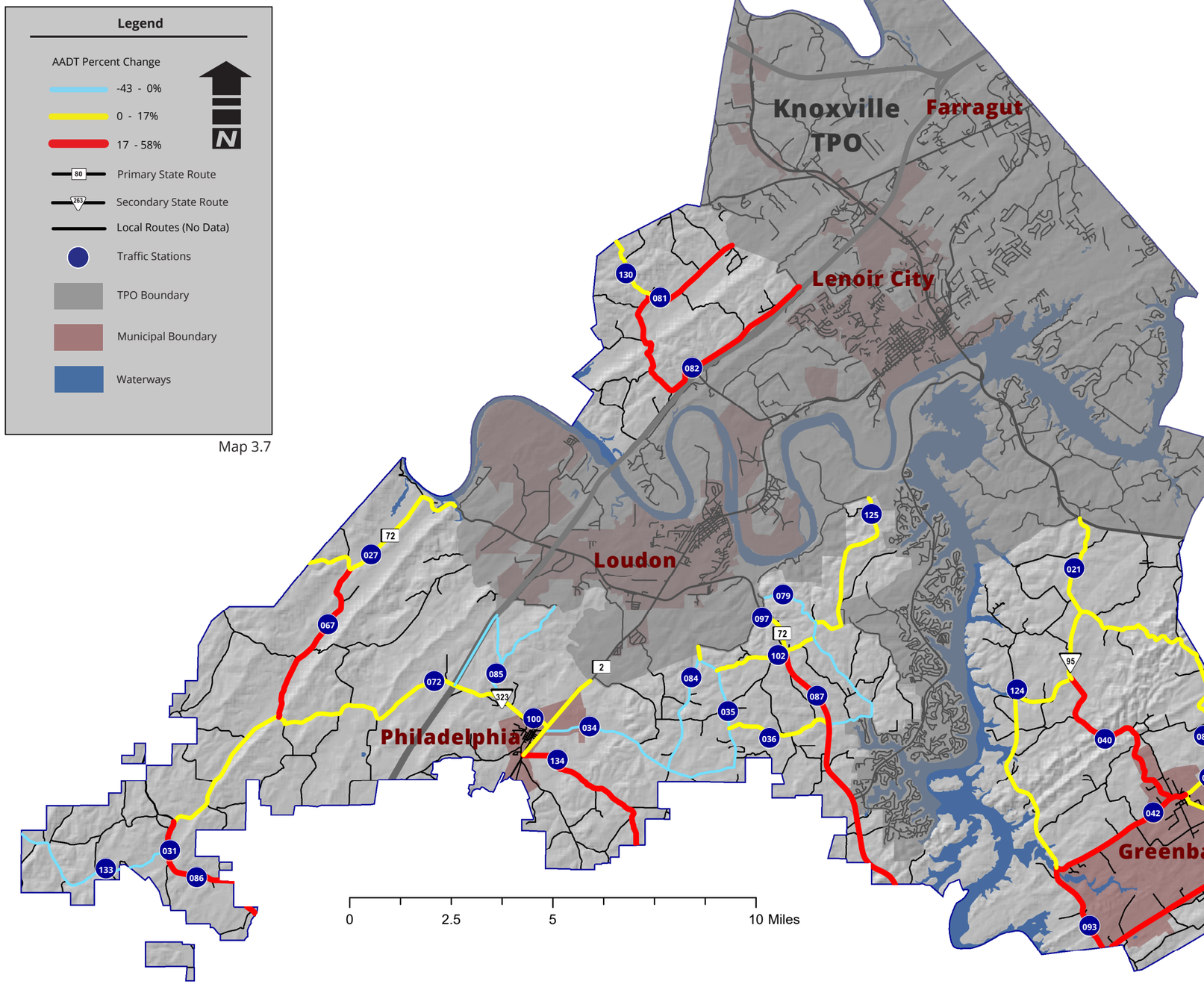
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Jefferson County AADT Percent Change 2008 - 2018



Map 3.6

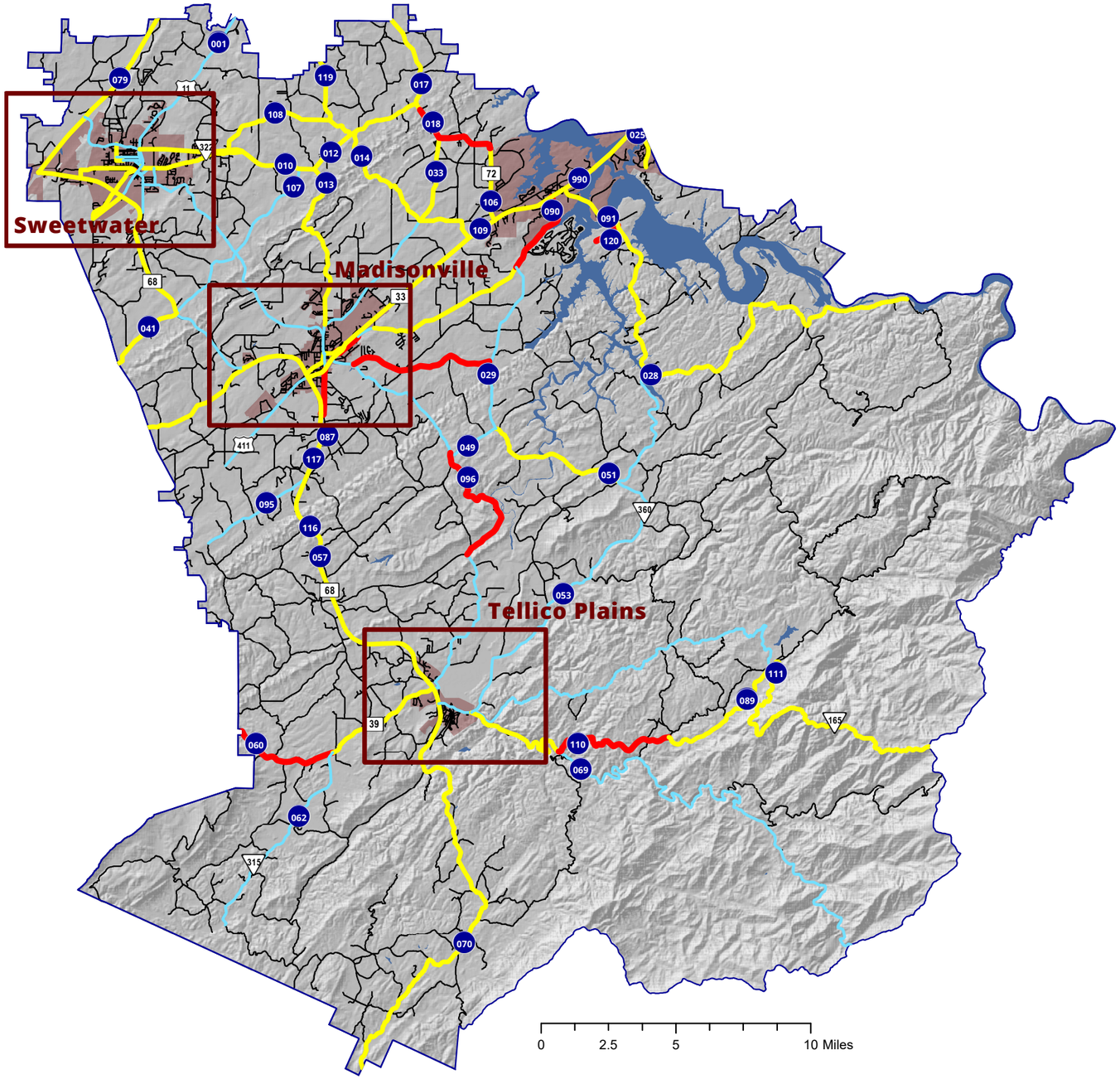
Loudon County AADT Percent Change 2008 - 2018



Map 3.7

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Monroe County AADT Percent Change 2008 - 2018



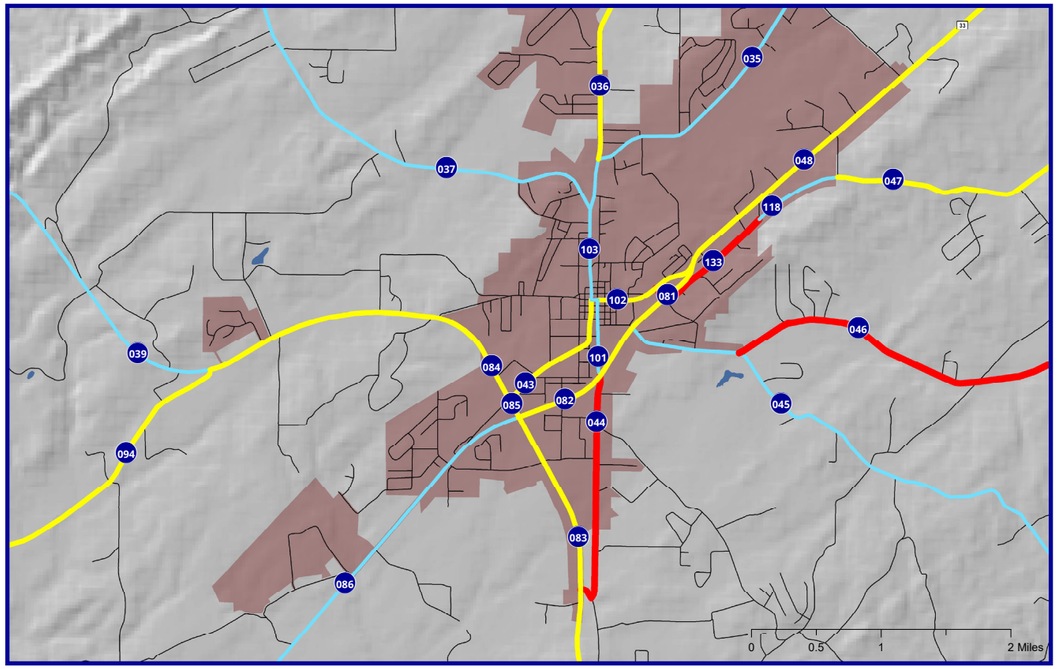
Legend

AADT Percent Change
-45 - 0%
0 - 26%
26 - 76%
Primary State Route
Secondary State Route
Local Routes (No Data)
Traffic Stations
Municipal Boundary
Waterways

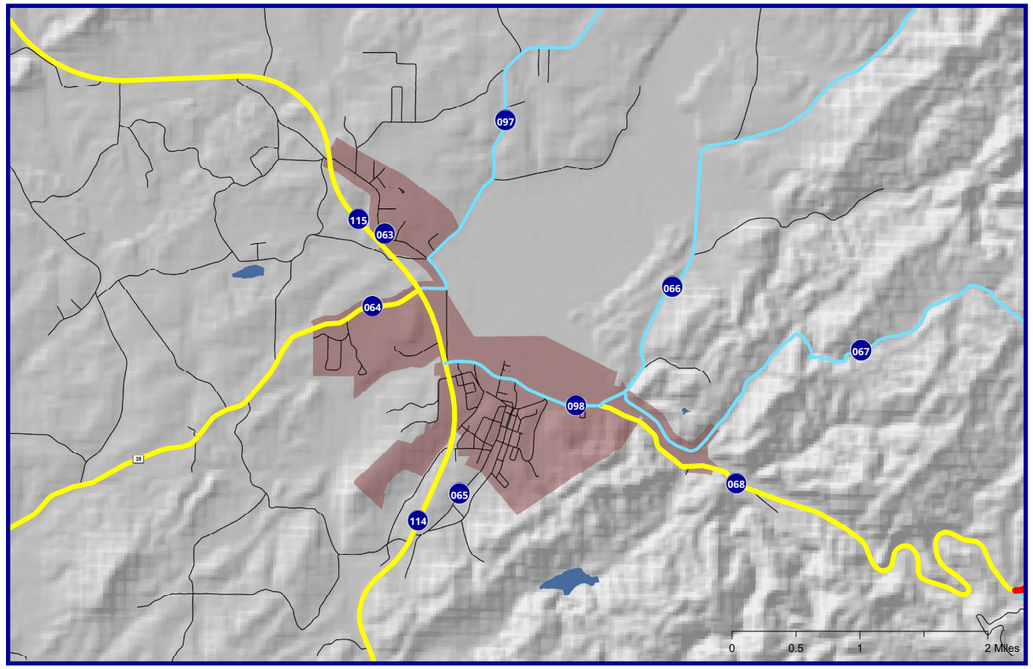
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Map 3.8

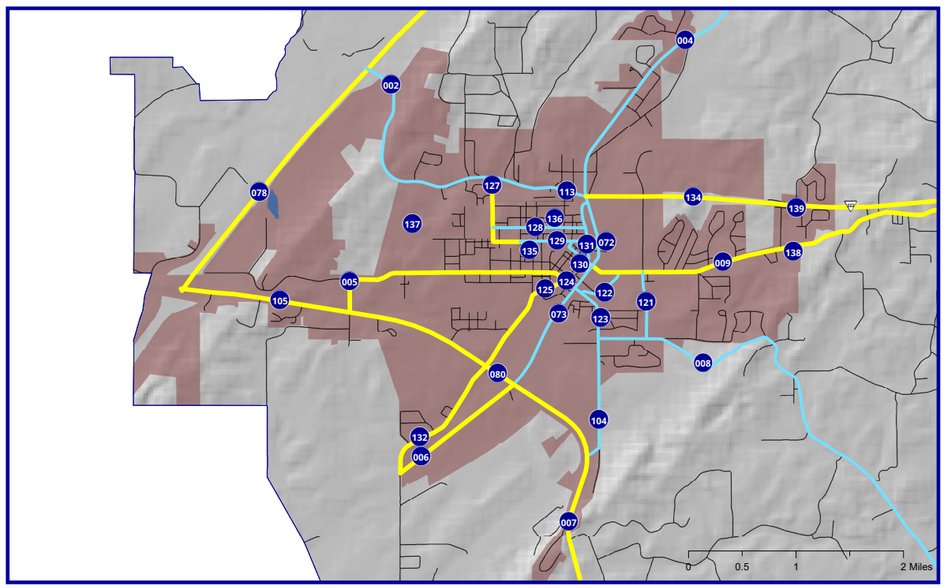
Monroe County AADT Percent Change 2008 - 2018



Madisonville



Tellico Plains



Sweetwater

Legend

AADT Percent Change

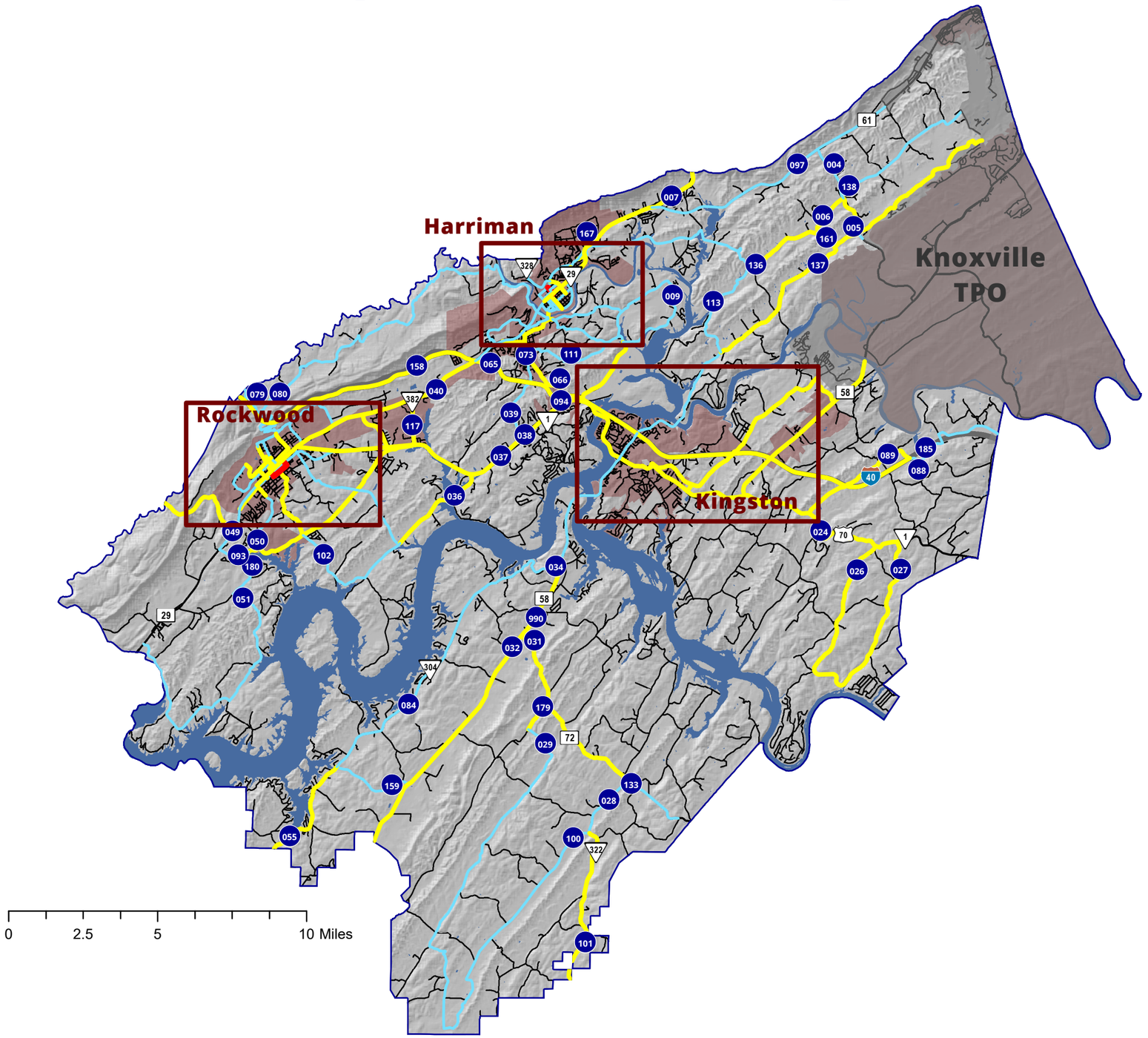
- -45 - 0%
- 0 - 26%
- 26 - 76%
- 80 Primary State Route
- 263 Secondary State Route
- Local Routes (No Data)
- Traffic Stations
- Municipal Boundary
- Waterways

N

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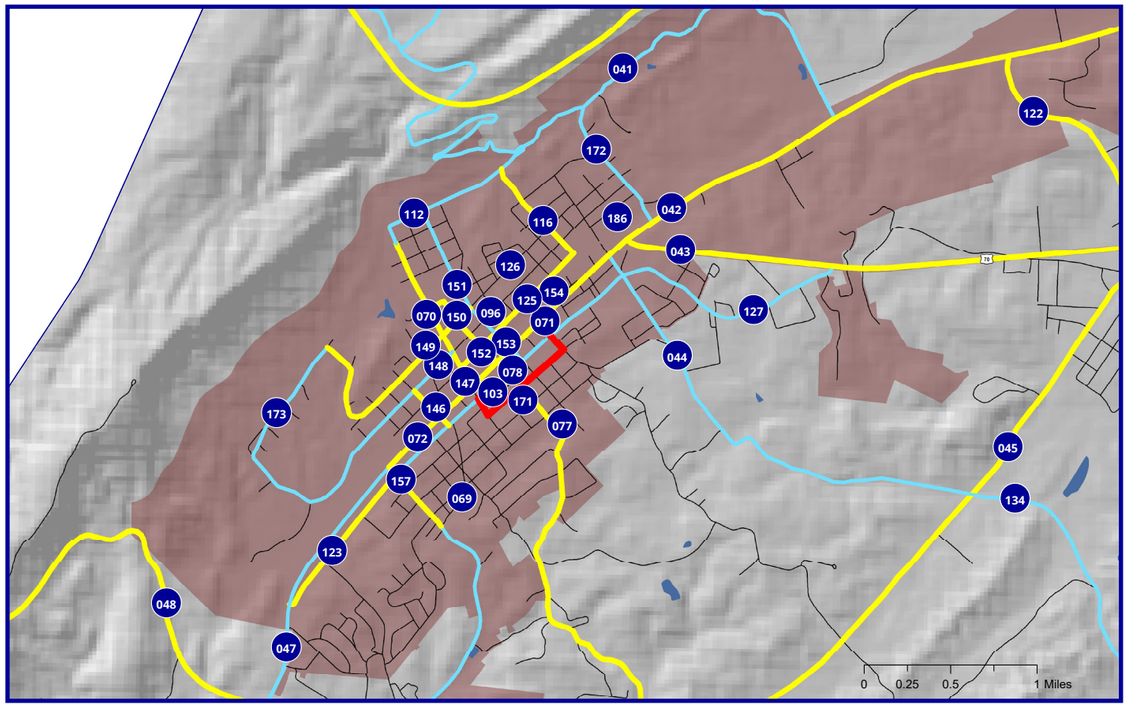
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Roane County AADT Percent Change 2008 - 2018

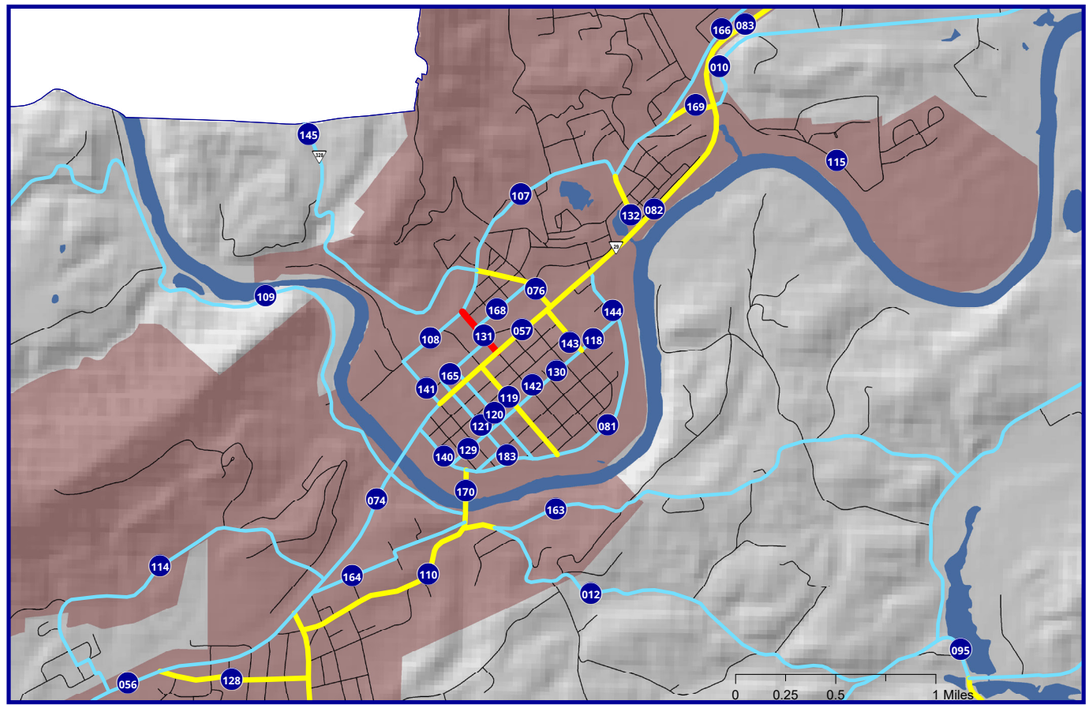


Map 3.9

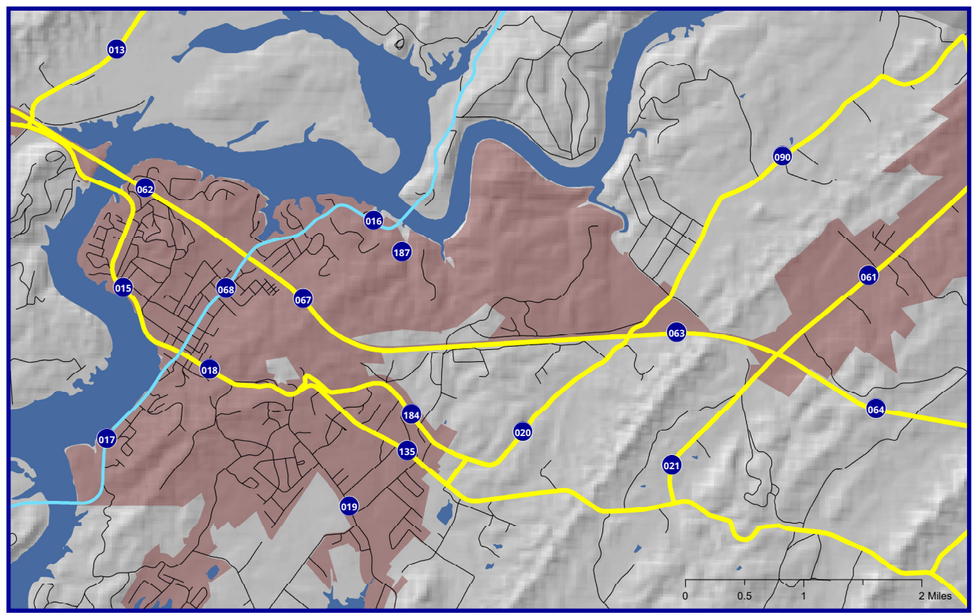
Roane County AADT Percent Change 2008 - 2018



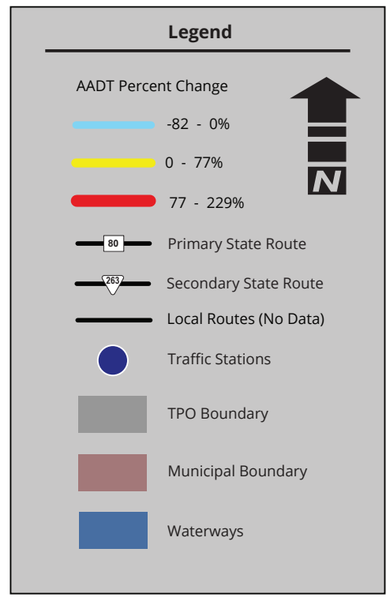
Rockwood



Harriman

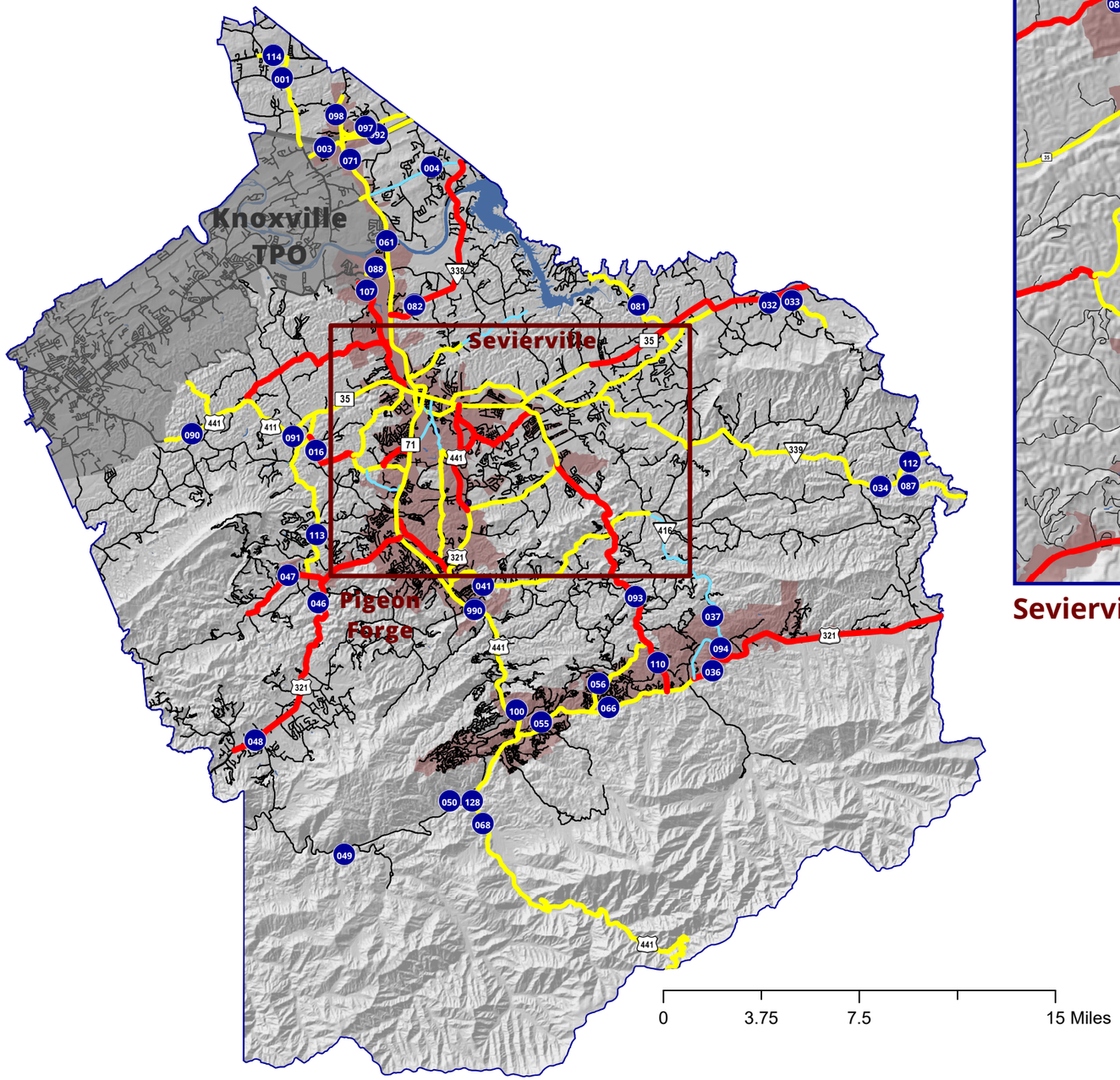


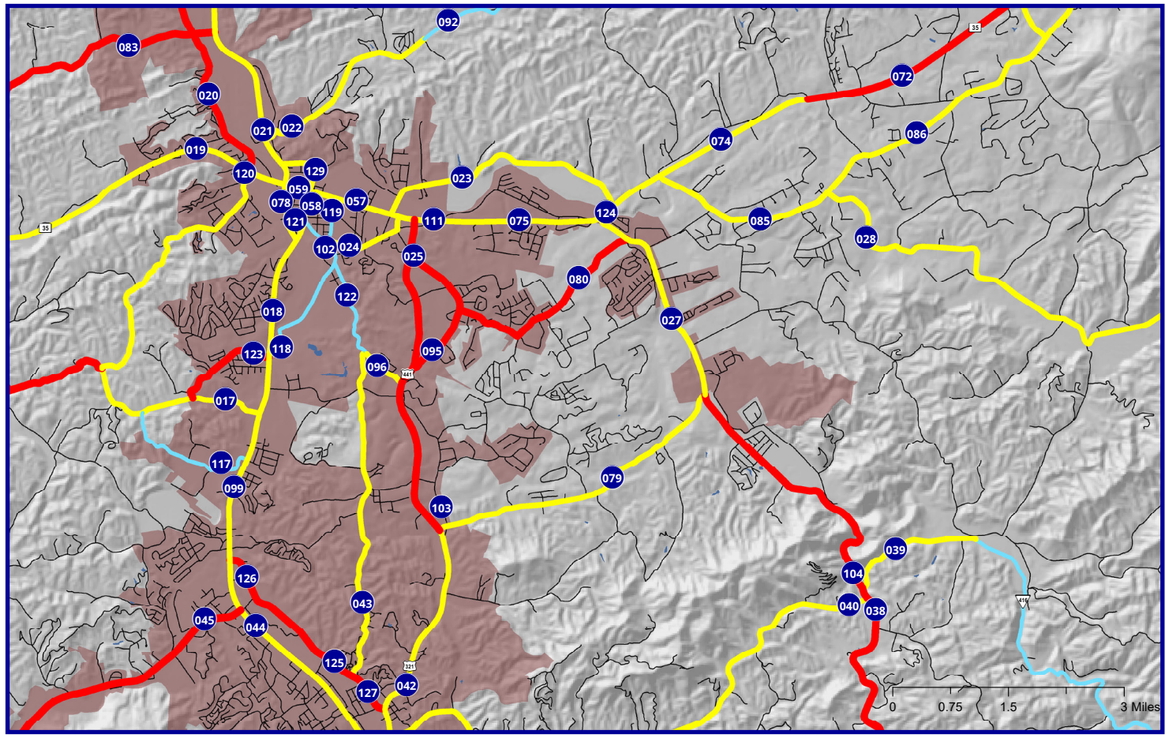
Kingston



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Sevier County AADT Percent Change 2008 - 2018





Sevierville/Pigeon Forge

Legend

AADT Percent Change
-22 - 0%
0 - 42%
42 - 214%
Primary State Route
Secondary State Route
Local Routes (No Data)
Traffic Stations
TPO Boundary
Municipal Boundary
Waterways
N

Map 3.10

Volume / Capacity Ratio

The Volume/Capacity (V/C) Ratio data is derived from TDOT's Statewide Travel Demand Model. FHWA defines capacity as "the maximum rate at which vehicles can pass through a given point in an hour under prevailing roadway conditions." Roadway conditions may include the following: number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is defined as the proportion of the facility's capacity being utilized by current or projected traffic volumes. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with roadway supply (carrying capacity)).

V/C Ratio is categorized by colors and measurements on the map. These measurements range from 0 to 1.00. Any value above 0.50 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that there are more vehicles on the road than the road was designed to accommodate, often resulting in congested conditions. The analysis uses AADTs from 2010, in addition to those forecasted for 2040. The 2040 Forecast considers programmed projects by TDOT, as well as demographic and land use projections.

The following section summarizes the V/C Ratios for each county:

Blount County:
Most capacity issues are in the cities of Maryville and Alcoa, inside the Knoxville TPO area. E. Lamar Alexander Pkwy./ US-Hwy 321 (SR-73), shortly before entering Townsend, has a slightly increased V/C ratio of 0.25-0.49 in 2010. A small section of E. Lamar Alexander Pkwy./ US-Hwy 321 (SR-73) in Townsend before the intersection with E. Lamar Alexander Pkwy./ US-Hwy. 321 (SR-73) has an increased V/C ratio of 0.25-0.49. In 2040, there is no change and the same road sections of SR-75 have a V/C ratio of 0.25-0.49.

Cocke County:
In 2010, the V/C ratio is slightly increased to 0.25-0.49 on Cosby Hwy./ Old Cosby Hwy. (SR-32), North St./ US-Hwy. 321 (SR-35), E. and W. Broadway (SR-9), US-Hwy. 25E (SR-32), and I-40 have a slightly higher V/C ratio of 0.25-0.50. A small section of Old Cosby Hwy. at the interchange with I-40 has a V/C ratio of 0.50-0.74. In 2040, the section of Old Cosby Hwy. at the interchange with I-40 is forecasted to have an increase of the V/C ratio to a critical level of 0.75-0.99. A section of North St./ US-Hwy. 321 (SR-35) close the intersection with E. Broadway St. (SR-9) will have an increased V/C ratio of 0.50-0.74.

Jefferson County:
In 2010, besides the Interstates 40 and 81, a section of US-Hwy. 25 (SR-9) in Dandridge between intersections with Chestnut Hill Rd. (SR-92) has a V/C ratio of 0.25-0.49, which is not concerning. In 2040, I-40 and I-81 are forecasted to have an elevated V/C ratio of 0.50-0.74. Also, the part of US-Hwy. 25 (SR-9) in downtown Dandridge will have several sections with a V/C ratio of 0.50-0.74. US-Hwy. 25 (SR-9) from downtown Dandridge to I-40 and will have a V/C ratio of 0.25-0.49. US-Hwy. 25 (SR-9) from the intersection with Zirkle Rd. to the intersection with State Hwy. 113 (SR-113) will also have a V/C ratio of 0.25-0.49. A section of Douglas Dam Rd. (SR-139) in the west of the county will have a V/C ratio of 0.25-0.49. State Route 92 from Dandridge to Jefferson City will have a V/C ratio of 0.25-0.49. US-Hwy. 11E (SR-34) in the north of the county will also have a V/C ratio of 0.25-0.49.

Loudon County:
In 2010, there are no capacity issues in Loudon County outside the Knoxville TPO area. In 2040, US-Hwy. 411 (SR-33) in Greenback is forecasted to have an increased V/C ratio of 0.25-0.49.

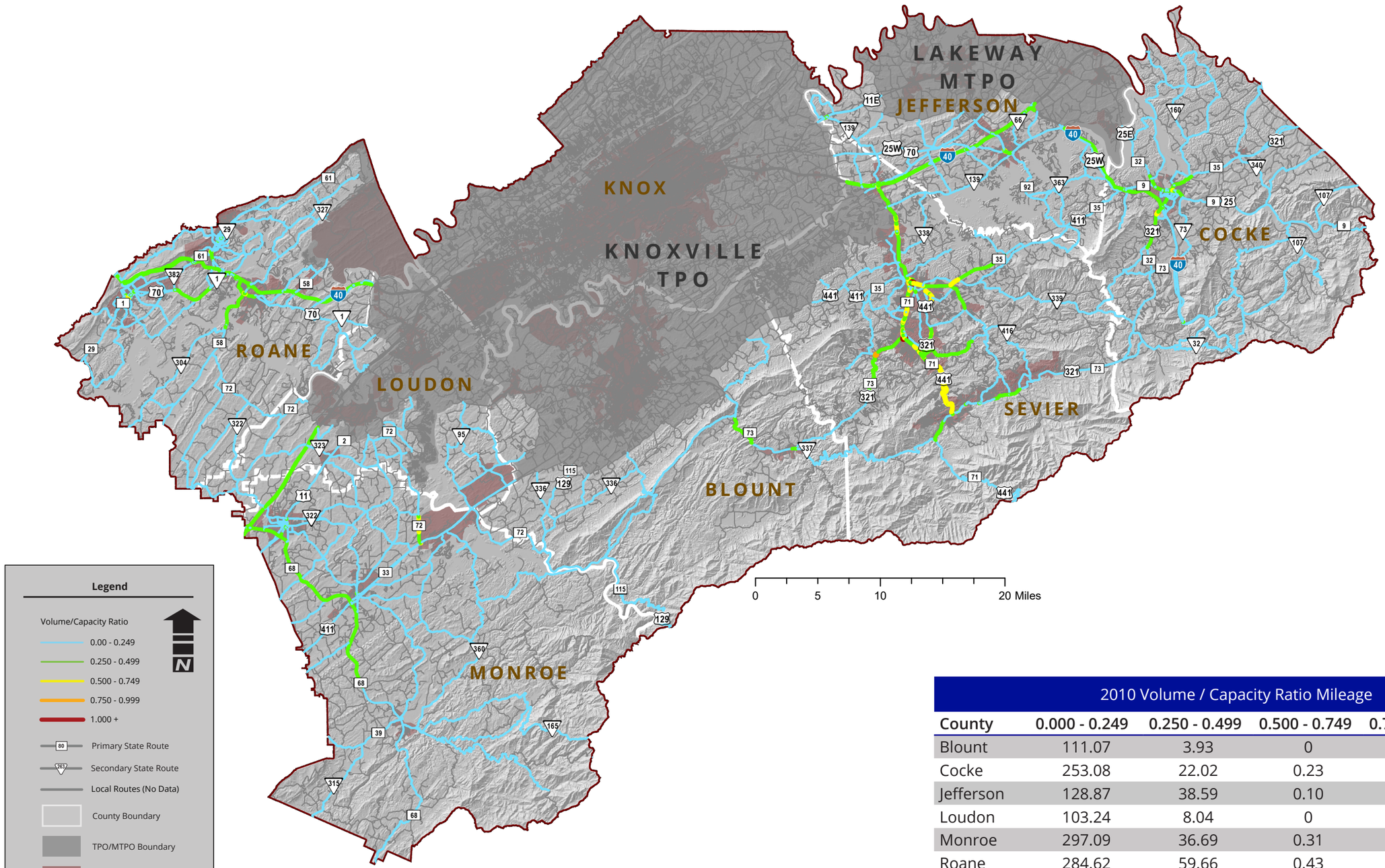
Monroe County:
State Hwy. 72 (SR-72) in Vonore has a V/C ratio of 0.25-0.49 with some sections of 0.50-0.74. State Hwy. 68 (SR-68) had a V/C ratio of 0.25-0.49 in 2010. In 2040, the V/C ratio on State Hwy. 72 (SR-72) in Vonore is 0.50-0.74. US-Hwy. 411 (SR-33) in Vonore is forecasted to have V/C ratio of 0.25-0.49.

Roane County:
In 2010, a section of Kentucky St. (SR-58) in Kingston, W. Race St. and Roane State Hwy. (SR-1) in Kingston have a slightly increased V/C ratio of 0.25-0.49. A very small section of Race St. (SR-1) at the intersection with Kentucky St. (SR-58) has an elevated V/C ratio of 0.50-0.74. A small section of Ruritan Rd. (SR-29) near State Hwy. 61 (SR-61) has a V/C ratio of 0.50-0.74. In 2040, E. Race St. (SR-1) and a small section of W. Race St. (SR-1) has an increased V/C ratio of 0.50-0.74. At the intersection with Kentucky St. (SR-58) the V/C ratio increases to a concerning level of 0.75-0.99. There are a few small road sections of Gateway Ave. and Roane State Hwy. (SR-1) in downtown Rockwood that have an increased V/C ratio of 0.50-0.74 in 2010 and 2040.

Sevier County:
In 2010, there are several sections with a V/C ratio of 0.50-0.74. For example, US-Hwy. 441 S. (SR-71) between Pigeon Forge and Gatlinburg, and another section of US-Hwy. 441S/ Parkway (SR-71) between Pigeon Forge and Sevierville. Middle Creek Rd. has a V/C ratio of 0.50-0.74. E. Main St. (SR-35) between US-Hwy. 441 (SR-71) and Veterans Blvd. (SR-449) has a V/C ratio of 0.50-0.74. Newport Hwy. (SR-35) has a V/C ratio of 0.50-0.74 between Old Newport Hwy. (SR-416) and Long Springs Rd. (SR-339), where Walters State Community College is. There is a section on State Hwy. 66 Winfield Dunn Pkwy. (SR-66), above the intersection with Boyds Creek Hwy. (SR-338), that has a V/C ratio of 0.50-0.74. Wears Valley Rd. has a critical V/C ratio of 0.75-0.99 at the intersection with Walden Creek Rd. Furthermore, Wears Valley Rd./US-321 (SR-73) has a critical V/C ratio of above 1 as it enters US-Hwy. 441S (SR-71). In 2040, there will be several road sections with concerning capacity levels. Many road sections are forecasted to have a concerning V/C ratio of 0.75-0.99. Those are: the section of US-Hwy. 441S (SR-71). between Pigeon Forge and Gatlinburg; a couple of sections of US-Hwy. 441S/ Parkway (SR-71) between Pigeon Forge and the intersection with Wears Valley Rd. (SR-73); the section of Newport Hwy. (SR-35) at Walters State Community College; the lower section of Middle Creek Rd; E. Main St. (SR-35) at the intersection with High St.; and Winfield Dunn Parkway (SR-66) from the intersection with W. Main St. (SR-35) to North Parkway (SR-448). There are two intersections with a very critical capacity level of above 1: the intersection with Parkway (SR-71) and the intersection with Long Springs Rd. (SR-339).

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East Tennessee South Volume / Capacity Ratio - 2010

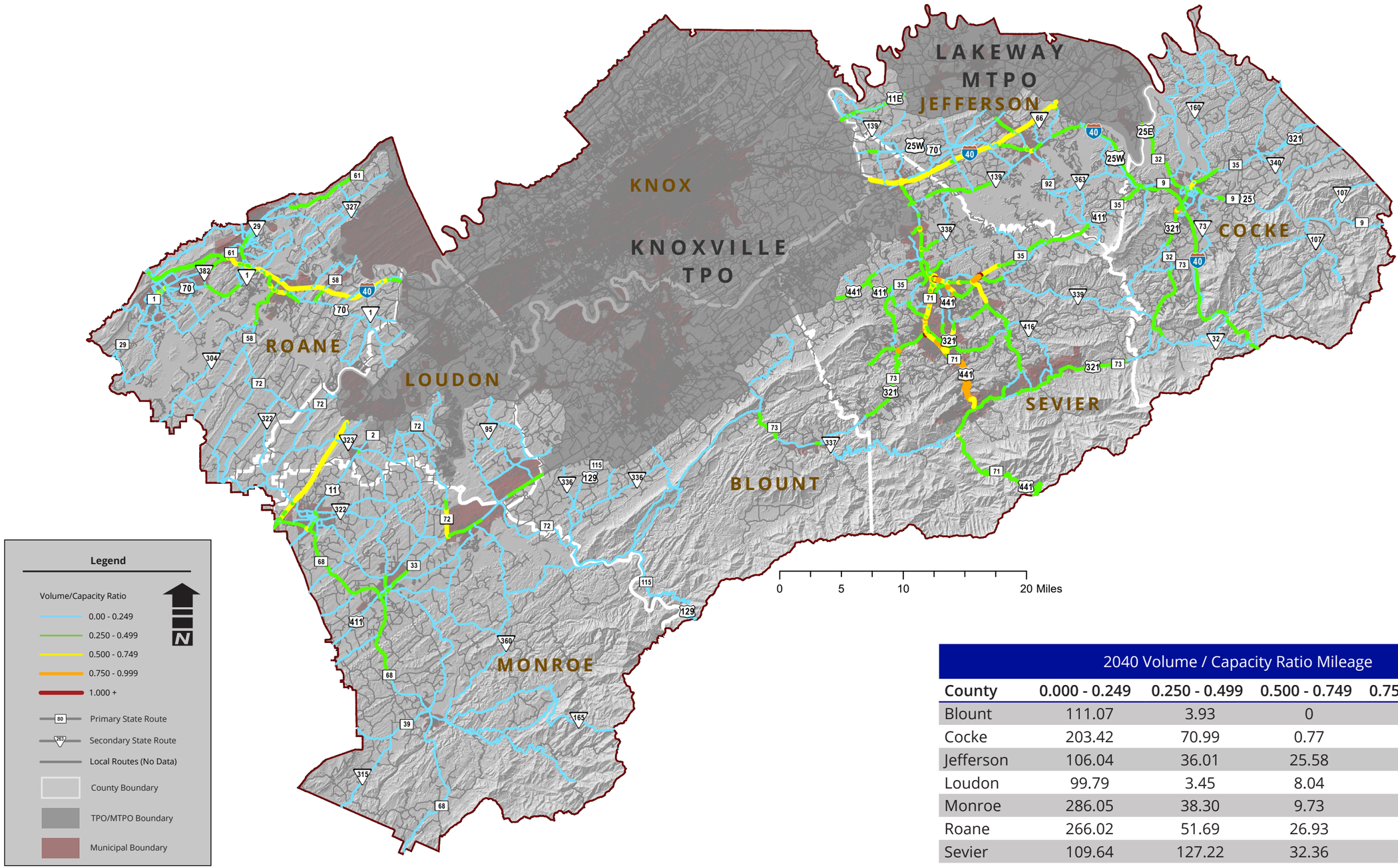


Map 3.11

2010 Volume / Capacity Ratio Mileage					
County	**0.000 - 0.249**	**0.250 - 0.499**	**0.500 - 0.749**	**0.750 - 0.999**	**1.000+**
Blount	111.07	3.93	0	0	0
Cocke	253.08	22.02	0.23	0.07	0.
Jefferson	128.87	38.59	0.10	0	0
Loudon	103.24	8.04	0	0	0
Monroe	297.09	36.69	0.31	0	0
Roane	284.62	59.66	0.43	0	0
Sevier	196.94	66.05	17.91	0.36	0.21

Table 3.4
See Table 6.4 on page 84 in appendix

East Tennessee South Volume / Capacity Ratio - 2040



Map 3.12

2040 Volume / Capacity Ratio Mileage					
County	**0.000 - 0.249**	**0.250 - 0.499**	**0.500 - 0.749**	**0.750 - 0.999**	**1.000+**
Blount	111.07	3.93	0	0	0
Cocke	203.42	70.99	0.77	0.23	0
Jefferson	106.04	36.01	25.58	0	0
Loudon	99.79	3.45	8.04	0	0
Monroe	286.05	38.30	9.73	0	0
Roane	266.02	51.69	26.93	0.06	0
Sevier	109.64	127.22	32.36	11.74	0.50

Source: Tennessee Statewide Travel Demand Model
Long Range Planning Division | Forecasting Office

Table 3.5
See Table 6.5 on page 84 in appendix

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Goods Movement

Overview

Key freight industry sectors account for nearly 40 percent of Tennessee's total gross domestic product (GDP). Freight movement to, through, and within Tennessee is highly influenced by freight industries and their specific supply chains. In Tennessee, we have an incredible network of transportation assets: eight primary interstates cross the state, allowing for the safe and efficient flow of products within the trucking industry (reaching 60 percent of the U.S. population within an 11-hour drive or less), the world's second busiest cargo airport, six of the seven Class 1 Railroads, the 4th largest inland port, a vast network of pipelines, and the 11th most navigable waterway in the United States (976 miles). Our high-quality workforce is made up of 266,885 Tennesseans employed in the transportation, logistics, and distribution industry at 16,702 establishments.

The East Tennessee South RPO consists of the following 7 counties: Blount, Cocke, Jefferson, Loudon, Monroe, Roane, and Sevier. Due to the close proximity to Knox County and the Knoxville MPO, all of these counties benefit from the multi-modal nature of the region. All counties benefit from having close access to either I-40 or I-75, both major freight corridors in Tennessee. In fact, Roane County is intersected by both I-40 and I-75, and also benefits from having Oak Ridge National Laboratory within close proximity. In addition to having a major freight outlet through Great Smoky Mountains National Park, both Cocke and Sevier Counties see heavier traffic volumes due to tourism in Gatlinburg, Pigeon Forge, Dollywood, and Great Smoky Mountains National Park.

Railroads

Blount County:
Blount County is serviced by two railroad companies – CSX Transportation (CSX) and Norfolk Southern (NS). These two lines are active and on average run 9 to 68 daily trips combined. The CSX rail line has a total of 39 crossings – 21 public at-grade crossings, 11 public grade-separated crossings, and 7 private crossings. NS has a total of 25 crossings – 12 public at-grade crossings, 4 public grade-separated crossings, and 9 private crossings.

Cocke County:
Cocke County is serviced by one railroad company – Norfolk Southern (NS). The NS line is active and on average runs 4 to 15 daily trips. This rail line has a total of 51 crossings – 20 public at-grade crossings, 4 public grade-separated crossings, and 27 private crossings.

Jefferson County:
Jefferson County is serviced by one railroad company – Norfolk Southern (NS). The NS line is active and on average runs 4 to 12 daily trips. This rail line has a total of 54 crossings – 25 public at-grade crossings, 15 public grade-separated crossings, and 14 private crossings.

Loudon County:
Loudon County is serviced by two railroad companies – CSX Transportation (CSX) and Norfolk Southern (NS). These two lines are active and on average run 8 to 35 daily trips combined. The CSX rail line has a total of 9 crossings – 6 public at-grade crossings and 3 private crossings. NS has a total of 48 crossings – 19 public at-grade crossings, 8 public grade-separated crossings, and 21 private crossings.

Monroe County:
Monroe County is serviced by two railroad companies – CSX Transportation (CSX) and Norfolk Southern (NS). These two lines are active and on average run 8 to 30 daily trips combined. The CSX rail line has a total of 26 crossings – 18 public at-grade crossings, 6 public grade-separated crossings, and 2 private crossings. NS has a total of 21 crossings – 7 public at-grade crossings, 3 public grade-separated crossings, and 11 private crossings.

Roane County:
There are four railroad companies serving Roane County – CSX Transportation (CSX), Norfolk Southern (NS), Heritage Railroad (HR), and Franklin Industrial Minerals Railroad (FIMX). These lines are active and on average run 2 to 70 daily trips combined. The CSX rail line has 4 crossings – 1 public at-grade crossing and 3 public grade-separated crossings. NS has a total of 109 crossings – 49 public at-grade crossings, 22 public grade-separated crossings, and 38 private crossings. HR has a total of 41 crossings – 28 public at-grade crossings and 13 private crossings (one of which is a pedestrian crossing). FIMX has 3 crossings – 2 public at-grade crossings and 1 private crossing.

Sevier County:
There are no railroad companies currently servicing Sevier County.

Freight Traffic

In the counties in East Tennessee South RPO, much of the freight traffic travels on Interstates 40 and 75. State Routes 35, 72, 73, and US-Hwy 411 are used a lot by trucks in the region. All the percentages mentioned below for single-unit truck and multi-unit truck traffic are higher than the statewide averages for each roadway functional class. Single-unit trucks are all trucks on a single frame, such as camping trucks, motor homes, school buses. Multi-unit trucks have more than two units, such as a tractor and trailer or freight traffic. The multi-unit and single-unit truck shares are compared to the statewide averages per functional class based on 2016 AADTs.

Statewide Average Annual Daily Traffic of Single-Unit and Multi-Unit Truck Shares per Functional Class

Rural System

Type Trucks	Interstate	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	2.29%	2.55%	2.01%	2.08%	1.74%
Multi Unit	27.05%	7.36%	3.86%	2.09%	1.24%

Urban System

Type Trucks	Interstate	Urban Free-way	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	1.75%	3.05%	3.08%	1.98%	1.29%	1.72%
Multi Unit	14.22%	5.21%	7.13%	4.29%	1.90%	1.16%

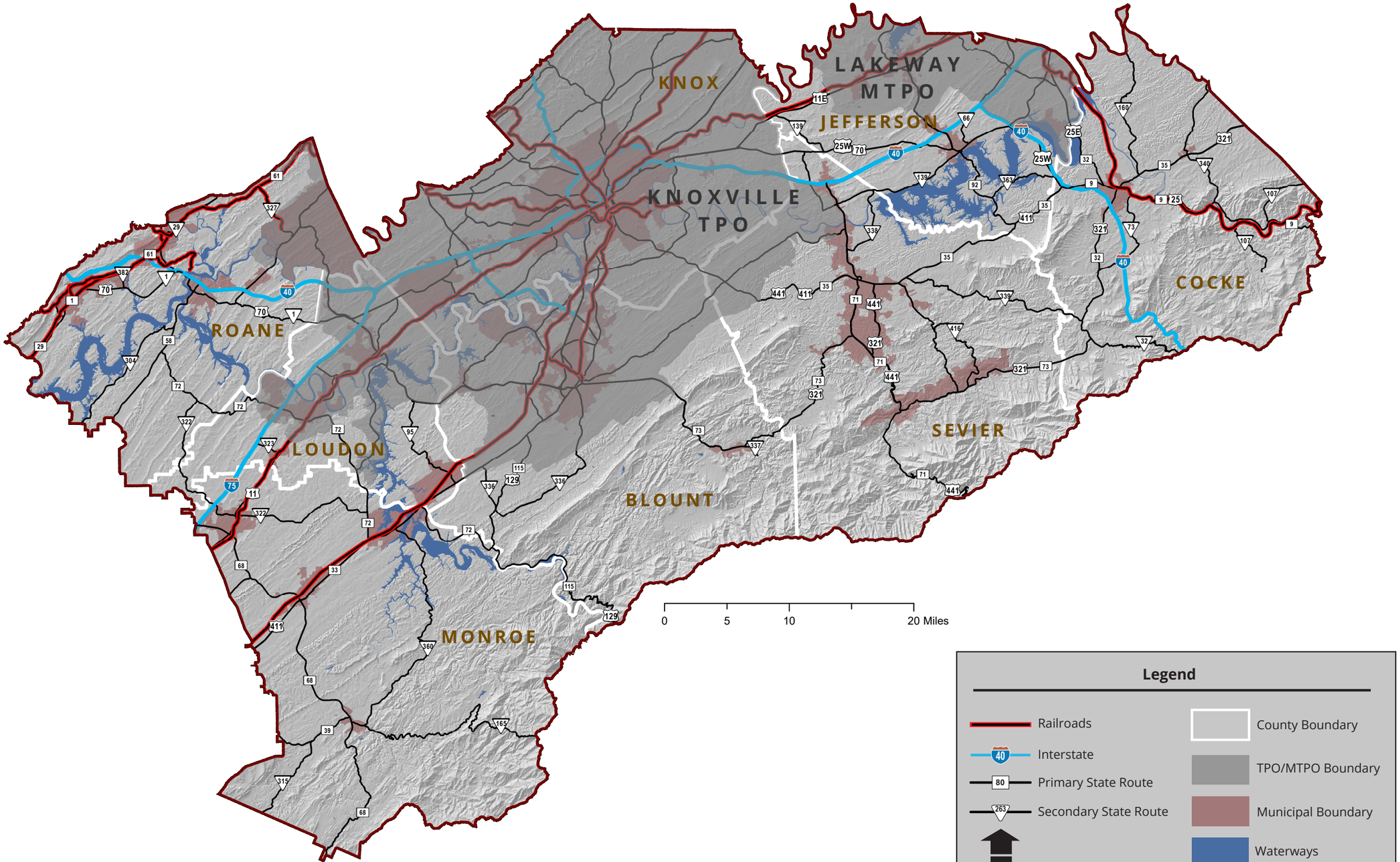
Table 3.6



Cocke County

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East Tennessee South Railroads



Map 3.13

Truck Traffic

Blount County:
All the major truck routes in Blount County are in the Knoxville TPO. For example, State Routes 115, 35 and 73 have the highest truck volumes. The Denso Plant generates freight traffic on US-Hwy. 321 (SR-73). The Arsonic Plant and Total Plastics off of Alcoa Hwy. (SR-115) generate truck traffic. State Route 33 also has higher truck volumes than most roads in Blount County, likely because of an industrial park off of SR-33 at the end of Pellissippi Hwy./ I-140 N. Hall Rd. and N. Washington St. (SR-35) have high multi-unit truck traffic of between 20 and 23 percent on one section (LM 0 – 2.66) compared to a 7.13 percent statewide average for urban principal arterials. Outside of the Knoxville TPO, there are no major truck volumes on the State Routes.

Cocke County:
Interstate 40 has the highest truck volume in Cocke County. The multi-unit truck share on I-40 is up to 45 percent on some sections (LM 13.37 – 21.92). North St./ US-Hwy. 321 (SR-35) and Cosby Hwy./ US-Hwy. 25 E. (SR-32) also carry higher amounts of truck volume compared to the rest of the State Routes.

Jefferson County:
Interstate 40 has the highest truck volumes in the county. US-Hwy. 11E (SR-34) and Jefferson Rd. (SR-92) are the routes with most of the truck traffic. State Route 92 has a couple of sections that have a higher multi-unit truck percentage than the statewide average. US-Hwy. 11E (SR-34) has a section (LM 0.8 – 8.7) that has a multi-unit truck percentage of 8 compared to 3.86 percent statewide average.

Loudon County:
In Loudon County, Interstates 75 and 40 are expectedly the routes with the most freight traffic. The major freight routes are in the Knoxville TPO area of Loudon County. Routes US-Hwy. 321 (SR-73), Sugar Limb Rd. (SR-324), and also State Hwy. 72 (SR-72) south of I-75 and Mulberry St. (SR-2) from State Hwy. 72 (SR-72) to the river are the main routes for truck traffic in Loudon County. The only route outside the Knoxville TPO that has significant truck traffic is US-Hwy. 411 (SR-33) in the southeast of the county.

Monroe County:
The section of I-75 in Monroe County has the highest truck volumes. State Route 68 (SR-68), between I-75 and US-Hwy. 411 (SR-33), carries significant truck volumes. Also, US-Hwy 411 (SR-33) and State Hwy. 72 (SR-72) are main travel routes for trucks. State Hwy. 72 (SR-72) has a few sections with a multi-unit truck percentage of 8 compared to 3.86 percent statewide average.

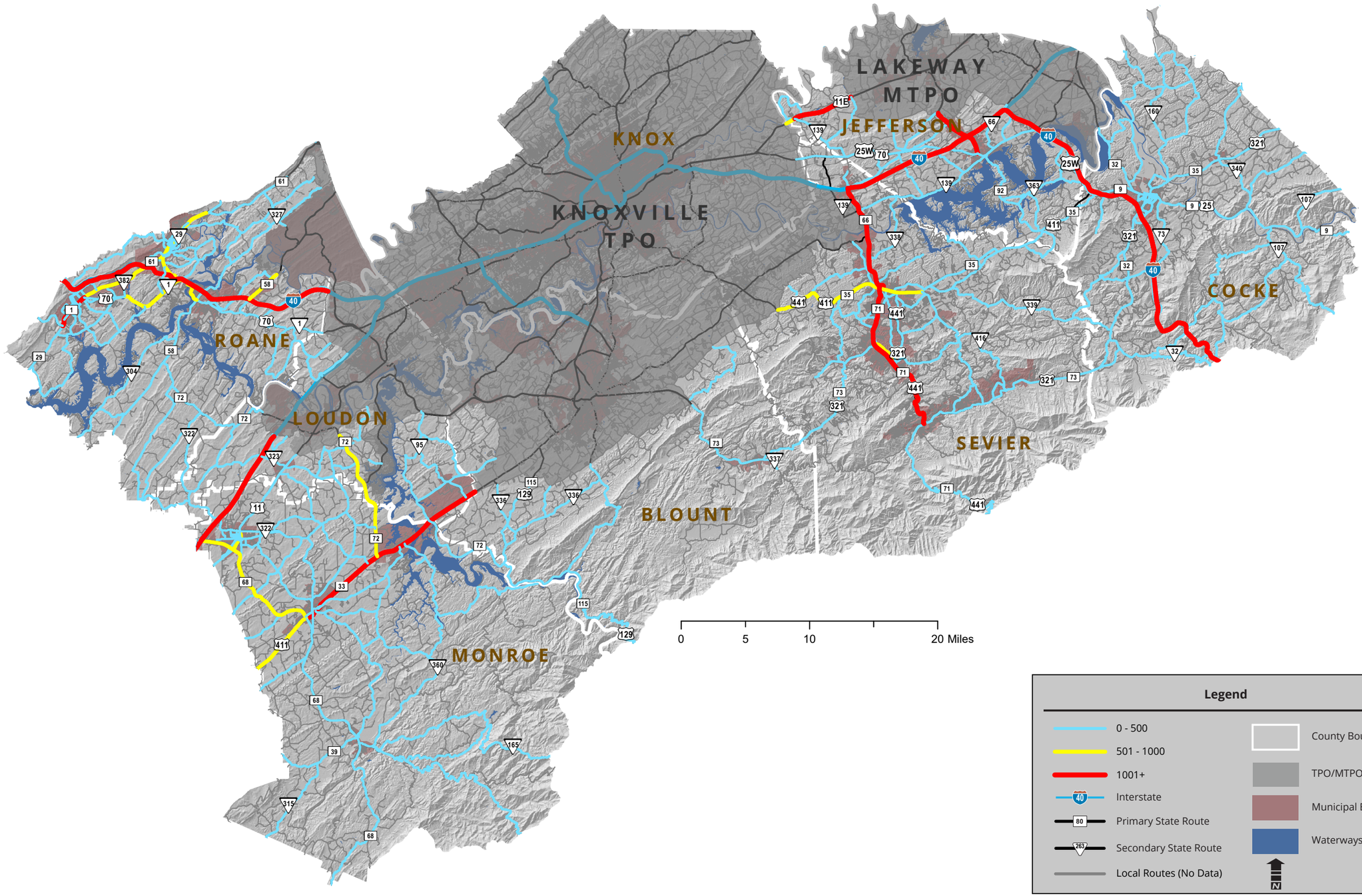
Roane County:
Interstate 40 carries the highest truck volume. Oak Ridge Turnpike (SR-95 and SR-58), SR-1 from Rockwood to Kingston, and Roane St., N. Gateway Ave. (SR-61) are also main travel routes for truck traffic. State Hwy. 72 (SR-72) has a higher multi-unit truck percentage of 12 to 15 compared to a 3.86 percent statewide average for rural minor arterials.

Sevier County:
State Route 71 into Gatlinburg and SR-66 are the main routes for truck traffic in Sevier County. Chapman Hwy. and Newport Hwy./ US-Hwy. 411S, as well as Pittman Center Rd. (SR-416), and Teaster Lane, are also freight routes. Part of Wears Valley Rd. (SR-73) between Waldens Creek Rd. and Valley View Rd. has more truck traffic compared to most other routes in the county.



Rockwood

East Tennessee South Truck Annual Average Daily Traffic



Map 3.14

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Travel Behavior

Travel Demand Management

Travel Demand Management (TDM) is a general term for strategies that increase overall system efficiency by encouraging a shift from single-occupancy vehicles (SOV) to non-SOV modes, or shifting auto trips to non-peak hours. TDM strategies are designed to reduce auto trips and VMT by increasing the use of alternative travel options through incentives and disseminating information. Examples of TDM strategies include carpooling and vanpooling programs, commuter buses, park and ride lots, and expanded public transit during peak hours.

Changing daily commute habits can seem daunting; however, working closely with employers to provide incentives for taking alternative commuting options can incentivize change. Even though there is no formal ridesharing program administered in the East Tennessee South RPO, neighboring Knoxville has the Smart Trips TDM Program. It is possible in the foreseeable future for this RPO to have TDM options readily available.

Commuting Patterns

Most commuters travel to Sevier County (34.7 percent), followed by Loudon County (19.1 percent) and Blount County (18.2 percent). In Blount County, 33.9 percent of all commuters come from Loudon County. The vast majority commuting to Cocke County, come from Jefferson County (73.5 percent). About 70 percent of commuters to Jefferson County come from Cocke County. About half of the commuters to Monroe and Roane Counties travel from Loudon County.

The commute data also includes the neighboring counties, Hamblen and Knox. There are 34,515 residents commuting to Knox County for work and 4,920 to Hamblen County. Almost half of all commuters from the RPO to Knox County come from Blount County (15,395), followed by Loudon County (5,860). About 75 percent of commuters to Hamblen County come from Jefferson County and 24 percent come from Cocke County.



Sevierville

DESTINATION

ORIGIN	Blount	Cocke	Jefferson	Loudon	Monroe	Roane	Sevier	Origin Totals
Blount	35,050	60	95	1,285	740	195	1,910	4,285
Cocke	45	7,650	1,355	0	0	10	2,465	3,875
Jefferson	225	775	9,480	40	35	0	2,665	3,740
Loudon	1,260	0	4	9,080	1,145	190	15	2,734
Monroe	940	0	0	1,560	10,165	30	0	2,530
Roane	260	0	15	1,000	110	10,310	40	1,425
Sevier	985	220	445	20	40	105	34,060	1,815
Destination Totals	3,715	1,055	1,914	3,905	2,070	650	7,095	40,808

Indicates trips where the origin and destination are within the same county (not included in O/D totals, maps, or graphs).

Table 3.7

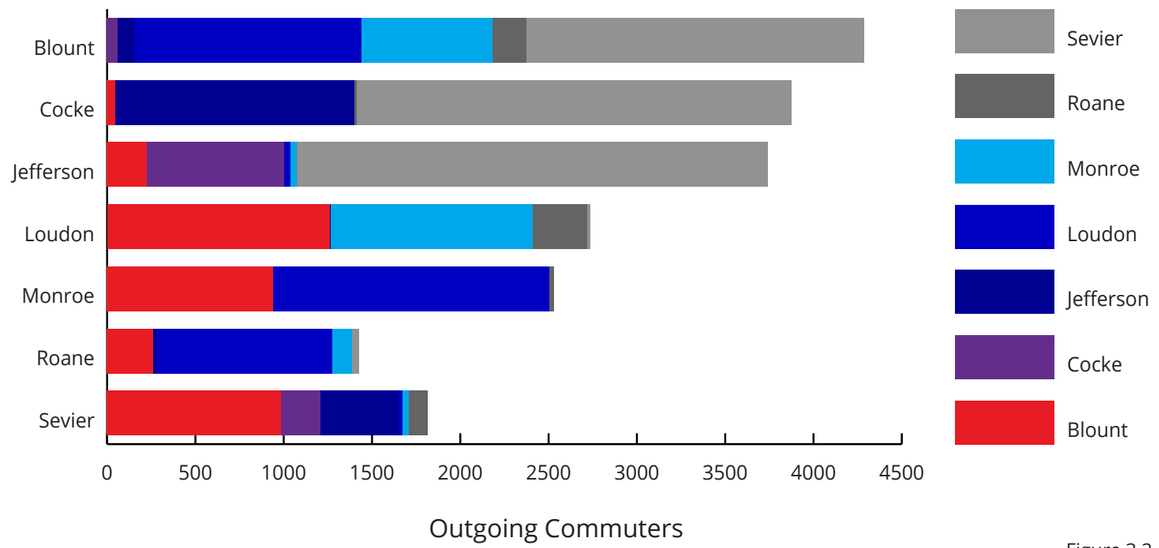


Figure 3.2

ETS County	Hamblen County Residence - Origin	Hamblen County Place of Work - Destination	Knox County Residence - Origin	Knox County Place of Work - Destination
Blount	20	25	7,680	15,395
Cocke	240	1,165	85	350
Jefferson	2,210	3,700	820	1,370
Loudon	25	-	1,895	5,860
Monroe	-	15	330	920
Roane	10	15	1,185	3,275
Sevier	300	125	2,485	7,345
Total	**2,505**	**4,920**	**14,480**	**34,515**

Table 3.8

Commute by Industry

In the RPO, including Hamblen and Knox Counties, 22.2 percent of commuters work in the Trade Industry, 19.5 percent work in Education, and 15.6 percent work in Manufacturing. Excluding Knox and Hamblen Counties, the majority of commuters work in Manufacturing, followed by Arts. There are 2,185 commuters (76 percent) traveling to Sevier County working in the Arts Industry. Many of the commuters working in Manufacturing originate from Loudon County (1,314).

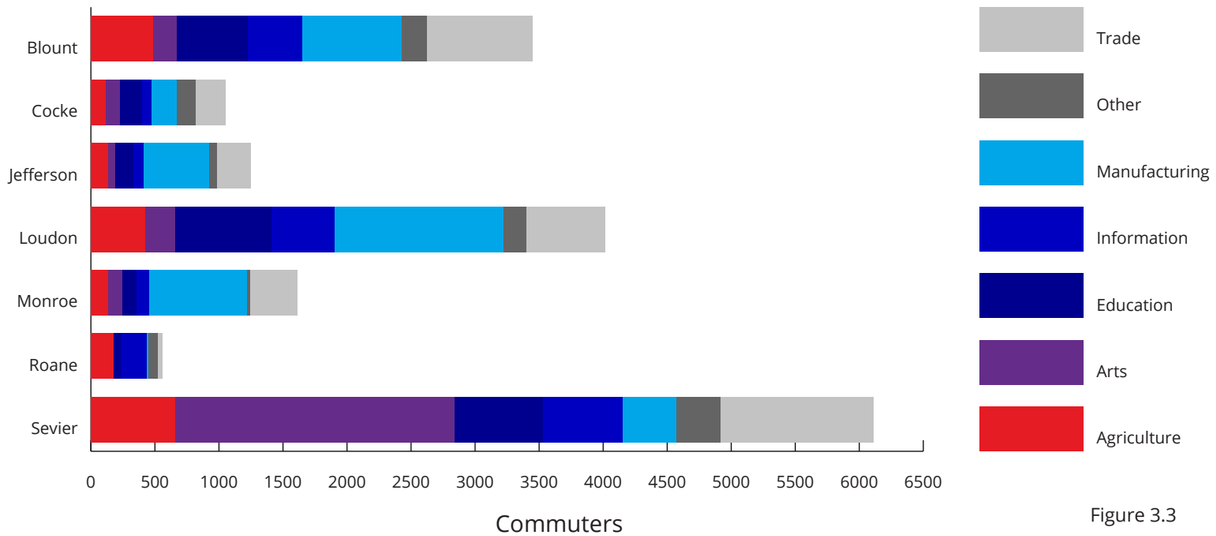
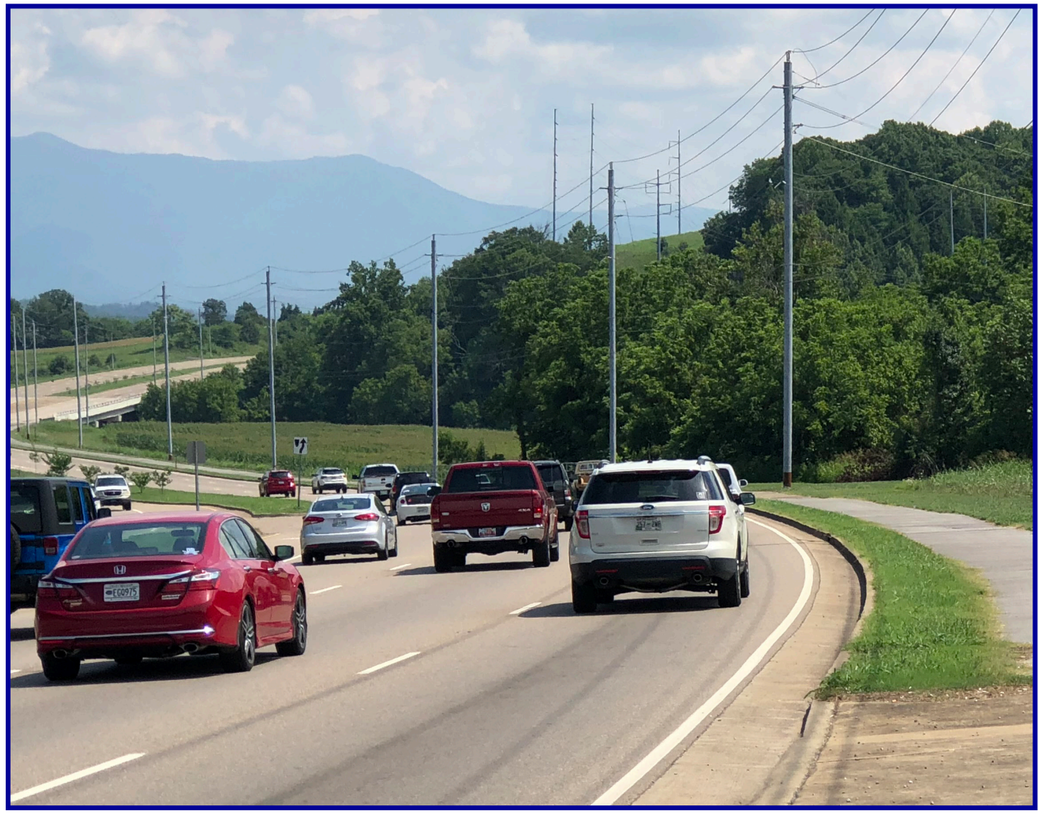


Figure 3.3

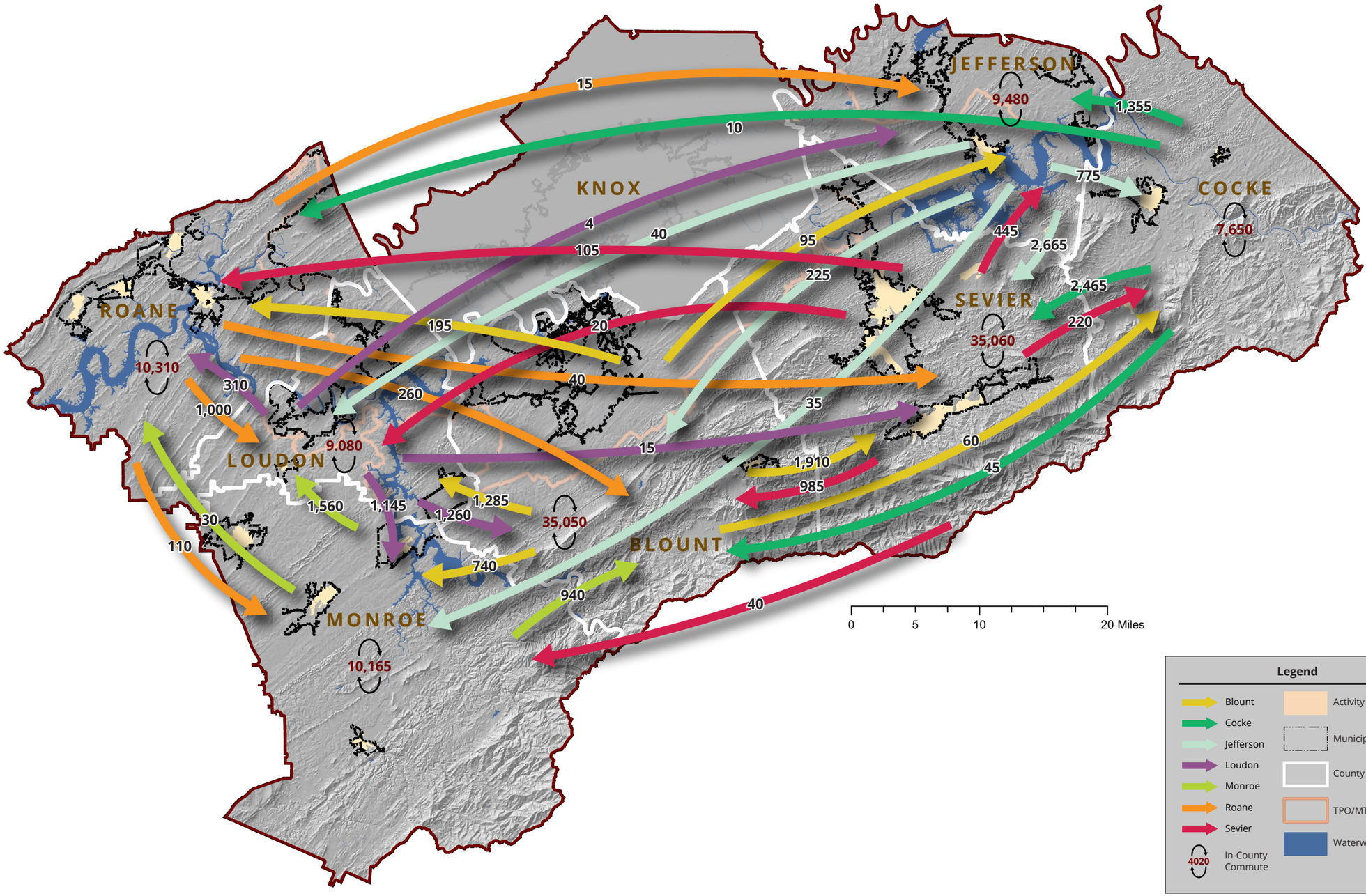


Sevier County

DESTINATION \ INDUSTRY	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Blount	485	185	555	420	780	195	830	3,450
Cocke	115	110	170	195	195	145	235	1,165
Jefferson	135	55	140	80	510	65	265	1,250
Loudon	425	230	754	494	1,314	180	620	4,017
Monroe	135	110	110	100	760	30	365	1,610
Roane	175	0	60	200	10	75	40	560
Sevier	655	2,185	689	620	425	339	1,200	6,113
*Hamblen	235	460	630	465	1,585	320	1,090	4,785
*Knox	3,765	1,900	8,370	7,290	3,600	2,600	8,405	35,930
Industry Totals	**6,125**	**5,235**	**11,478**	**9,864**	**9,179**	**3,949**	**13,050**	**58,880**

Table 3.9

Commuting Patterns and Activity Centers



Map 3.15

Safety

TDOT Safety Projects

Rural road safety is of particular concern to TDOT. Local road agencies often do not have the resources needed to adequately address safety problems. Throughout the East Tennessee South RPO, there have been a total of 95 Safety projects performed in 2011-2016. These projects include Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. The Local Roads Safety Initiative provides assistance to local governments outside of Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes in their jurisdictions. A Road Safety Audit (RSA) is comprised of a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with State Routes in areas where the population is less than 50,000.

A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county, but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements. For additional details of safety projects in the region, please see page 88 of the appendix.

East Tennessee South Crashes		
County	Vehicular Crash Count	Percent within RPO
Blount	1,488	4.12
Cocke	5,474	15.15
Jefferson	1,961	5.43
Loudon	1,018	2.82
Monroe	4,018	11.12
Roane	6,138	16.99
Sevier	16,024	44.36

Table 3.10



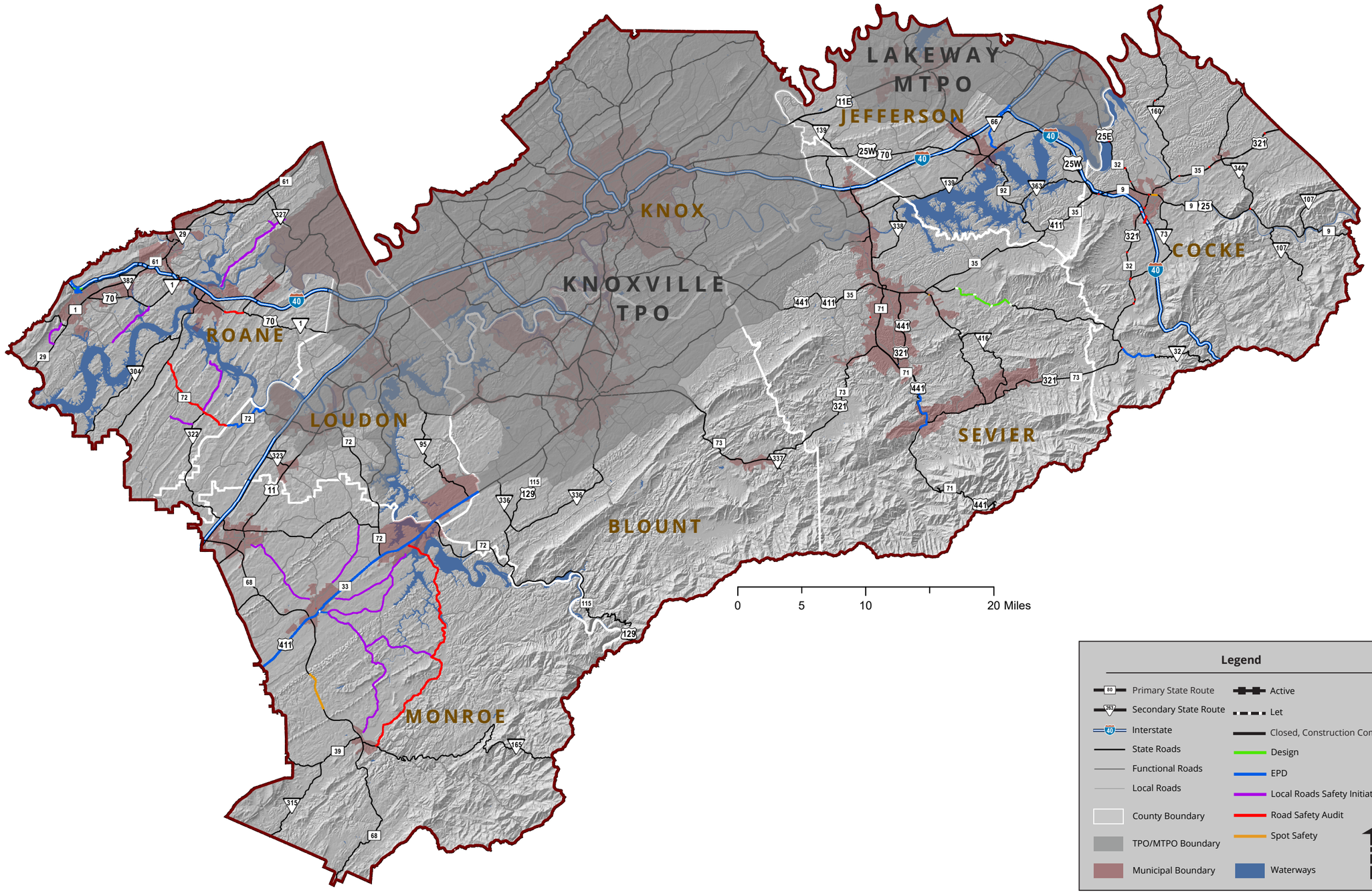
Harriman

Crash Data

According to the Tennessee Department of Safety and Homeland Security, there were a total of 36,121 vehicle crashes from 2014-2018, and 671 bicycle and pedestrian- related crashes in the East Tennessee South RPO from 2002-2017. Identifying locations where crashes are concentrated can reveal potential areas for safety interventions. The analysis in this section is not exhaustive, but is a regional overview of total crashes. Sevier County has the highest total and percentage of crashes within the RPO at 17,649. One of the main reasons for the higher crash rate is due to the large traffic volume that travels to Sevier County for the Great Smoky Mountains National Park. The lowest total of crashes is in Loudon County at 1,151.

Bicycle and pedestrian- related crashes were included in this analysis. There were a total of 671 pedestrian-related crashes. Of the 671 crashes, 466 of those individuals were on foot, while 205 were cycling. The majority of these crashes occurred during the day as well as during clear weather conditions. Sevier County had 396 of these crashes, while Roane County had 82, followed by Cocke County with 79.

East Tennessee South Safety Projects

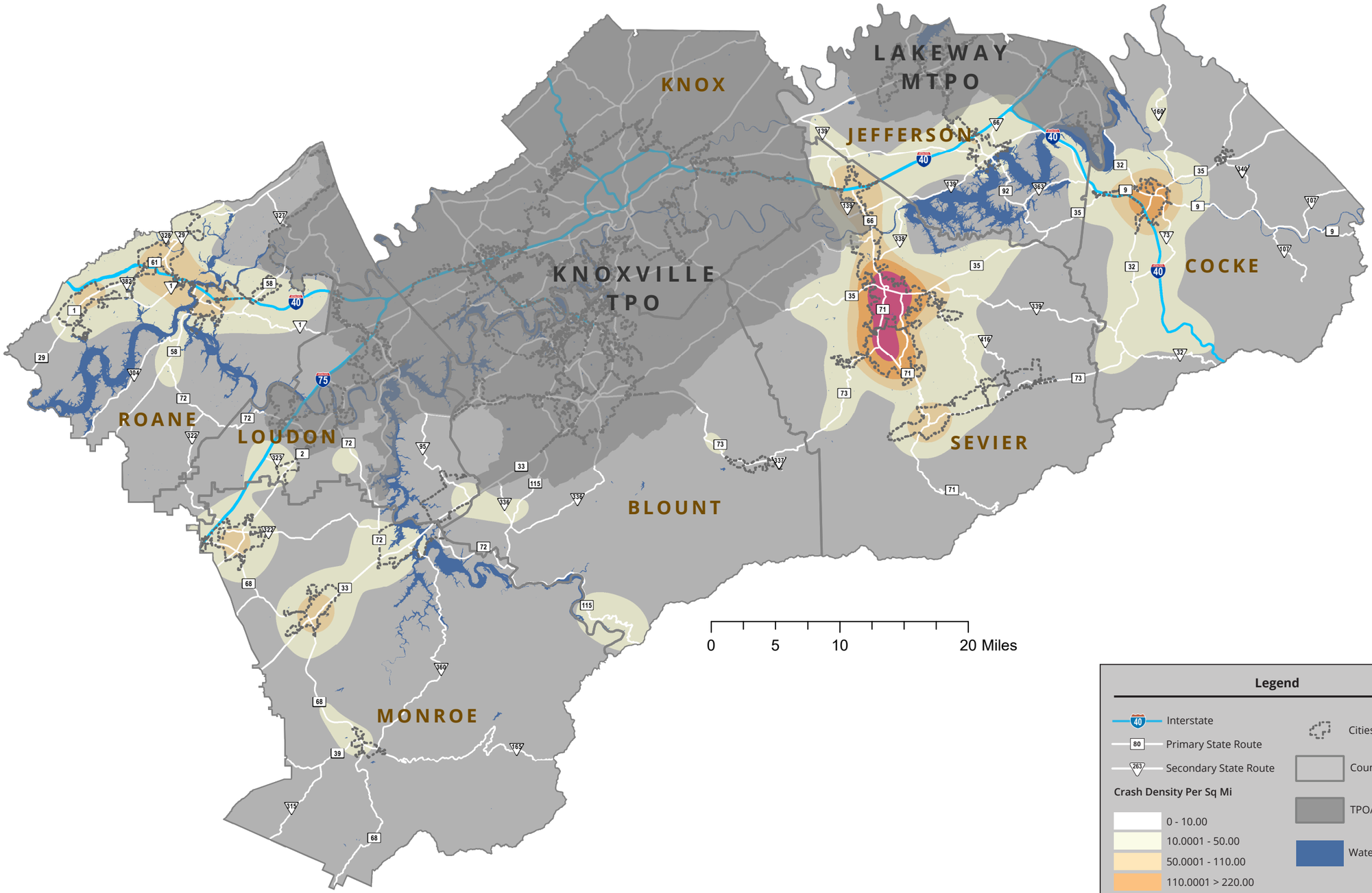


Map 3.16

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East Tennessee South Crash Density



Map 3.17

Bicycle and Pedestrian Crashes in East Tennessee South

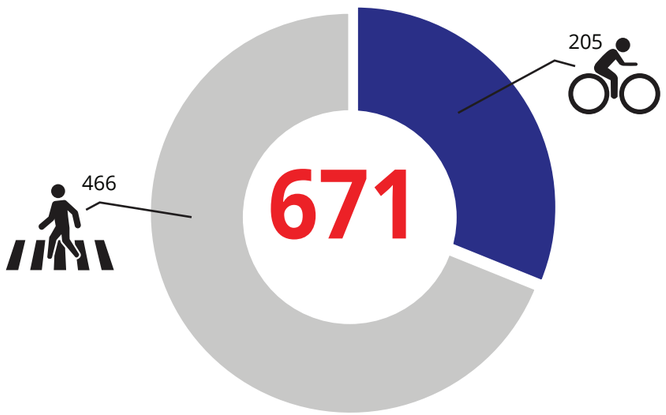


Figure 3.4

Bicycle and Pedestrian Crashes by Location

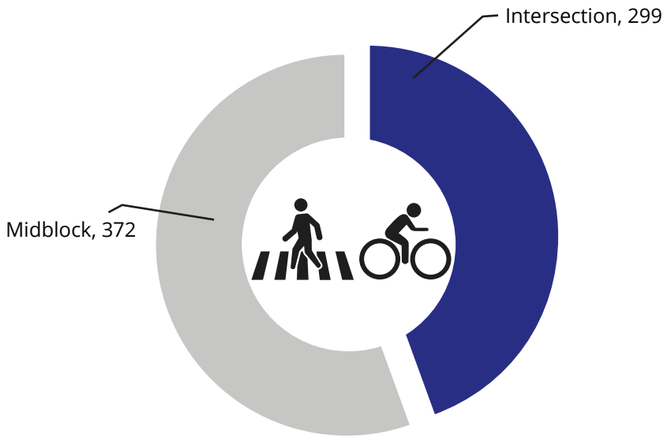


Figure 3.5

Bicycle and Pedestrian Crashes by County

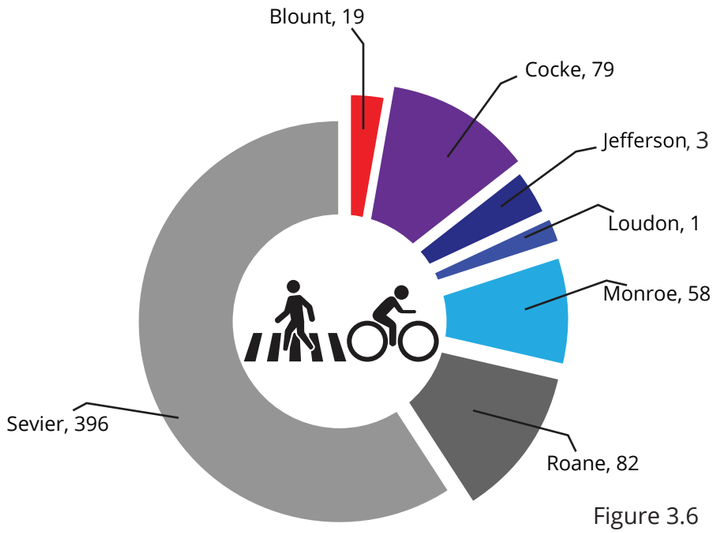


Figure 3.6

Bicycle and Pedestrian Crashes by Weather Conditions

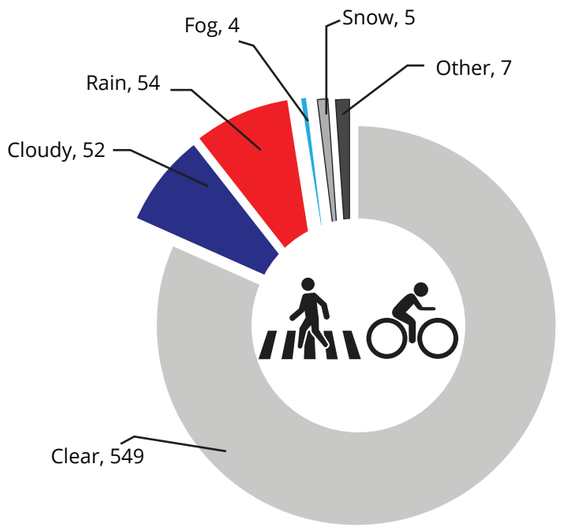


Figure 3.7

Bicycle and Pedestrian Crashes by Light Conditions

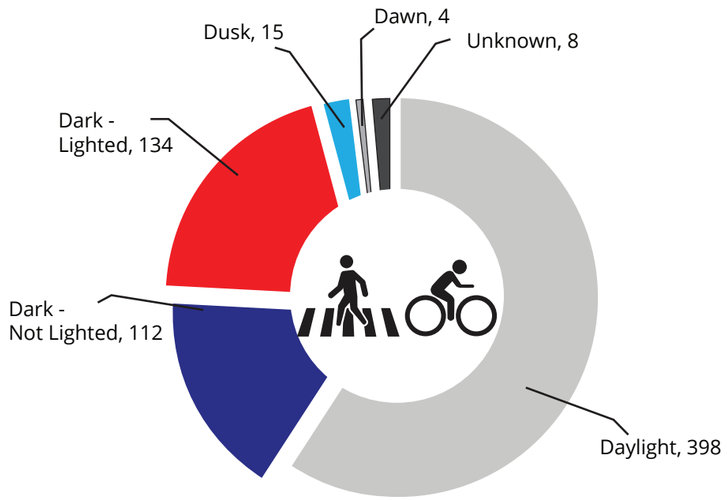


Figure 3.8

Bicycle and Pedestrian Crashes by Severity

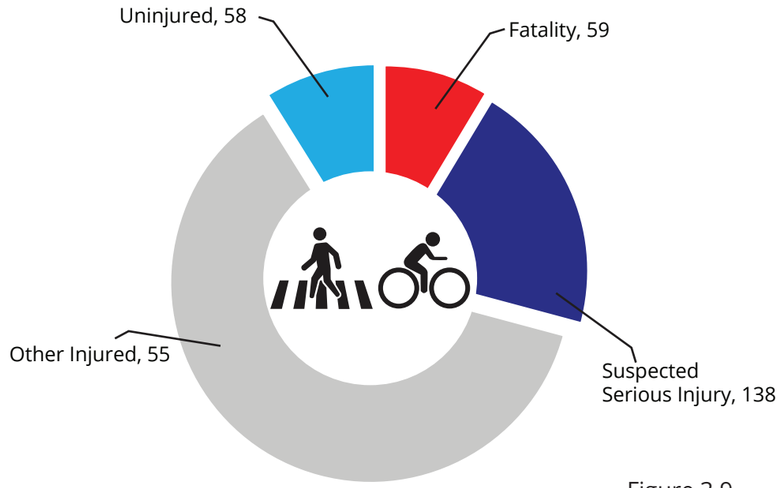


Figure 3.9

Multimodal Facilities

Bicycle and Pedestrian Facilities

The East Tennessee South RPO is a predominately rural region, with areas that are becoming more suburbanized along certain State Routes. State Routes provide connectivity across the state. People may travel by bicycle on all State Routes, except for controlled access facilities such as interstates. Bicycle Route designation shows State Routes that are recommended for bicycling connectivity and bicycle infrastructure investments. As the region grows and continues to change, there could be a need for more physically separated bike lanes or footpaths. These bike lanes or footpaths could be used for both transportation and recreation. Currently, there are 64 miles of existing designated bike routes along State Routes, and 3.31 miles of designated bike lanes within the RPO. Within the East Tennessee South RPO, there are approximately 23 miles of greenways.

Bicycle Level of Service (BLOS)

Tennessee's statewide Bicycle Plan Update was completed in 2011. In 2016, TDOT prepared a State Bicycle Route System Update, which included a bicycle suitability analysis of Tennessee's roadways. A total of 12,600 miles of state and federal highways were rated for bicycle suitability using the Bicycle Level of Service (BLOS) methodology. Roadway inventory data for the calculation of the BLOS was taken from TRIMS.

The inputs for calculating the BLOS index are flow rate*, effective width of road segment, and the effective speed factor. The result is an overall traveler score for a road segment. The score is also dependent upon percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score resulting from the BLOS equation is converted into a LOS A-F letter grade score where A is best and F is worst. Roads with a LOS A through D are considered suitable for bicycle travel; and roads with a LOS E and F are not suitable for bicycle travel.

About half of the roadways have a LOS of A to D and are suitable for bicycle travel, and the other half have a LOS E to F and are unsuitable for bicycle travel. There are 343 miles that have BLOS A-D and 346 miles with BLOS E-F.

State Routes suitable for bicycle travel in East TN South RPO:

- State Route 165 in Monroe County (BLOS A)
- State Route 33 in the counties of Monroe and Loudon (BLOS A)
- State Route 35 in the counties of Cocke and Sevier (BLOS A)
- State Route 72 in the counties of Blount, Loudon, Monroe, and Roane (BLOS A)
- State Route 66 in Sevier County (BLOS A)

*See appendix page 88

Public Transportation

Public transportation includes public transit- fixed-route and demand response services, volunteer transportation, and private providers. The East Tennessee Human Resource Agency is the primary transit agency in the East Tennessee South RPO. Fixed-route service is currently offered by Gatlinburg Mass Transit offering rides in Gatlinburg and Pigeon Forge Fun Time Trolly serving Pigeon Forge and Sevierville. Demand-response transit is provided throughout the region with a minimum of a 48 hour notice prior to the trip. Reservations for out-of-county trips need to be made five days prior to the appointment date. This service is available for daily household errands, medical appointments, as well as travel to employment and GED sites.



Townsend

ETHRA FY 2017-2018 Ridership Per County

County	Total Trips in FY 2017	Total Trips in FY 2018	% Change
Blount	35,764	38,340	7.20%
Cocke	12,129	12,336	1.18%
Jefferson	15,390	15,433	0.28%
Loudon	11,960	10,457	-12.57%
Monroe	17,396	17,340	-0.32%
Roane	14,195	13,359	-5.89%
Sevier	29,518	29,757	0.81%
Total	**136,415**	**137,022**	**0.44%**

Table 3.11

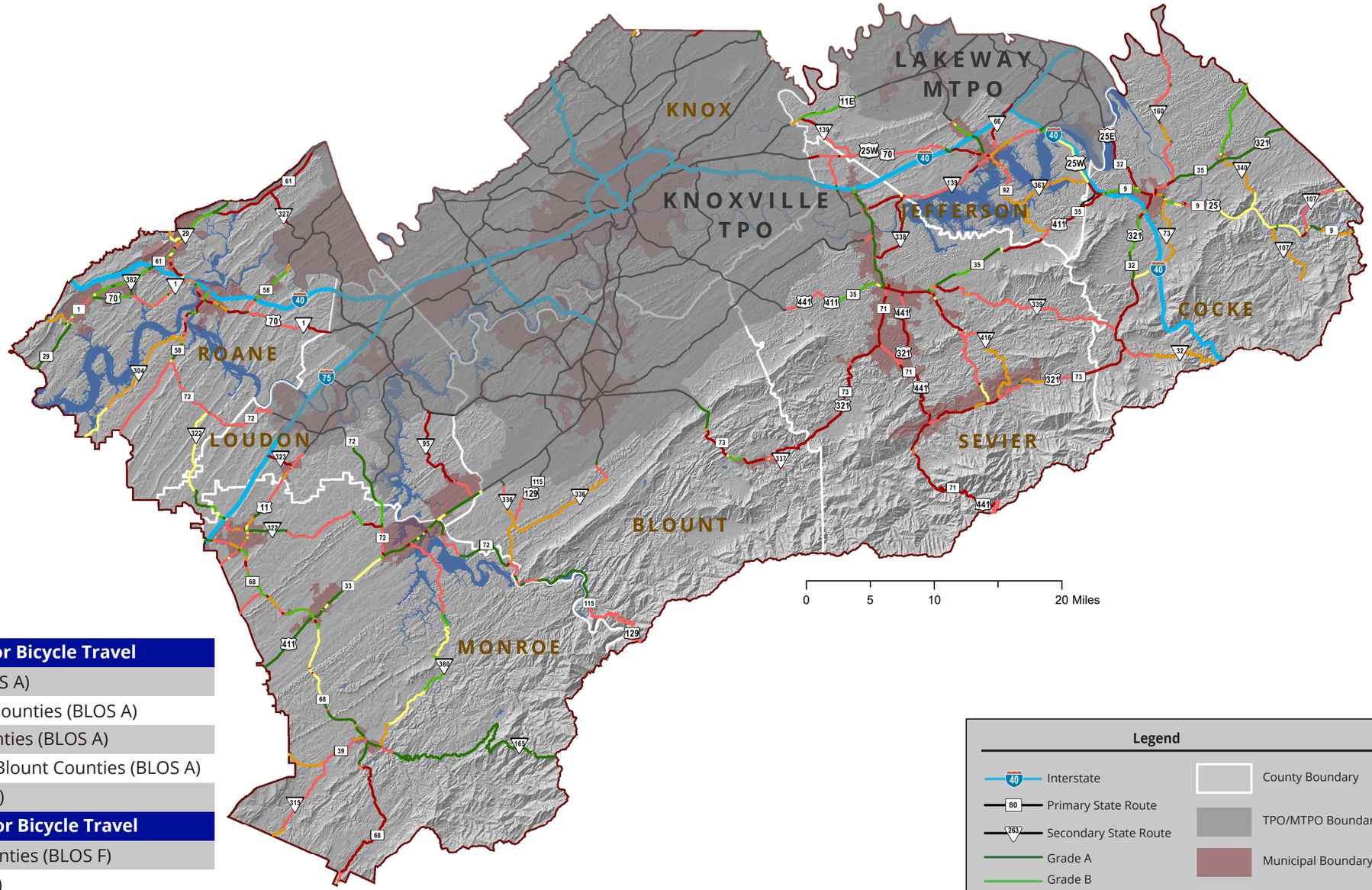
State Routes least suitable for bicycle travel in East TN South RPO:

- State Route 73 in the counties of Blount, Cocke, and Sevier (BLOS F)
- State Route 71 in Sevier County (BLOS F)
- State Route 115 in the counties of Blount and Sevier (BLOS E)
- State Route 72 in the counties of Loudon, Monroe, and Roane (BLOS E)
- State Route 339 in the counties of Cocke and Sevier (BLOS E)

East Tennesee South 2016 Bicycle Level of Service

Bike Level of Service		
Grade	Mileage	Percentage
A	122.20 mi	17.72%
B	59.91 mi	8.69%
C	58.92 mi	8.54%
D	102.16 mi	14.82%
E	191.47 mi	22.77%
F	154.82 mi	22.4%

Table 3.12



Map 3.18

State Routes Most Suitable for Bicycle Travel
State Route 165 in Monroe County (BLOS A)
State Route 33 in Monroe and Loudon Counties (BLOS A)
State Route 35 in Cocke and Sevier Counties (BLOS A)
State Route 72 in Loudon, Monroe and Blount Counties (BLOS A)
State Route 66 in Sevier County (BLOS A)
State Routes Least Suitable for Bicycle Travel
State Route 73 in Blount and Sevier Counties (BLOS F)
State Route 71 in Sevier County (BLOS F)
State Route 115 in Blount County (BLOS E)
State Route 72 in Monroe County (BLOS E)
State Route 339 in Cocke and Sevier Counties (BLOS E)

Table 3.13

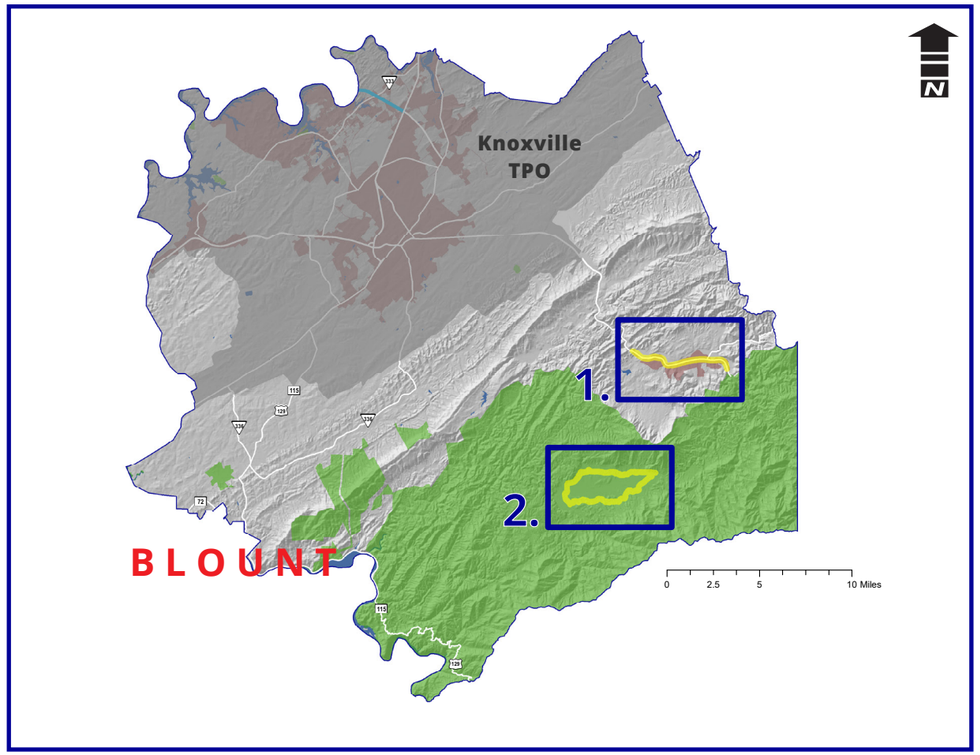
East Tennessee South Greenways

The East Tennessee South RPO has a total of approximately 23 miles of greenway throughout the region. These greenways are in Blount and Sevier County. These paths function as recreational or alternative transportation modes for the community. Greenways are not limited to urban or suburban communities, and the growth and development of greenways within the RPO should continue to be an area of focus. Throughout the planning process, communities within the East Tennessee South RPO stressed the importance of multimodal access. Greenways and trails can spur economic and community development, while also serving the local communities around it.

Although residents in rural communities are more likely to live longer distances from services, most small towns provide a compact center appropriate for walking and bicycling trips. Small and rural communities have great potential for creating viable networks that serve residents and visitors. The positive attributes of small-town connections include: communities located along highways, access to retail businesses, and other community facilities within the communities' cores.

There are many benefits to greenways in rural communities. These benefits include:

- Providing alternative transportation modes
- Providing recreation options for persons of all ages
- Conserving open space and the environment
- Encouraging physical activity
- Preserving important cultural and historical places and events
- Creating gathering space for communities
- Providing accessibility to natural resources



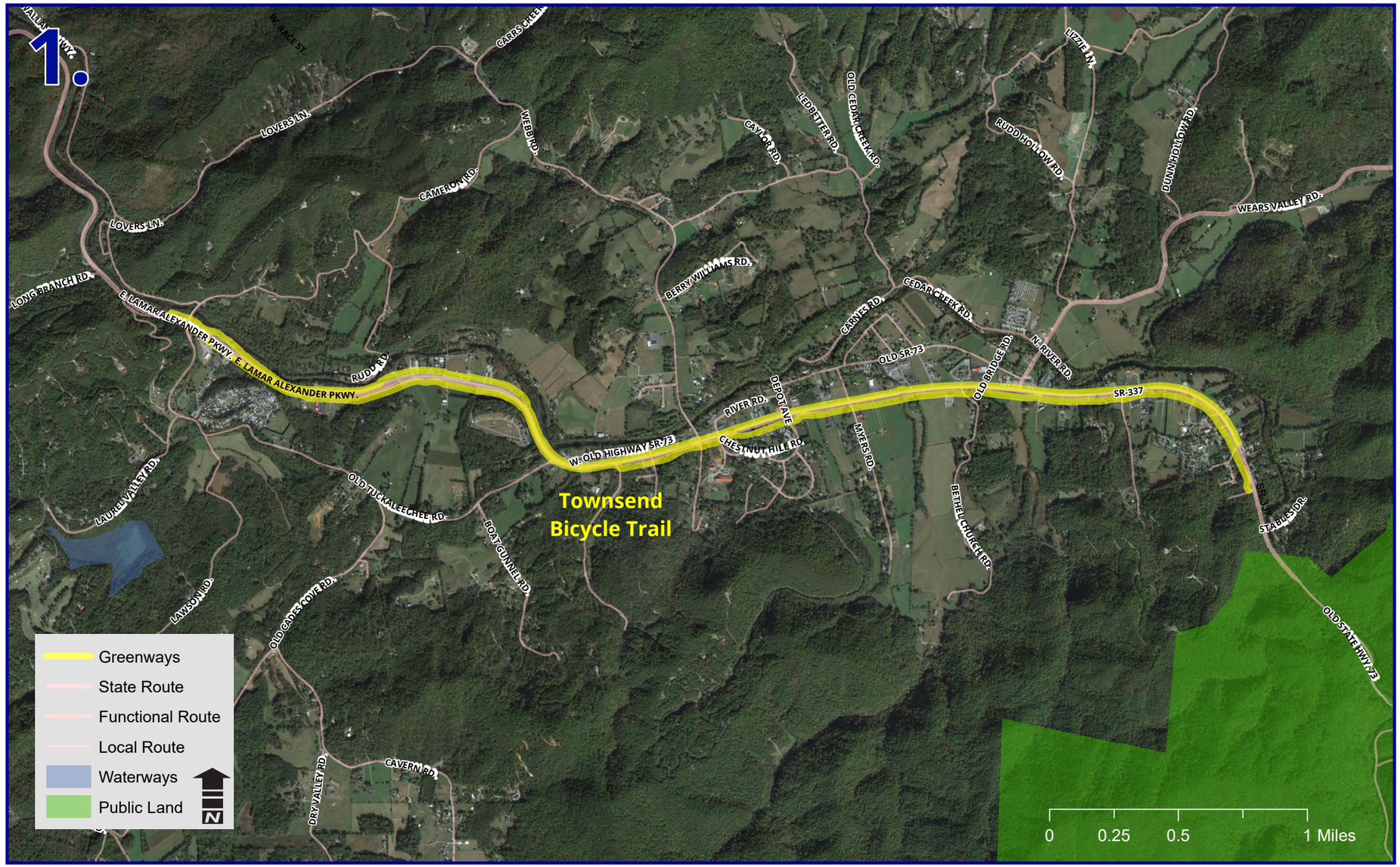
Map 3.19



Townsend Bike Trail

Blount County: Townsend Bicycle Trail

The 9-mile Townsend Bicycle Trail, parallel to Highway 321, connects Walland Highway Bridge to Potleg Hill Road. It is near the Little River; local restaurants, shopping, and lodging; and sites along the Shadows of the Past Trail. The trail also provides parking at both ends and the Visitor Center, as well as 3 underpasses to facilitate safer crossing.



Map 3.20

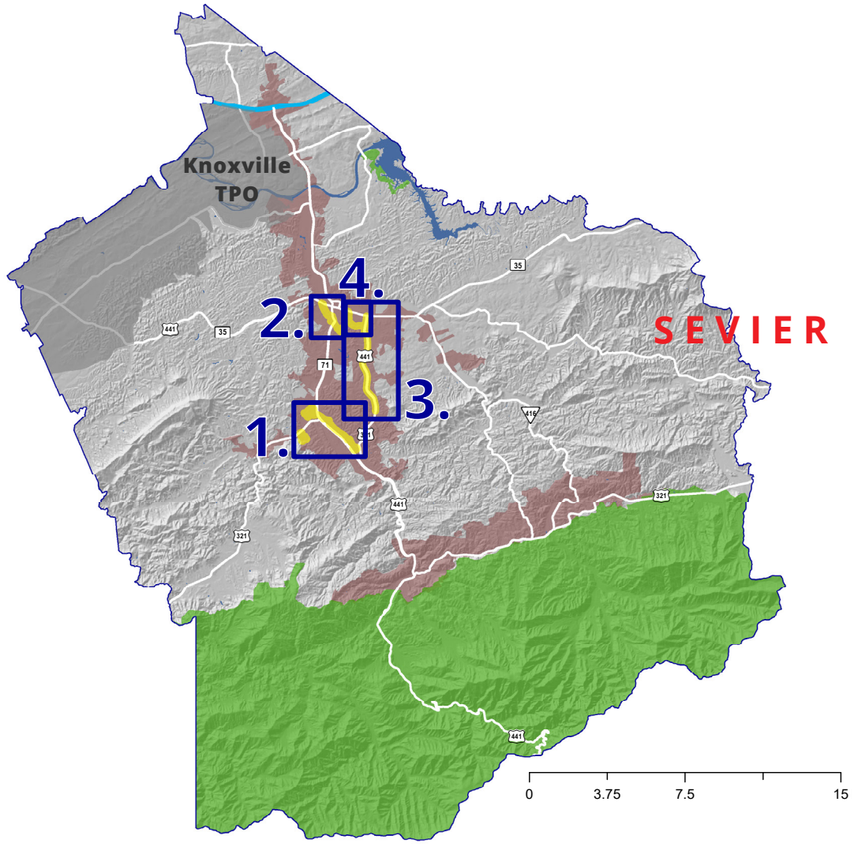
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Blount County: Cades Cove Loop Road

Located in the Great Smoky Mountains National Park – closed to motor vehicle traffic on Wednesday and Saturday mornings until 10am from May-September.



Map 3.21



Map 3.22

Sevier County:
Pigeon Forge: Riverwalk Greenway

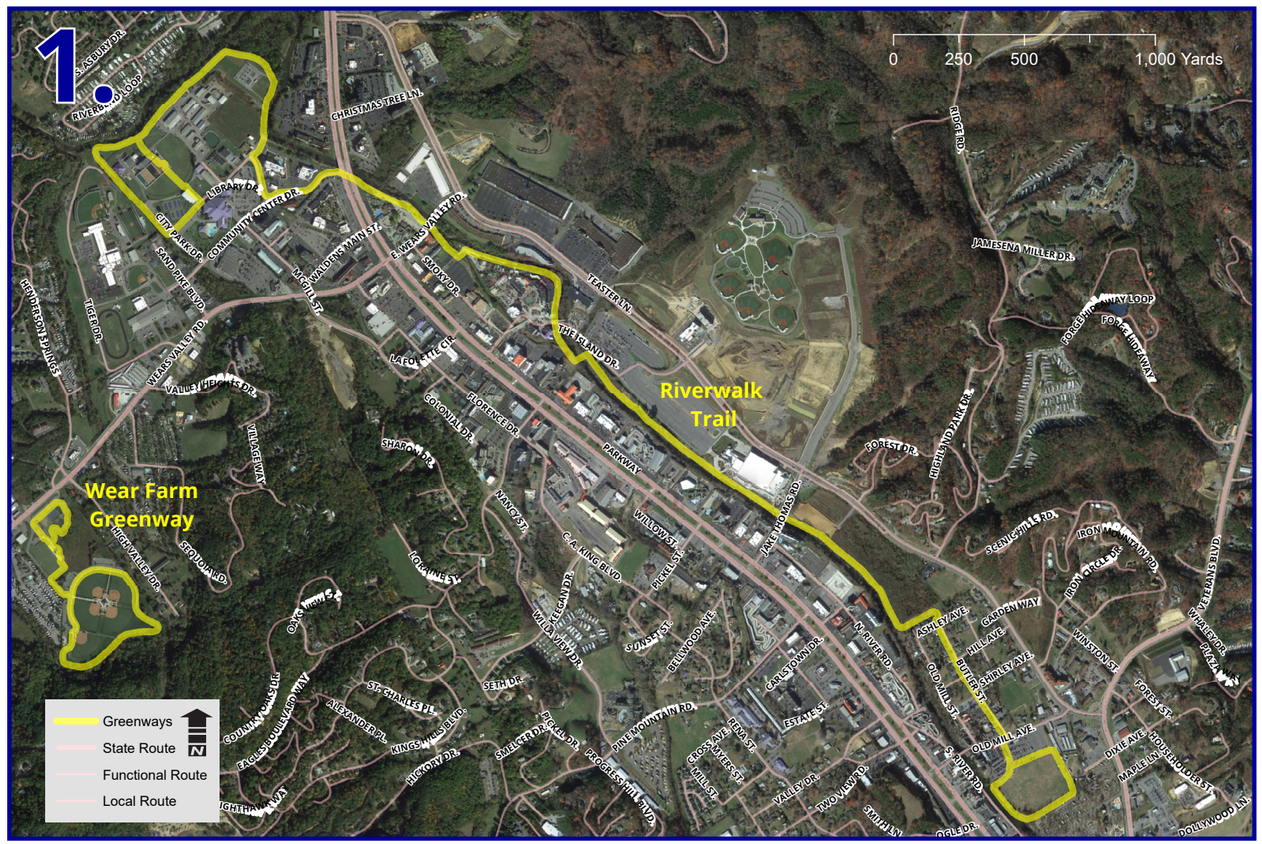
Approximately 4 miles long, the Riverwalk Greenway connects one end of Pigeon Forge to the other. Generally following the Little Pigeon River, it currently makes a one-mile loop around Old City Park, continues along from the Pigeon Forge Community Center to The Island Amusement Park, and finishes with a half-mile loop around Patriot Park in the southern portion of Pigeon Forge. This is primarily a paved walking trail, with separation from traffic flow. The trail's three main entrances are Patriot Park, Jake Thomas Road, and Butler Street at Ashley Avenue.

Pigeon Forge: Wear Farm Greenway

At just over one mile, the Greenway at Wear Farm is a ¼ mile loop around the playground, followed by a ¾ mile loop around the baseball fields. Wear Farm City Park is 118 acres and has replaced the older "City Park". The park is home to playgrounds, as well as various recreational and sports facilities.



Wear Farm City Park
Source: Pigeon Forge Website



Map 3.23

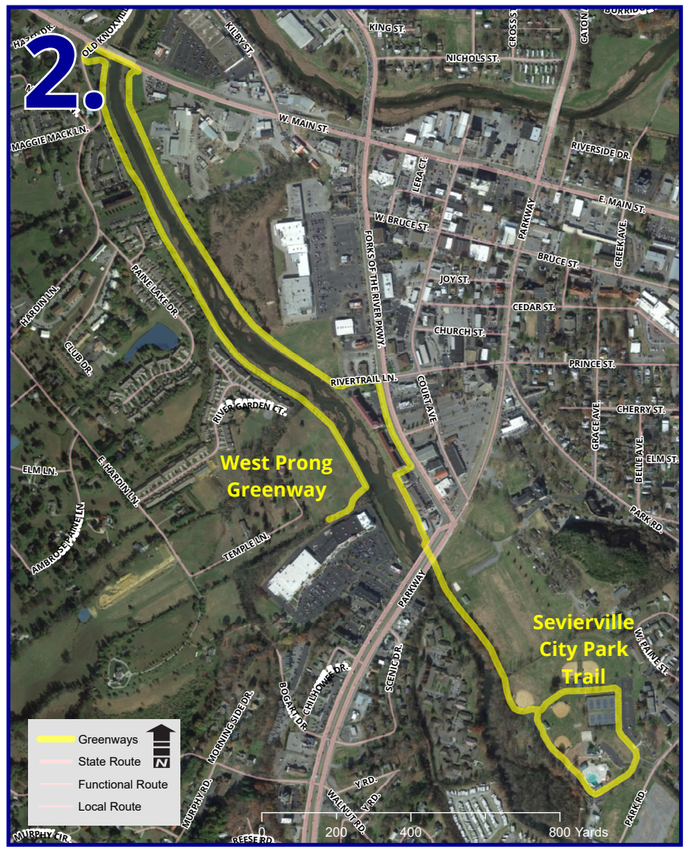
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Sevier County:
Sevierville: West Prong Greenway

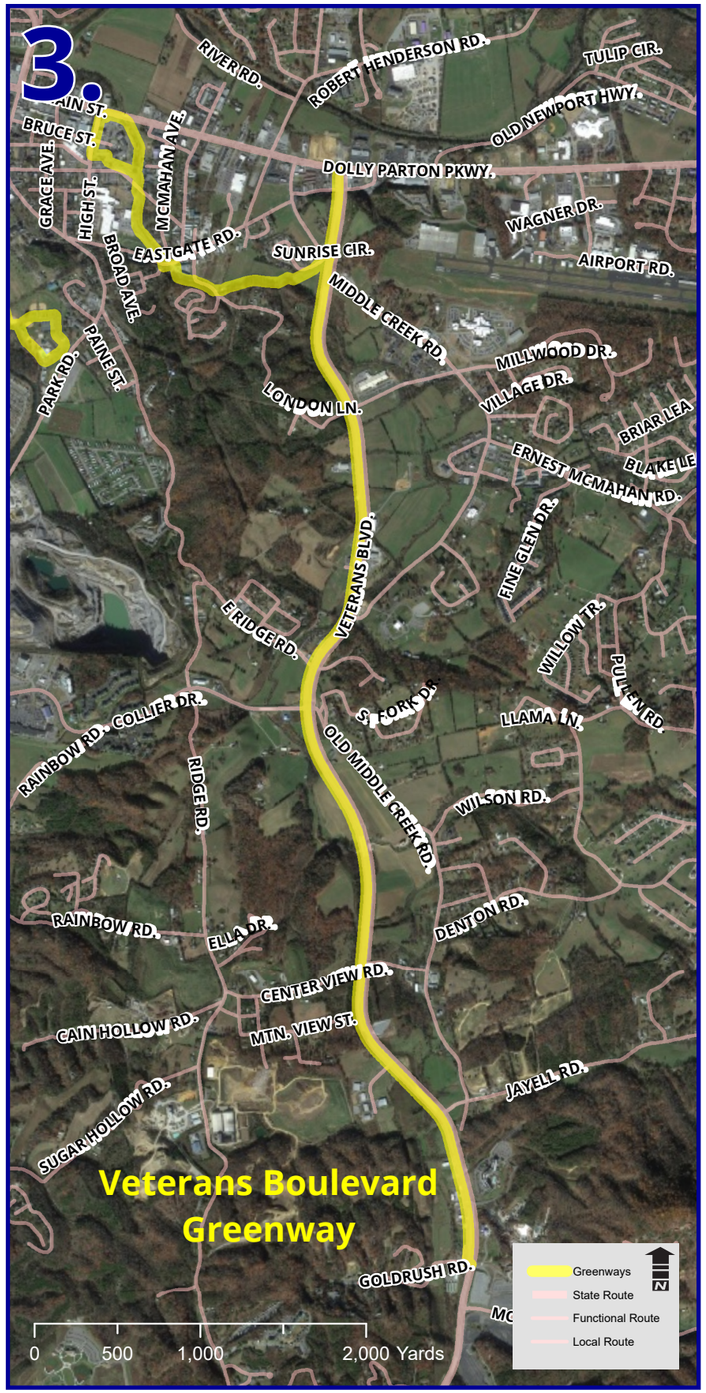
The 2-mile West Prong Greenway closely follows the Little Pigeon River, running from near Main Street to Sevierville City Park, passing through Paine Park and the McMahan Burial Mound. The paved trail is lined with benches, creating a scenic atmosphere for users, with separation from traffic flow. The trail's three main entrances are Patriot Park, Jake Thomas Road, and Butler Street at Ashley Avenue.

Sevierville City Park Trail

Located within Sevierville City Park, this 0.5-mile trail connects the Family Aquatics Pool, baseball fields, and tennis courts. It then feeds into the West Prong Greenway.



Map 3.24



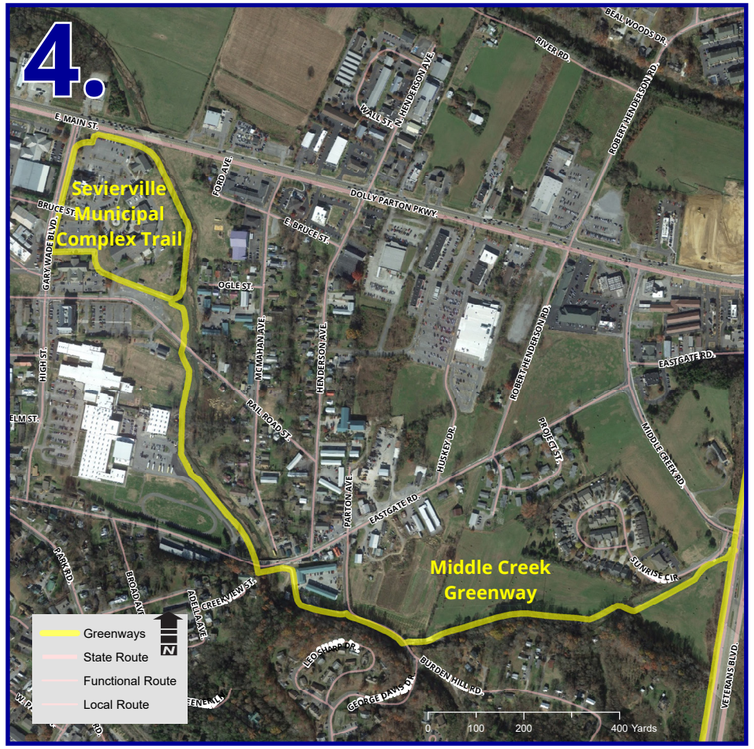
Map 3.25

Sevierville: Veterans Boulevard Greenway

Veteran's Boulevard Greenway runs from Dolly Parton Parkway in Sevierville to Dollywood in Pigeon Forge and is 6 miles long. This greenway is near restaurants and local businesses, the Gatlinburg-Pigeon Forge Airport, Sevierville Primary School, and LeConte Medical Center. As it continues into Pigeon Forge, it provides easy access to Dollywood's Theme Park, Splash Country, and DreamMore Resort.

Sevierville Municipal Complex Trail

This 0.6-mile loop connects some of Sevierville's prominent municipal centers, including the Community Center, Police Station, and City Hall. In 2017, it was extended along Middle Creek's pedestrian bridge, between the Boys and Girls Club, and the intersection of Dolly Parton Parkway and Ford Street.



Map 3.26

4 GOALS & OBJECTIVES

PUBLIC PARTICIPATION

Public participation throughout the RPOs across the State of Tennessee is an important element of transportation planning. The TDOT Long Range Planning Division has made efforts and will continue to be committed to engaging and encouraging more public participation from the rural communities it serves. It is important for locally elected officials whom often serve on the RPO's Executive and Technical Committees, business owners, and the general public to be involved in the planning process. TDOT's Long Range Planning Division will continue to conduct a planning process that encourages outreach and considers local input in decision and policy making.



Parrotsville

Public Input Meetings

Date and Time	County	Location
Monday, October 30, 2017 9:00AM	Loudon County	601 Grove Street Loudon, TN 37774
Monday, October 30, 2017 1:00PM	Roane County	1209 N. Kentucky Street Kingston, TN 37763
Tuesday, October 31, 2017 1:00PM	Blount County	103 College Street Madisonville, TN 37804
Monday, February 12, 2018 9:00AM	Sevier County	225 Pine Mountain Road Pigeon Forge, TN 37863
Monday, February 12, 2018; 1:00PM	Monroe County	103 College Street Madisonville, TN 37354
Thursday, March 29, 2018; 9:00AM	Jefferson County	202 W. Main Street Dandridge, TN 37725
Friday, July 13, 2018; 9:00AM	Cocke County	330 East Main Street Newport, TN 37821

Table 4.1

There were a total of seven input meetings held at various locations throughout the East Tennessee South RPO, with one meeting held in each county. The feedback and input from the meetings served as a helpful tool in the development of the plan. The purpose of these meetings was to engage with stakeholders outside of the formal RPO bi-annual meetings. In addition to gaining insight from other community members who may not currently be involved in the RPO process, we wanted to expand the opportunity to others within their respective counties to provide input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersection, or maintenance issues vary among stakeholders; however, County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives of the Chamber of Commerce, Public Works, Emergency Management, and School Board were invited and encouraged to attend and participate.

REGIONAL GOALS

The East Tennessee South Rural Regional Transportation Plan reviews all needs, and community aspirations based on future planning. These requests will be taken into consideration as identified needs are shared by local stakeholders from each county within the East Tennessee South RPO. These goals will be used to guide future planning throughout the region and will serve as a building block for future plans and initiatives. Each county will be provided a strategy and objectives to assist reaching future long-term visions. The East Tennessee South RPO population is going to increase at a similar rate to the state of Tennessee by the year 2050 and transportation will continue to play a role in attracting business, encouraging development and sustaining communities that have shaped this region of the state. Particular groups within these communities that should be given additional consideration with transportation decisions would be low-income, persons over the age of 65 and persons with disabilities. Overall, due to the region's steady population, industries such as manufacturing and leisure & hospitality have generated employment and freight destinations. Existing land use is largely agriculture, public lands and residential, which are currently compatible with the region's transportation network. With compatible networks, the area is experiencing stable and modest increases, except for Sevier County, which has seen significant increases in traffic volumes within the last decade.

The Rural Regional Transportation Plan not only measured traffic counts, but also took into consideration the "maximum rate at which vehicles can pass through the region", measuring volume capacity ratio. The region had little to no volume/capacity issues in 2010; however, Cocke, Jefferson, Monroe, Roane and Sevier Counties are forecasted to have capacity increases in 2040. In addition, freight traffic was analyzed, and overall truck traffic is high in comparison to state averages. Commuting patterns in the region show residents mainly commuting to Knox County outside of the RPO; within the RPO, most commute to Sevier and Loudon Counties. Safety projects in the region are ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements.

It is the Long Range Planning Division's hope that the Office of Community Transportation provides resources to communities in the early stages of planning development. The purpose of the RPO is to involve local officials in transportation planning, through a structured process, to ensure quality, competence, and fairness in the transportation decision-making process. Rural communities are encouraged to use the data and information included in this plan to apply for grants and studies that support their long-term visions and goals. In addition to participating in programs providing additional support to the RPO or East Tennessee Development District.

In conclusion, based upon current conditions and future projections, the region is prepared to continue efforts of transportation improvement projects from the Improve Act, as well as utilize focus areas identified in this document as guidance for future transportation projects. Not only should this plan be used for future transportation projects but the basis for county and local transportation plans. With proper planning and continued dialogue between residents, elected officials, and TDOT, the maintenance and quality of the region's infrastructure will continue to serve the public's need and interest for years to come.



Sevier County



Townsend

Goal 1: MONITORING THE REGION'S FREIGHT TRAFFIC WHILE SUPPORTING THE MOVEMENT OF GOODS THROUGH THE REGION

Objectives & Strategies

Objective 1: Continue to identify hazardous roadway segments and intersections
- » Create a reporting mechanism
- » Post additional signage
- » Encourage law enforcement
- » Enact ordinances
- » Identify and contact local freight businesses

Goal 2: PROVIDE MULTIMODAL ACCCESS

Objectives & Strategies

Objective 2: Work with local communities to encourage land use planning, development and signage that is conducive and supportive of pedestrians
- » Public education and awareness
- » Provide appropriate signage
- » Retrofit infrastructure or upgrade existing infrastructure to support pedestrian needs
- » Develop policy to evaluate multimodal options
- » Develop land use policy to support multimodal strategies
- » Encourage local governments to update current land use policy to encourage more connectivity for pedestrians
- » Encourage local governments to offer transit options connected to recreational areas
- » Partner with area school districts, where appropriate, to establish policies that support and provide adequate pedestrian alternatives

Goal 3: IMPROVE SAFETY THROUGHOUT THE REGION

Objectives & Strategies

Objective 3: Coordinate with local Roadway Superintendents, Office of Community Transportation, and TDOT's Project Safety Office
- » Coordination with TDOT and local law enforcement officials
- » Provide more planning and identification of potential areas of concern (i.e. intersections, crosswalks, and segments of roadways)
- » Evaluate and identify funding sources to assist in the improvements

Goal 4: REVITALIZE COLLABORATIVE EFFORTS WITH RESURFACING AND REPAVING UNDERTAKINGS

Objectives & Strategies

Objective 4: Coordinate with local Roadway Superintendents, Office of Community Transportation, and TDOT's Maintenance Division
- » Interagency and city maintenance agreements, when appropriate
- » Coordinate with TDOT, county roadway superintendents, and municipalities' public works to identify areas of concern
- » Sharing of the paving schedule

Goal 5: SUPPORT THE STATE'S EFFORTS IN BETTER SERVING RURAL TENNESSEE

Objectives & Strategies

Objective 5: Continue serving distressed and at-risk rural communities
- » Continued efforts in supporting the Executive Order placed on all state departments to provide a statement of rural impact to better serve RPOs
- » Partner with other state agencies, local governments and the development district
- » Work with communities to identify transportation infrastructure needs to attract economic development

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5 RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

This section of the plan is a compilation of identified community concerns during the community engagement process. Each county in the East Tennessee South RPO had an opportunity to share and identify potential areas that would require further analysis, which would determine next steps for the identified areas. The recommendations presented in this section are all quantitative based. Each identified item was thoroughly examined by TDOT's Data Visualization Office, located within the Long Range Planning Division. These recommendations do not guarantee neither implementation nor funding, but provide identified needs for the East Tennessee South RPO in the future.

These projects have been analyzed and reviewed for the purposes of the Rural Regional Transportation Plan; however, that process does not mitigate nor circumvent the Community Transportation Planning Request process as well as the Strategic Transportation Investments Division (STID) formal process.

The maps are separated by county and project type. The two main project types analyzed were multimodal and safety. Aside from multimodal and safety, the following project types were identified during the community engagement process: freight, resurfacing/repaving, and maintenance.

In the following pages of this section there are maps that provide location, type of project and the origin of the identified transportation need. The graphic on the right is provided for reference purposes. Within the legend there are three headers: multimodal; safety and other projects. If projects did not fit under multimodal or safety, they were categorized as other projects. Circles, squares and triangles represent the project type. Colors also highlight how each project was identified. Blue shapes signify that either the Long Range Planning Division (multimodal) or STID (safety) identified the project as a priority, whereas black signifies a community-identified project. Red shapes signify where there was concurrence between Long Range Planning or STID and public stakeholders. Green shapes are projects identified by public stakeholders that are otherwise not classified under multimodal or safety.

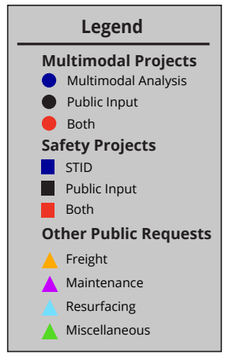


Figure 5.1

See page 82 in the appendix for more details on the Multimodal Suitability Index.

The diverse nature of safety issues on rural roads requires assessment of human and environmental factors.

» ***A Sidekick for Rural Safety, FHWA***



Safety Assessments

Multimodal Analysis

Can I get where I want to go easily and safely in whatever way I choose - for example, walking, bicycling, using transit, or driving?

» ***Public Involvement/Public Participation, Office of Planning, Environment, & Realty, FHWA***



Public Input and Needs

Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

» ***Public Involvement/Public Participation, Office of Planning, Environment, & Realty, FHWA***



Figure 5.2

To calculate potential multimodal needs for segments identified by community members of the East Tennessee South RPO, certain indexes were measured. These indexes include equity, demand, supply, and safety. Equity accounted for demographic populations such as low-income; non-white; persons 65+; persons 18 and under; and households without vehicles. Demand accounted for population density; employment density; schools; commercial uses; recreation areas; and other land uses. Supply accounted for posted speed limit; number of travel lanes; width of roads; sidewalk presences; bike lanes; and traffic volume. Safety accounted for pedestrian crashes and bicycle crashes. Only the counties within the East Tennessee South RPO were compared with one another in this analysis. The analysis took a regional approach to evaluating multimodal needs. Each index was scored and weighted; from there each county was ranked.

The safety component of the recommendation section is based upon the Local Roads Safety Initiative (LRSI). This initiative identifies and reviews roadway segments of local non-state routes in counties or sections of counties not represented by a MPO and with disproportionate occurrences of fatal and serious injury crashes. This data is currently being updated and processed. Once the final data and analysis is available, this portion of the plan will be updated to reflect the final safety projects.

Future Guidance

In addition to the new project prioritization methodology, Long Range Planning has developed a process through which communities can submit requests to TDOT for new projects. In the past, elected officials most often requested projects through direct communication with the Commissioner or through their representatives in the General Assembly. This made it difficult for regional staff to track project requests and status within TDOT. These types of requests sometimes weren't processed in a timely manner or had little to no follow-up, particularly in times of staff turnover.

The new Community Transportation Planning Request (CTPR) process funnels requests through the RPO Coordinator. The coordinator collects data and works with the local jurisdiction to formulate the request in a standardized TDOT format developed by OCT. A draft report highlighting existing conditions and local perspectives on the need is submitted to TDOT's Strategic Transportation Investment Division (STID). STID develops data-driven Transportation Investment Reports for new projects to determine whether they are necessary prior to recommending alternatives that would provide a solution to the particular transportation issue. This new process has received feedback from local communities on its value and utility. They appreciate that the State now has a formal process of receiving and processing local requests for new projects.

The CTPR would be completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, if the request is warranted and approved, a "Needs Assessment" would be conducted by STID. If the project is deemed necessary, then the project may be designated a "New Start" during the PE phase, once funding is available. The project could also be deemed not necessary; at that point, no further action is needed, and the community will be notified of the decision. If the project is needed, funding is allocated, and a formal study is conducted by TDOT's STID and Long Range Planning Division. The project would then enter the Project Development Process, which includes an Environmental Review (NEPA), Right-of-Way (ROW) determinations, and the Design and Construction phases, in that order. The flow of processes is standard for the majority of TDOT projects, including those in the IMPROVE Act. The status of a project will be monitored by OCT, and status updates will be regularly shared with the RPO Coordinator.

If the CTPR involves pavement, the following process would occur. The CTPR would be completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, a "Needs Assessment" would be conducted by regional staff in conjunction with the Headquarters Pavement Office. If the project is deemed necessary, then the project may be added to the three-year resurfacing plan. The project could also be deemed not necessary; at that point, no further action is needed and the community will be notified of the decision. If the project is needed, funding is allocated. The project would then enter the Project Development Process and status of a project will be monitored by OCT, and status updates will be regularly shared with the RPO Coordinator.



Sevierville

Blount County Recommendations

Multimodal

1. SR-73/US-321
2. SR-336
3. SR-72

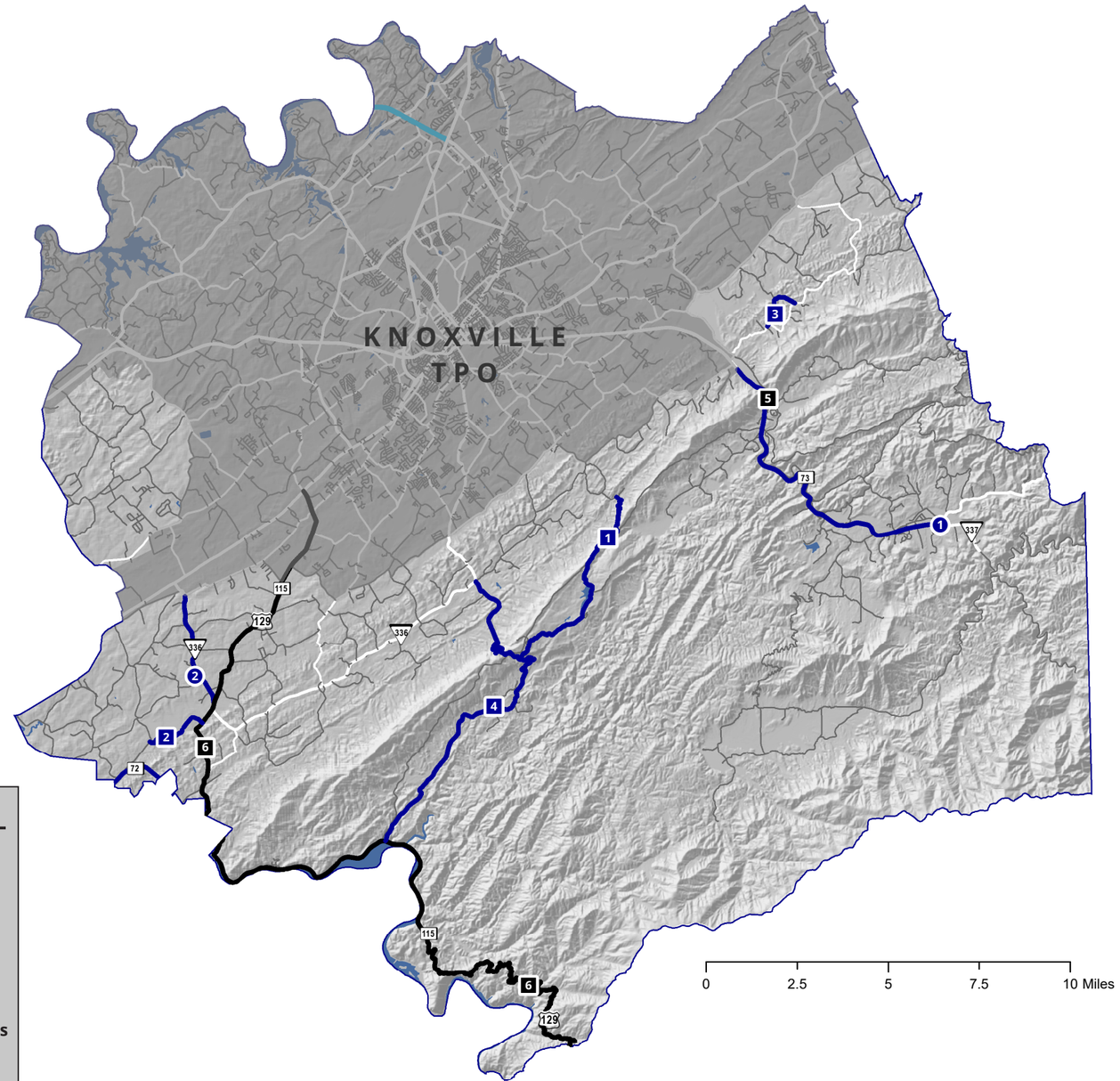
Safety

*LM = Log Mile

1. Butterfly Gap Rd./Flats Rd. from LM 0.00 to LM 5.98 and from LM 0.66 to LM 0.00 LRSI
2. Garland Rd. from LM 0.00 to 0.68 and from LM 1.10 to LM 0.00 LRSI
3. Old Chilhowie Rd. to Cold Springs Rd. from LM 0.00 to LM 1.47 LRSI
4. Montvale Road/Happy Valley Rd. from LM 0.00 to LM 11.92 LRSI
5. Safety and Pedestrian Concerns at the intersection of SR-73 (East Lamar Alexander Pkwy.) and East Millers Cove Rd.
6. Safety concerns for motorcyclists along SR-115 (US-129).

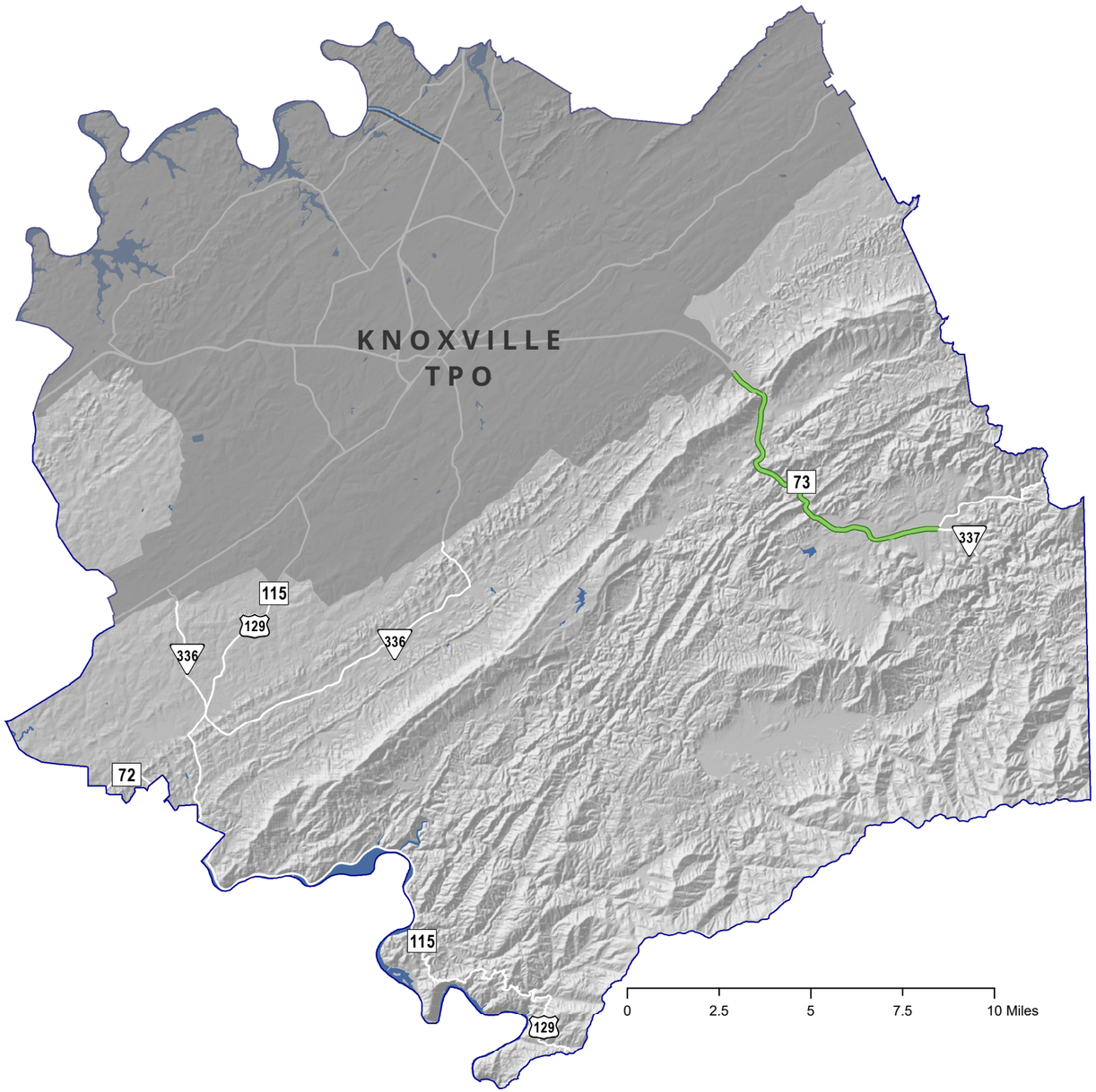
Miscellaneous

- Not mapped: Park N Ride facility requested



Map 5.1

Blount County IMPROVE Act Projects



Map 5.2

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

Cocke County Recommendations

Multimodal

1. SR-9/US-25
2. SR-32/US-321
3. Bailey St.

Safety

*LM = Log Mile

1. Edwina Bridgeport Rd. from LM 0.00 to LM 4.00 (0A328) and LM 6.23 to LM 6.85 (0A286) LRSI
2. Carson Springs Rd. from LM 0.48 to LM 3.65 LRSI
3. Industrial Rd. from LM 0.00 to LM 5.58 LRSI
4. Big Creek Rd./Midway Rd./Blue Mill Rd. from LM 0.00 to LM 14.92 LRSI

Freight

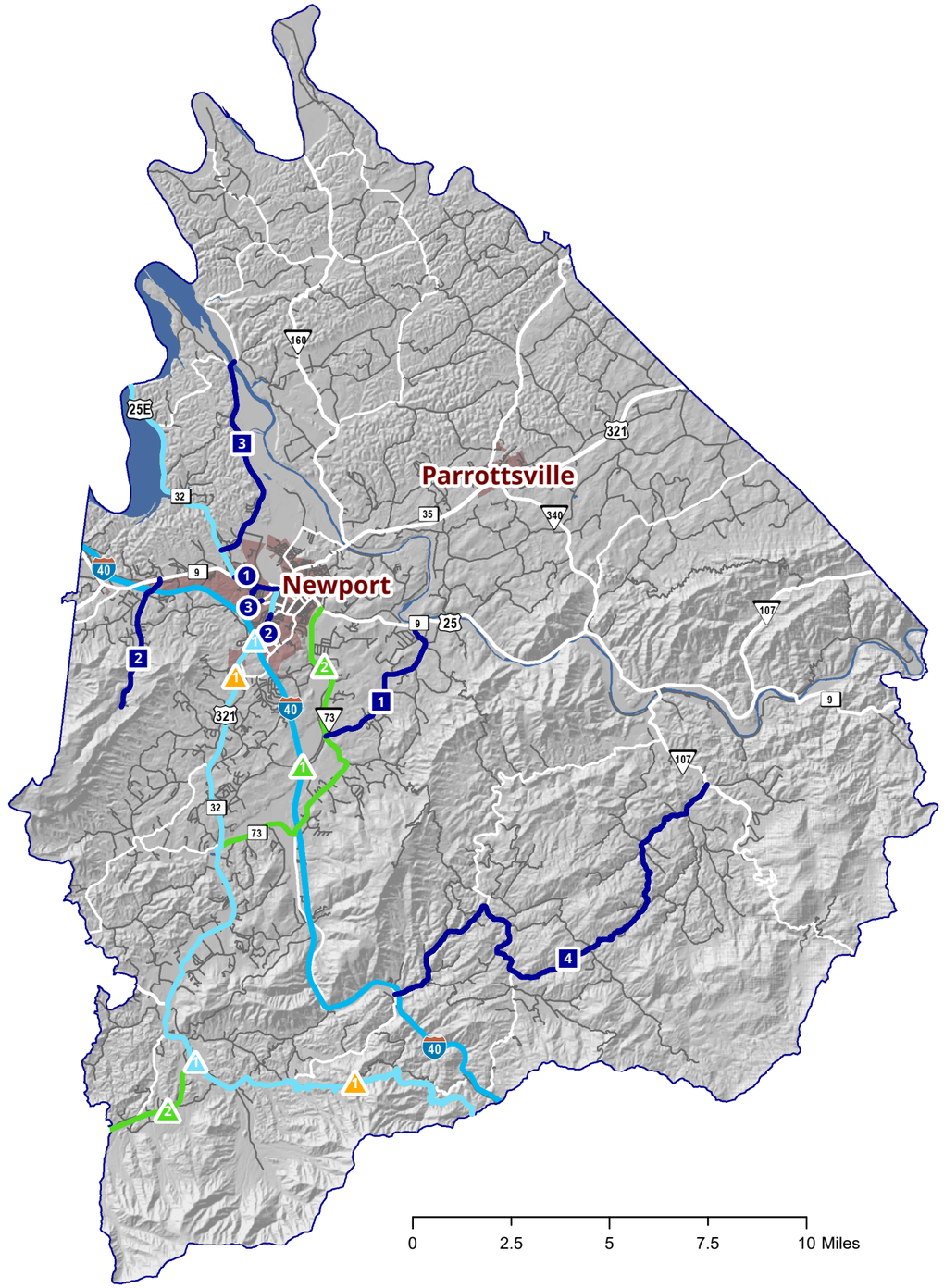
1. Additional signage for freight traffic along SR-32. Freight trucks are getting stuck along the route.

Resurfacing

1. Repaving/resurfacing along SR-32

Miscellaneous

1. Additional exit from I-40 located between Exit 435 and Exit 440 at O'Neil Road.
2. SR-73: 2 lanes to 3 lanes



Legend

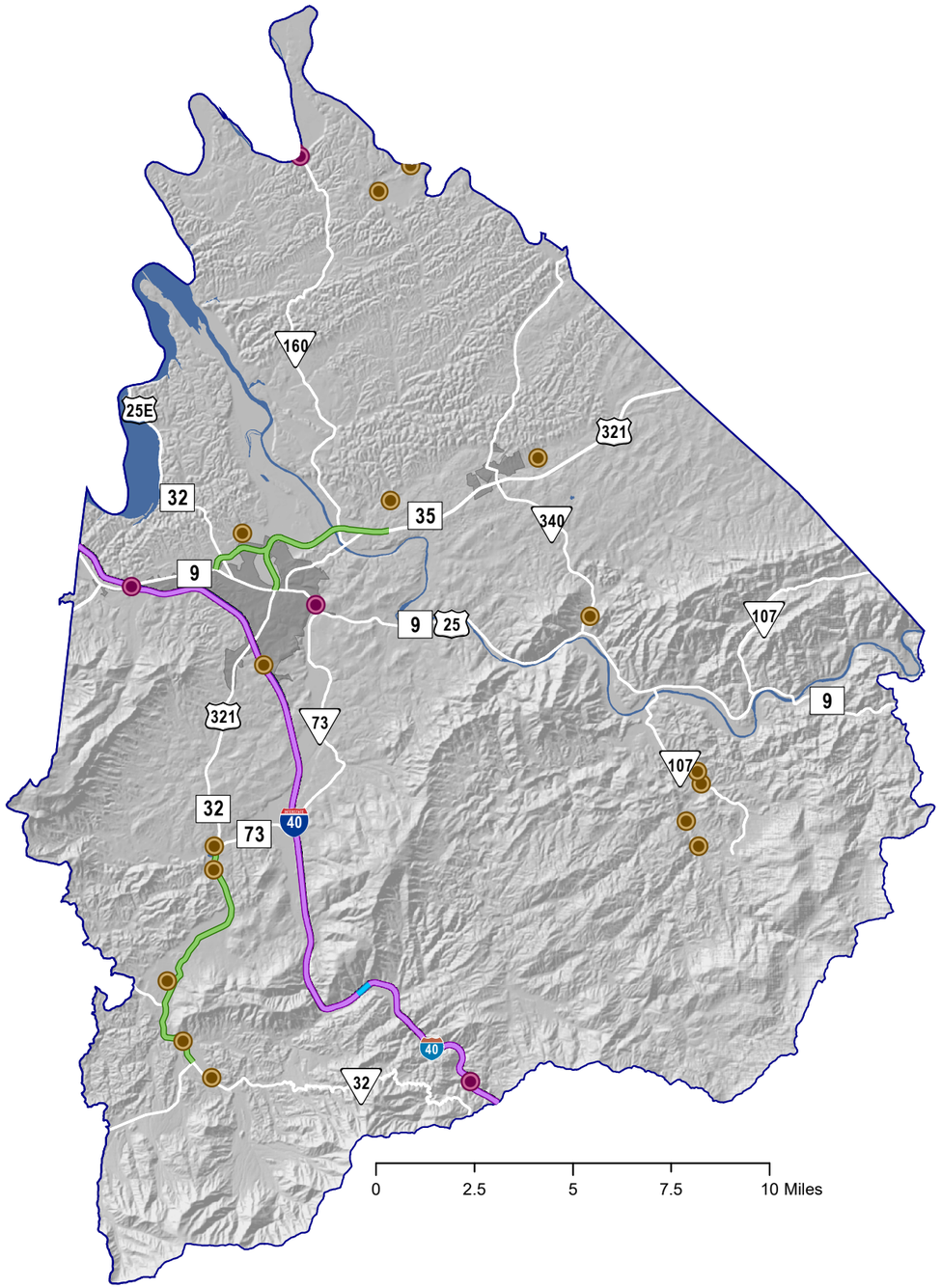
Multimodal Projects
- Multimodal Analysis
- Public Input
- Both

Safety Projects
- STID
- Public Input
- Both

Other Public Requests
- Freight
- Maintenance
- Resurfacing
- Miscellaneous

Map 5.3

Cocke County IMPROVE Act Projects



Map 5.4

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

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Jefferson County Recommendations

Multimodal

1. SR-92
2. SR-9/US-25W
3. SR-34/US-11E

Safety

*LM = Log Mile

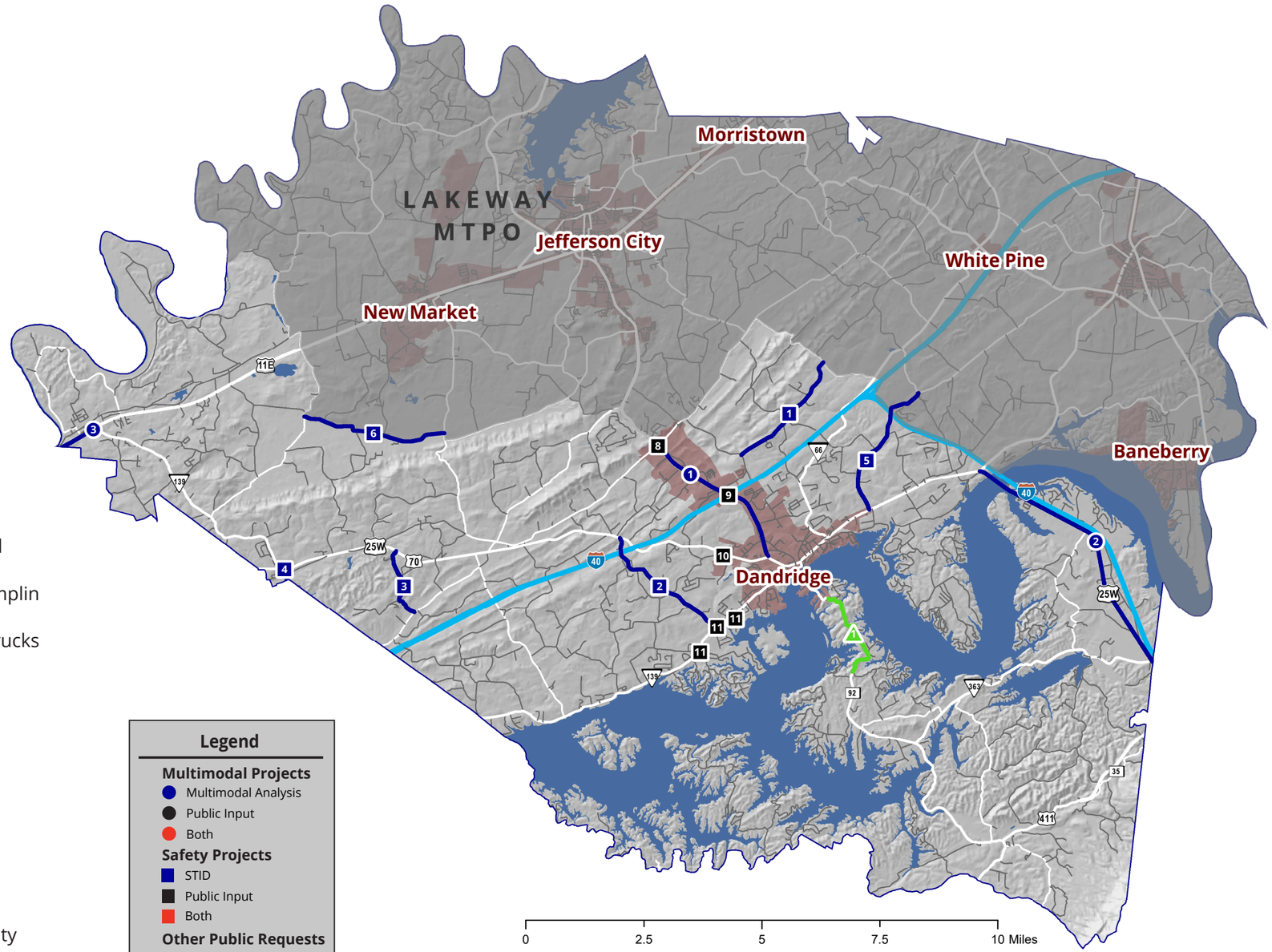
1. Chestnut Grove Rd. from LM 0.00 to LM 2.78 LRSI
2. Green Hill Rd. from LM 0.00 to LM 3.02 LRSI
3. Dumplin Loop Rd. from LM 0.00 to LM 1.58 LRSI
4. Snyder Rd. from LM 0.00 to LM 0.33 LRSI
5. Zirkle Rd. from LM 0.08 to LM 3.15 LRSI
6. Rock Valley Rd. from LM 0.00 to LM 3.14 LRSI
7. Safety concerns at the intersection of SR-9 (HWY-25) and SR-139 (Old Dandridge Pike).
8. Safety concerns at the intersection of SR-92 and W. Dumplin Valley Road, located near Jefferson County High School.
9. Safety concerns at Exit 417 due to high volume of trucks entering and leaving Pilot gas station along SR-92.
10. Safety concerns at SR-9 and Treadway Dr.
11. Safety issues with regards to signage, sight distance, and speed issues along SR-139 at intersections with the following roads:
    - McKenzie Dr.
    - Green Hill Rd.
    - Morie Rd.

Maintenance

- Not mapped: Grass maintenace issues throughout county

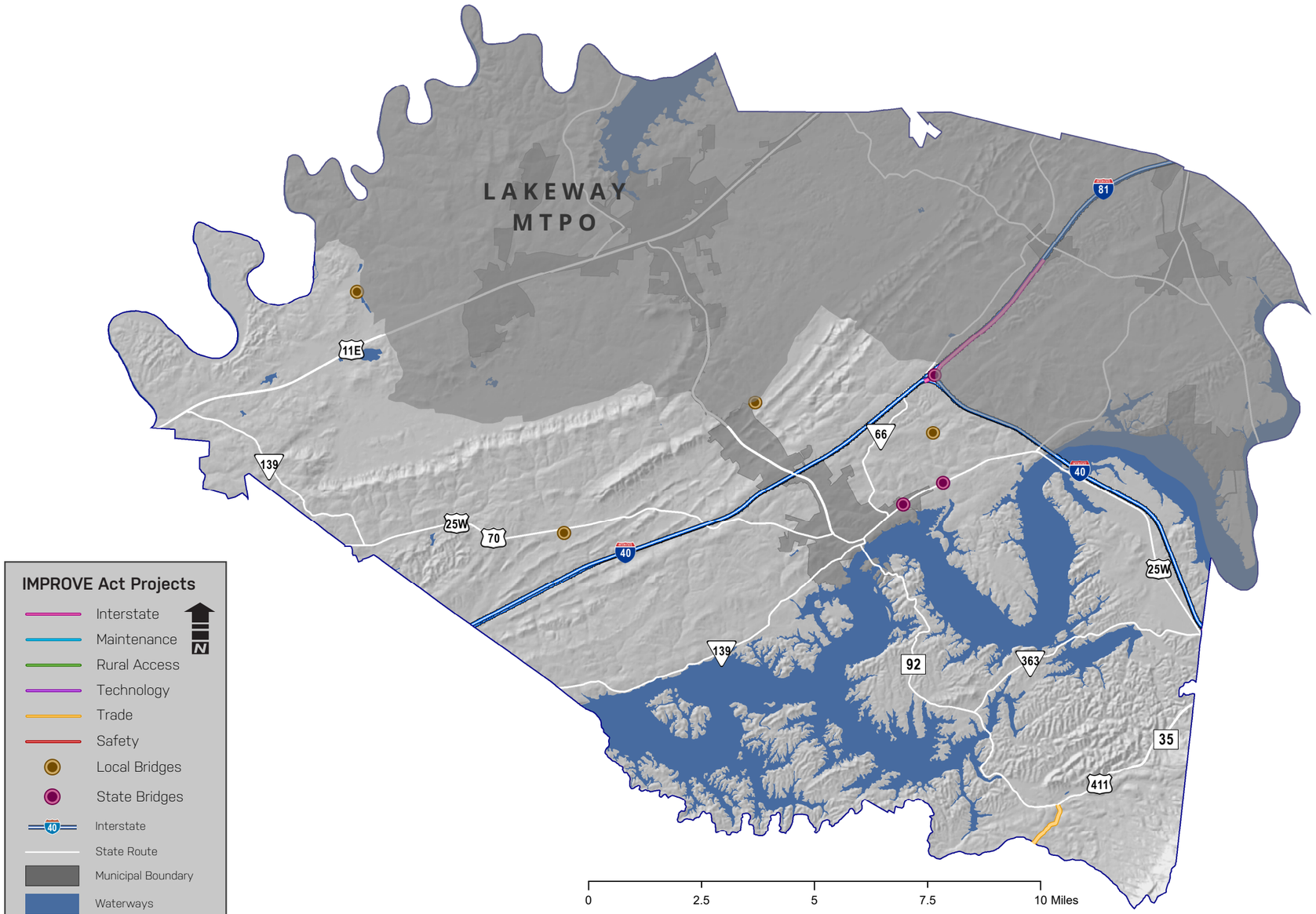
Miscellaneous

1. Signage for curves along Chestnut Hill Rd. at the bridge



Map 5.5

Jefferson County IMPROVE Act Projects



Map 5.6

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

Loudon County Recommendations

Multimodal

1. SR-2/US-11
2. SR-33/US-411
3. Multimodal access along SR-95 in Greenback

Safety

*LM = Log Mile

1. East Coast Tellico Pkwy. from LM 0.00 to LM 1.92 (01216) and from LM 0.00 to LM 3.96 (01269) LRSI
2. Poplar Springs Rd. from LM 0.00 to LM 2.81 LRSI
3. Blue Springs Rd. from LM 0.00 to LM 3.78 LRSI
4. Meadow Rd. W. from LM 0.00 to LM 3.18 LRSI
5. Watkins Rd./Old Vonore Hwy. from LM 0.00 to LM 2.29 and from LM 5.25 to LM 7.33 LRSI
6. Poplar Springs Rd. from LM 0.00 to LM 2.81 LRSI
7. Safety concerns at the intersection of SR-2 (HWY-11) and Christian St.

Freight

1. Trucks parking along on/off ramps at Exit 76 from I-75 along Sugarlimb Rd.

Miscellaneous

- Not mapped: Park N Ride facility requested

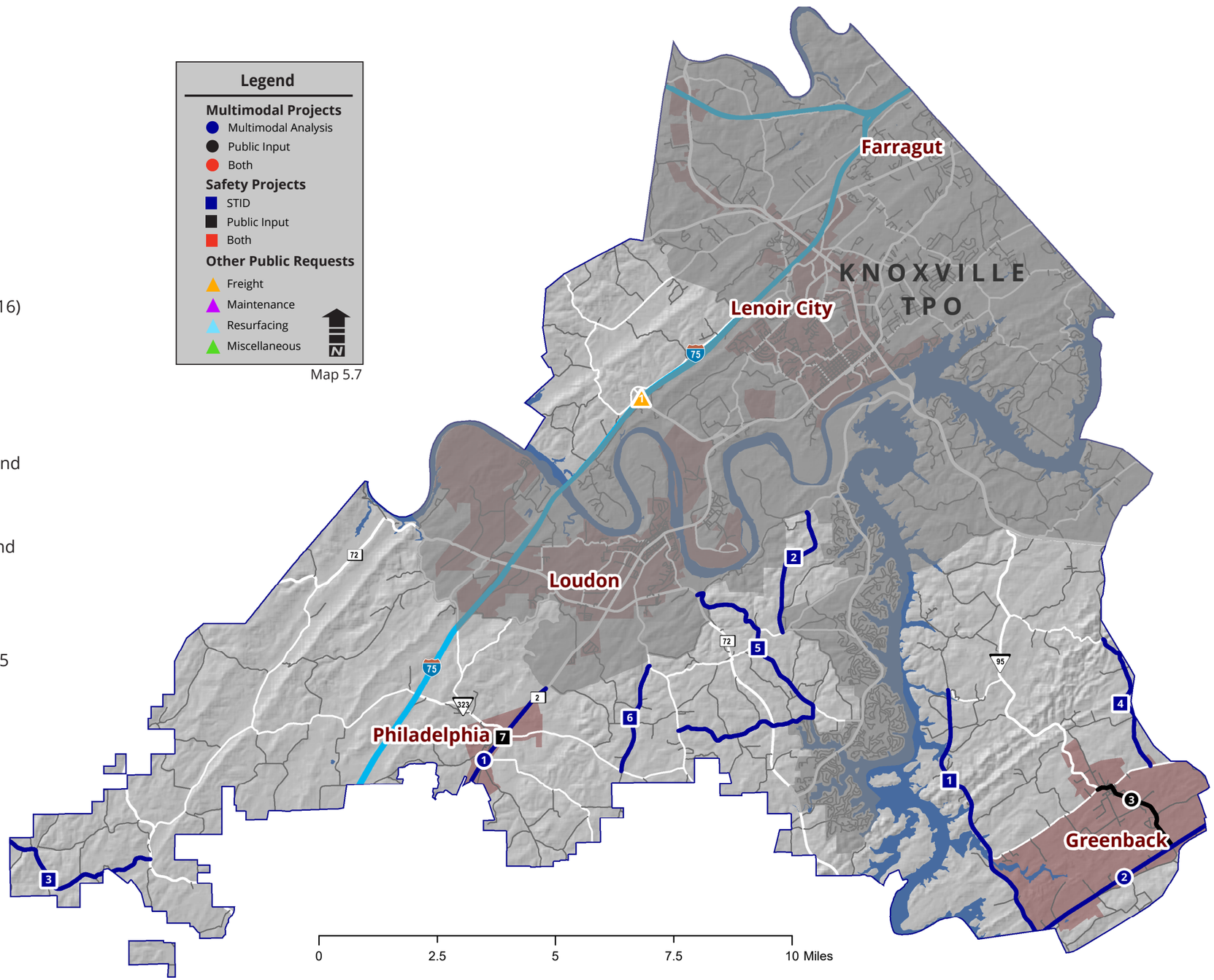
Legend

Multimodal Projects
- Multimodal Analysis
- Public Input
- Both

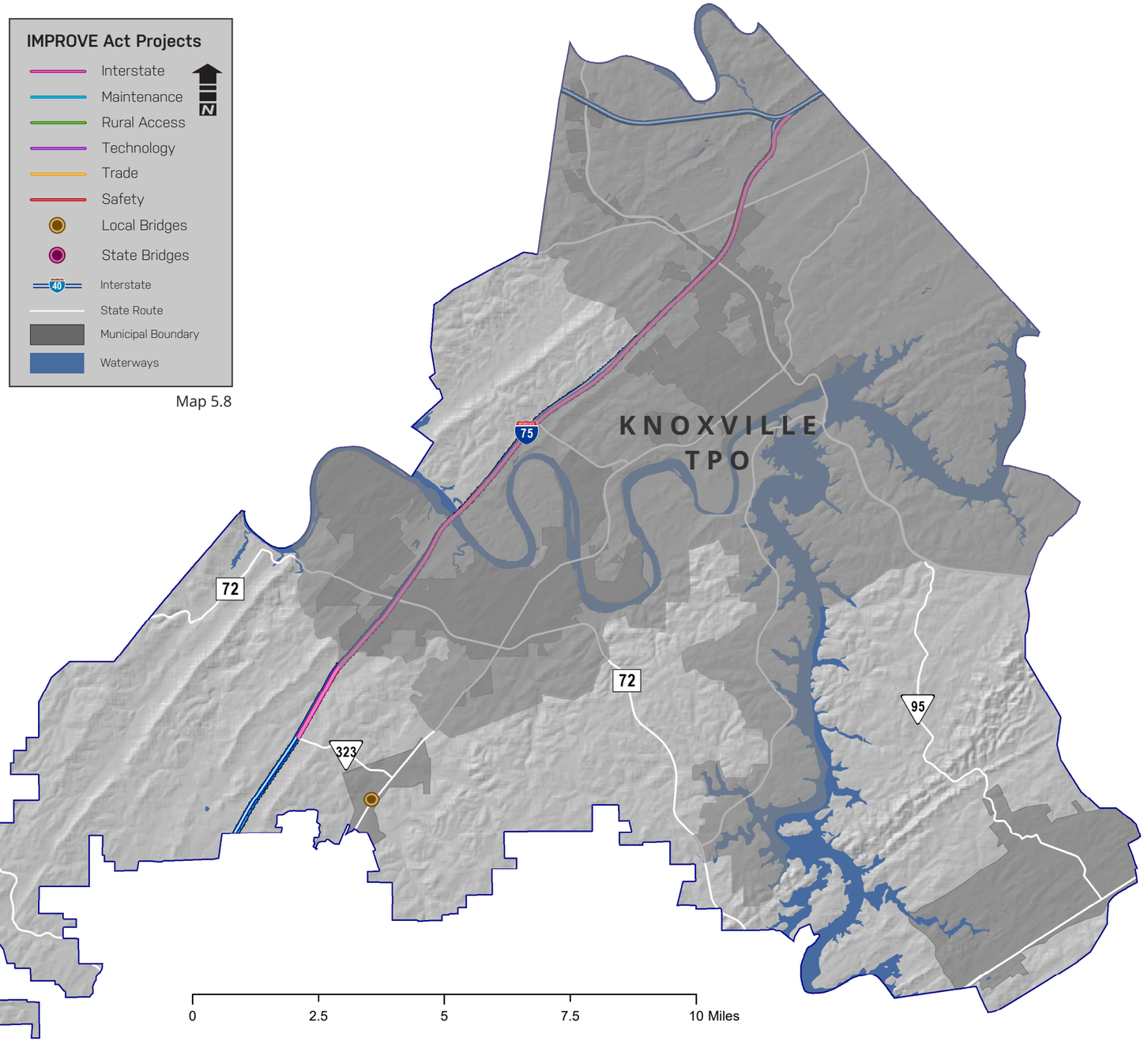
Safety Projects
- STID
- Public Input
- Both

Other Public Requests
- Freight
- Maintenance
- Resurfacing
- Miscellaneous

Map 5.7



Loudon County IMPROVE Act Projects



Map 5.8

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

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Monroe County Recommendations

Multimodal

1. SR-33/US-411
2. Hiwassee Rd.
3. Multimodal access along SR-68

Safety

*LM = Log Mile

1. Sands Rd. from LM 0.00 to LM 6.12 LRSI
2. Old Federal Rd. from LM 0.13 to LM 4.02 LRSI
3. Hiwassee Rd. from LM 3.71 to LM 8.57 LRSI
4. Loudon Rd. from LM 0.00 to LM 2.83 LRSI
5. Citico Rd. from LM 0.00 to LM 7.05 LRSI
6. Safety concerns at the intersection of SR-68 and SR-307 (Sands Rd.)
7. Safety concerns at the intersection of SR-68 and County Farm Rd.

Freight

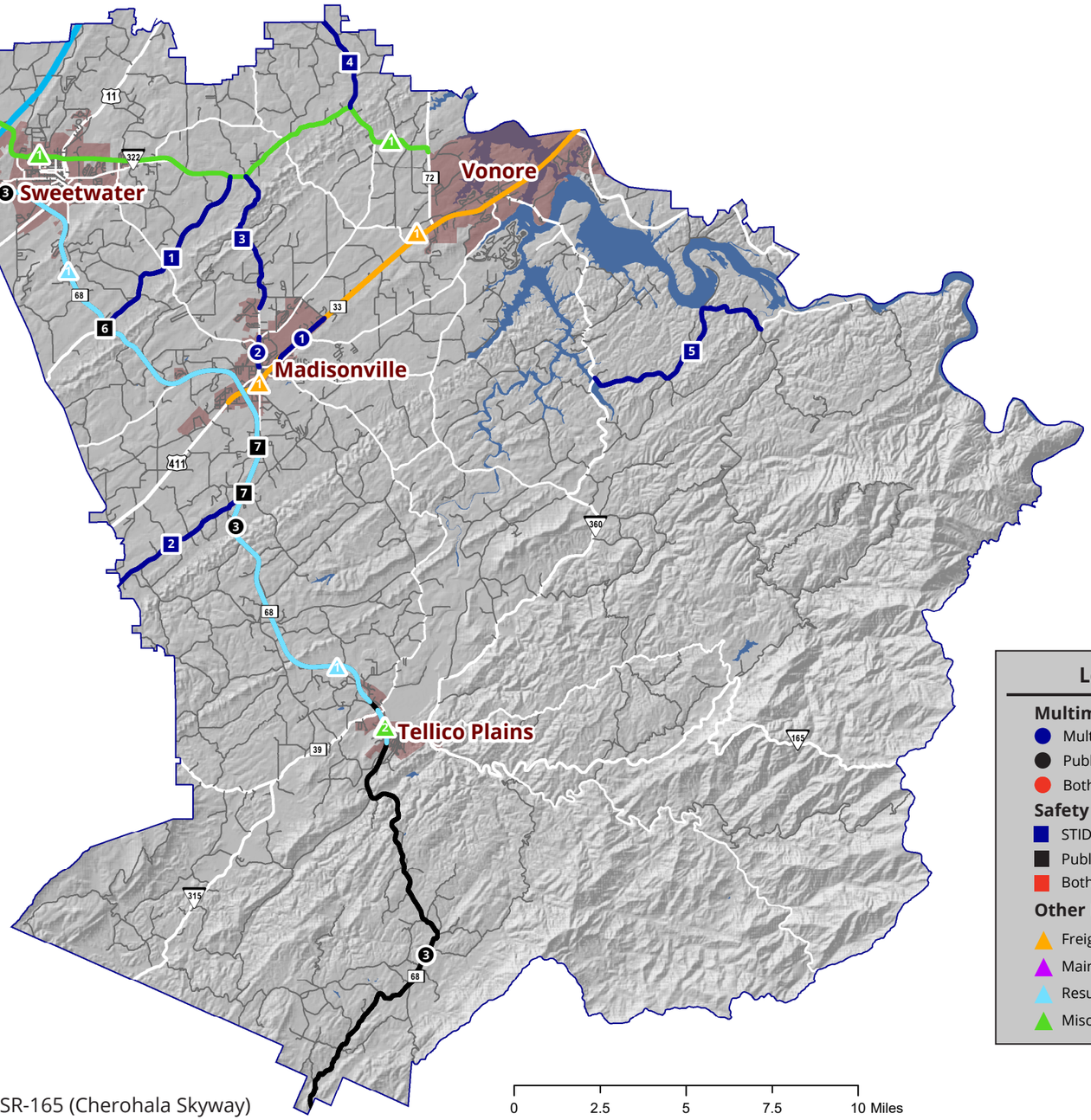
1. Trucks parking along SR-33/US-411

Resurfacing

1. SR-68 resurfaced/repaved with left turn lane added
2. Resurfacing/repaving at SR-72 and SR-33/US-411 to provide better connectivity to the industrial park which is expecting an expansion in employees

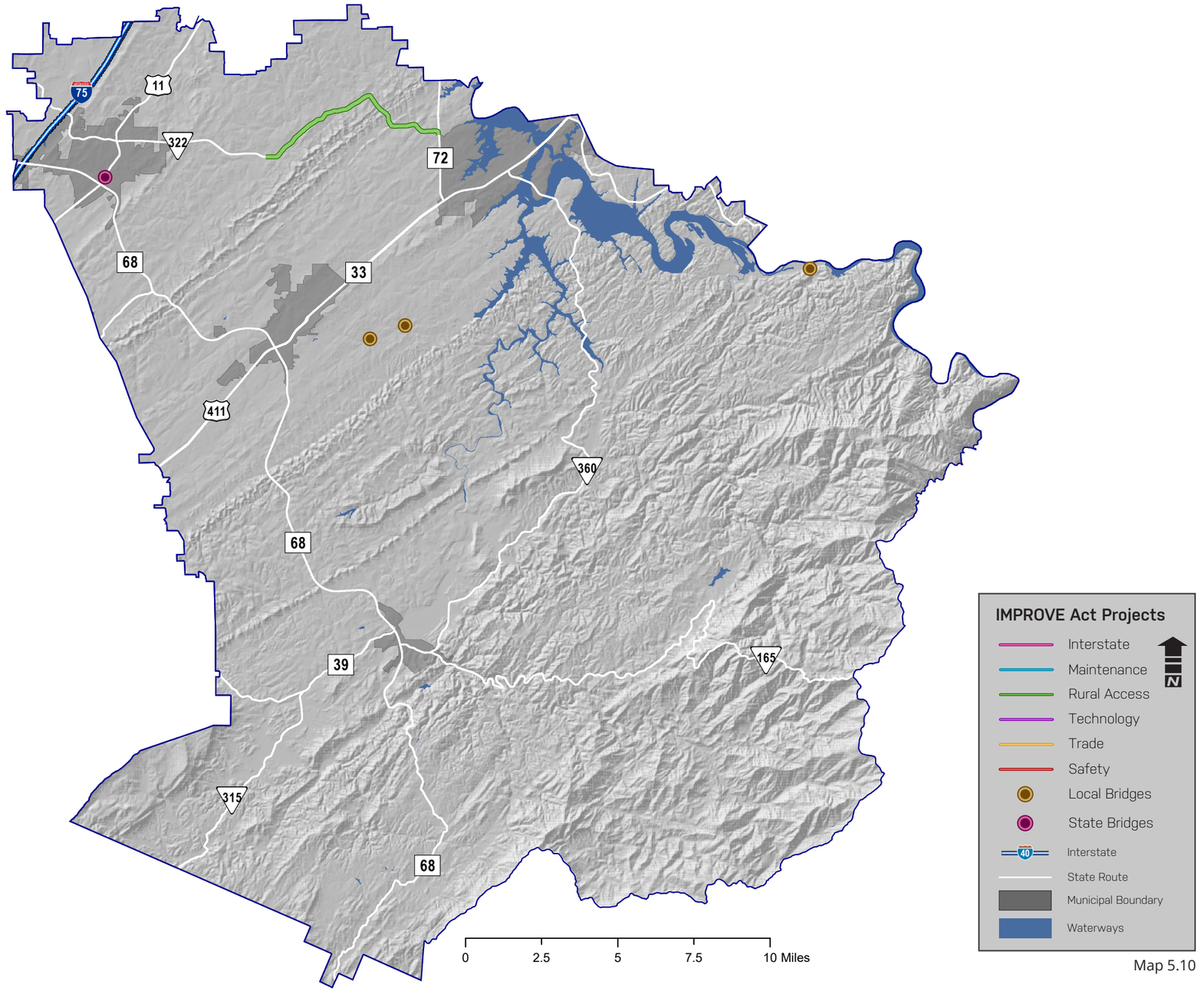
Miscellaneous

1. Increased traffic along SR-322
2. Request for signalization at the intesection of SR-68 (Unicoi Turnpike) and SR-165 (Cherohala Skyway)



Map 5.9

Monroe County IMPROVE Act Projects



Map 5.10

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

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Roane County Recommendations

Multimodal

1. SR-58
2. SR-29/US-27
3. Multimodal access connecting Rockwood and Kingston

Safety

*LM = Log Mile

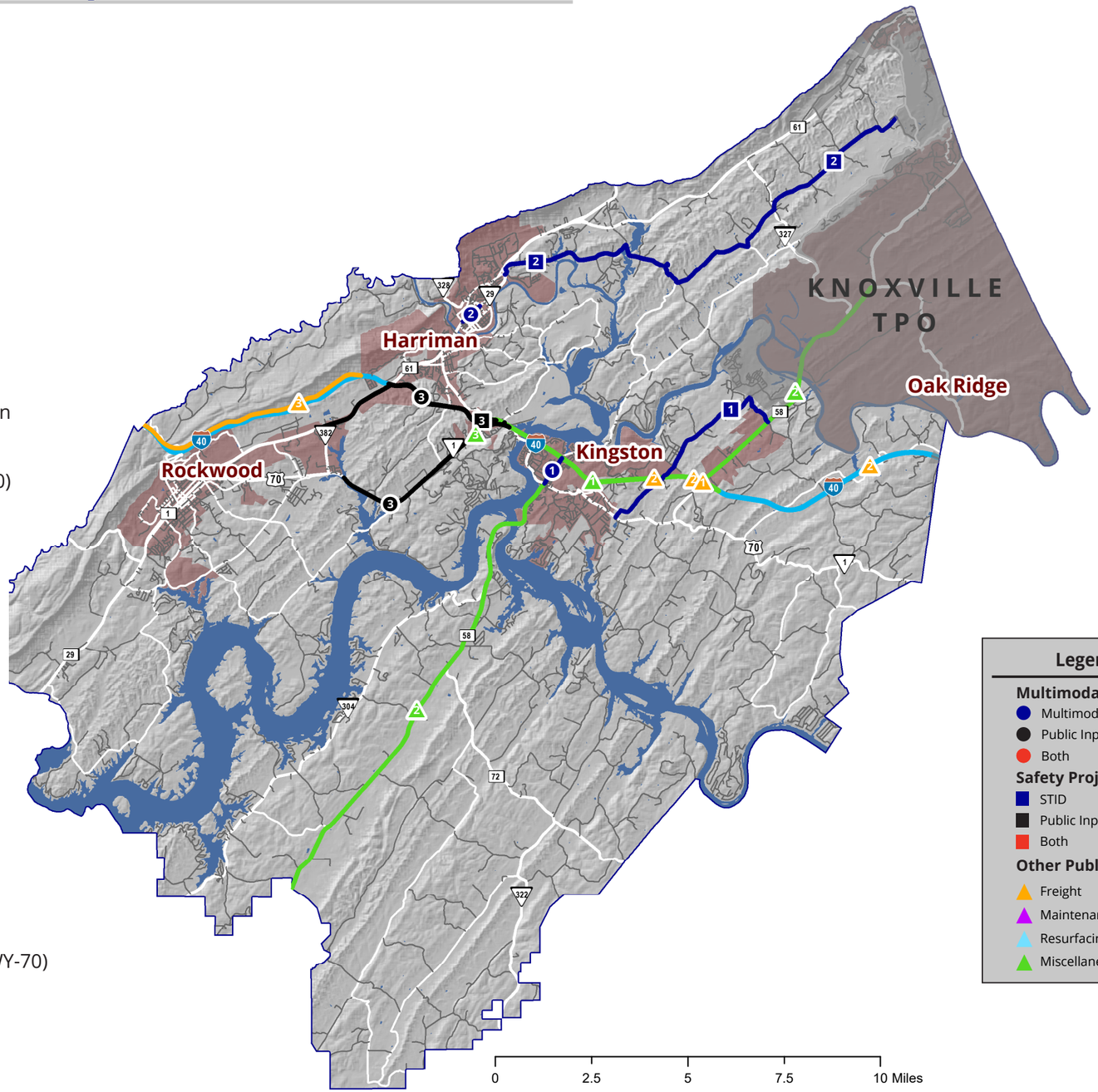
1. Ladd-Wright Rd./Lawnville Rd. from LM 0.00 to LM 5.83 LRSI
2. Webster Rd./Clax Gap Rd./Mays Valley Rd./Dyllis Rd./Old Harriman Hwy. from LM 0.08 to LM 13.30 LRSI
3. Safety issues at the intersection of Pine Ridge Rd. and SR-29 (HWY-70)

Freight

1. Maintenance concerns at Exit 356 A-B due to heavy freight traffic
2. Trucks parking along Exits 256, 355, and 362. Young's Chapel Cumberland Church is impacted by trucks exiting at 355 for Pilot Convenience Store
3. Additional truck climbing lane along I-40 towards Crossville, TN

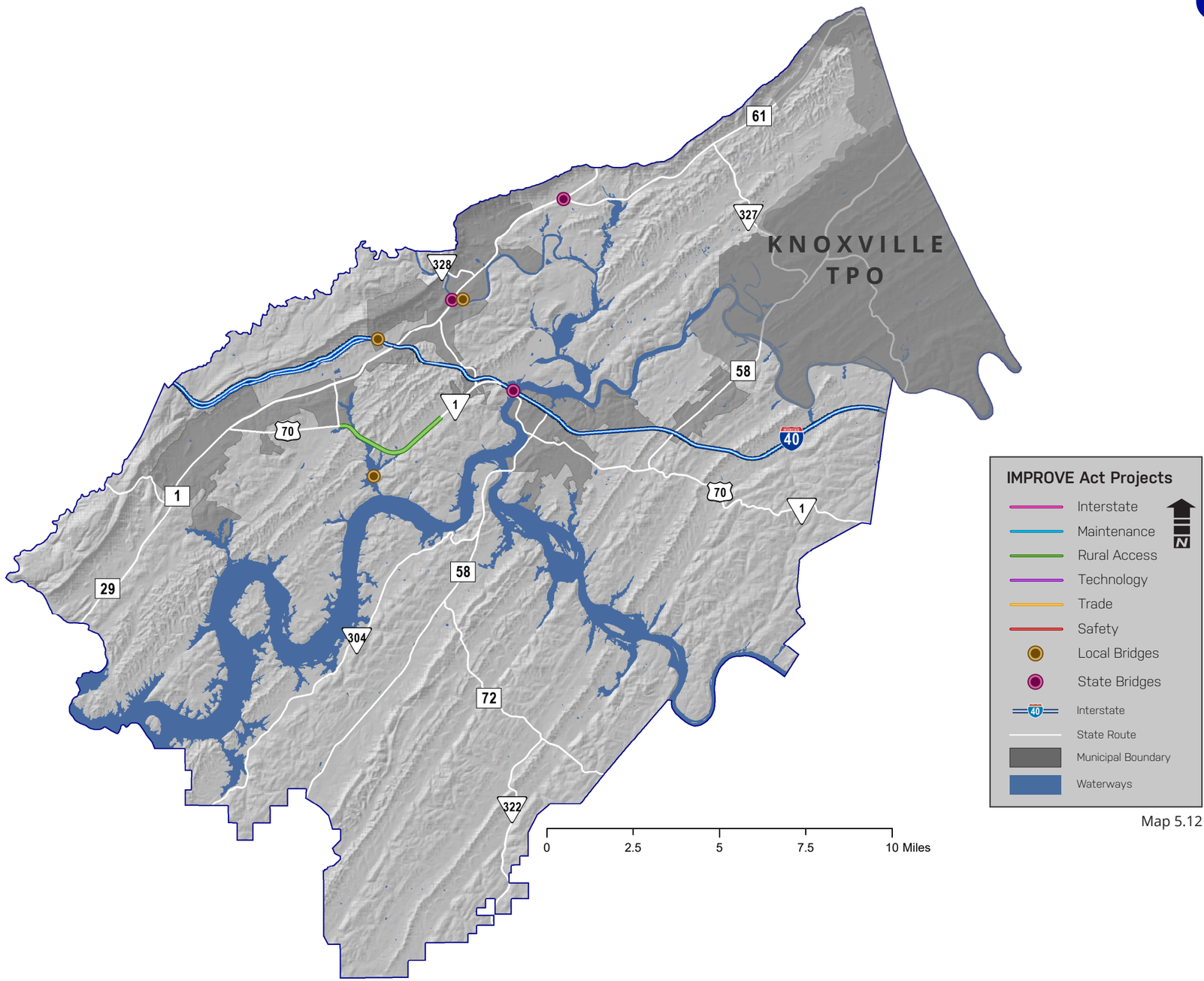
Miscellaneous

1. Kingston concerned with interstate detours from I-40
2. SR-58 would like to see 4 lanes
3. Identified potential access management plan along SR-29 (HWY-70) between Pine Ridge Rd. and Tyler Way
4. Not mapped: Additional connectivity to I-75



Map 5.11

Roane County IMPROVE Act Projects



Map 5.12

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

Sevier County Recommendations

Multimodal

1. SR-71
2. SR-35
3. Park Rd.

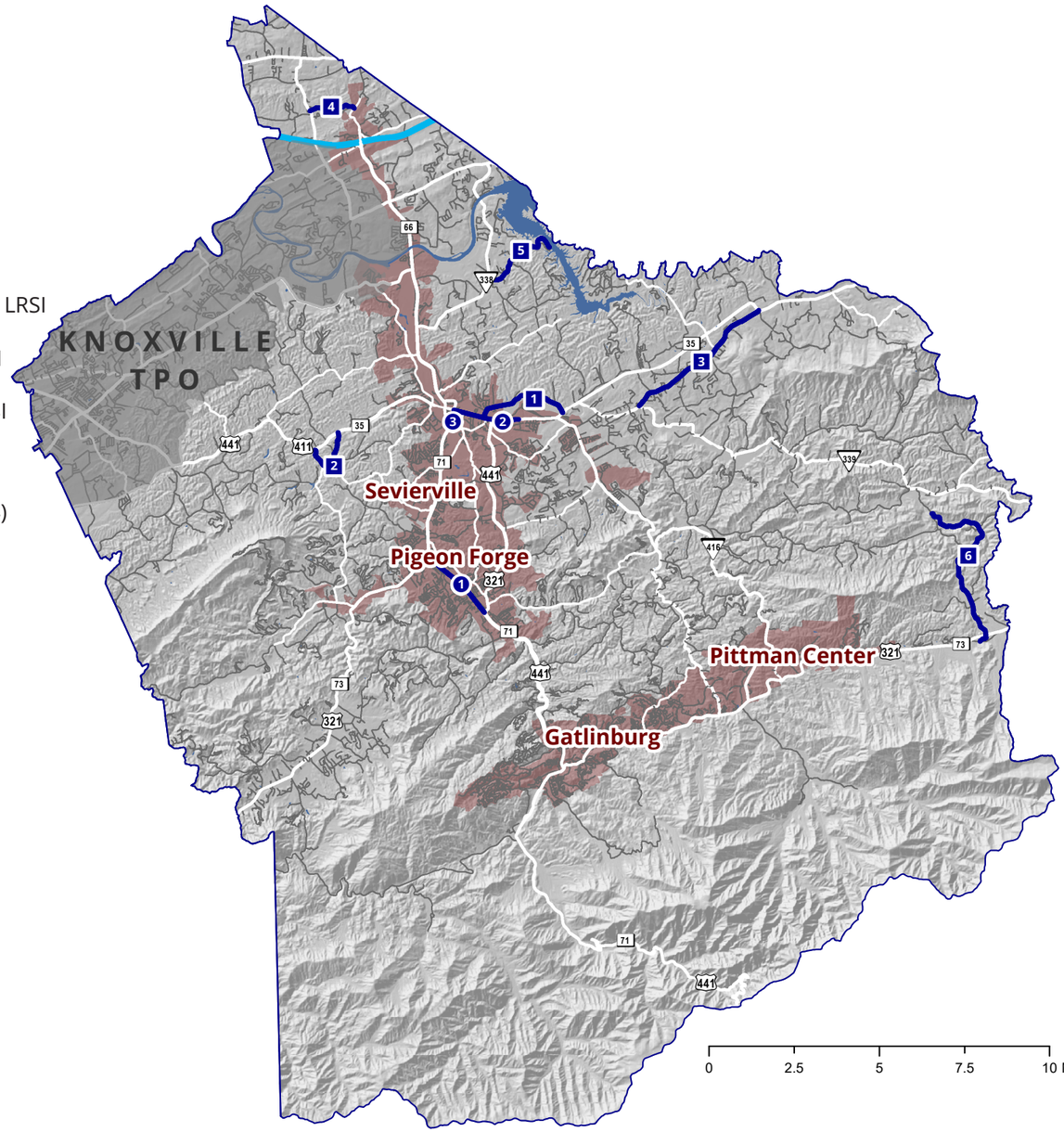
Safety

*LM = Log Mile

1. Robert Henderson Rd. from LM 0.76 to LM 2.81 LRSI
2. Whites School Rd. from LM 0.00 to LM 1.81 LRSI
3. Old Newport Hwy. from LM 0.00 to LM 4.66 LRSI
4. Hardin Rd. from LM 0.00 to LM 1.41 LRSI
5. Providence Rd. from LM 2.68 to LM 2.52 (0A194) and from LM 0.00 to LM 2.11 (0A197) LRSI

Miscellaneous

- Not mapped: Wayfinding signs
- Not mapped: Park N Ride facility requested



Legend

Multimodal Projects
- Multimodal Analysis
- Public Input
- Both

Safety Projects
- STID
- Public Input
- Both

Other Public Requests
- Freight
- Maintenance
- Resurfacing
- Miscellaneous

Map 5.13

Group 1 Recommendations
0 to 5 Years with Projects in Advanced Levels of Development

1. Veterans Boulevard Extension
2. Jake Thomas Connector
3. West Side Connector
4. Old Knoxville Highway
5. US-321 from Buckhorn Road to SR-416
6. US-411 (Newport Highway) from SR-416 to the Cocke County line or beyond
7. Undetermined Widening and Improvements at Veterans Boulevard

Group 2 Recommendations
5 to 10 Years with New Major Projects

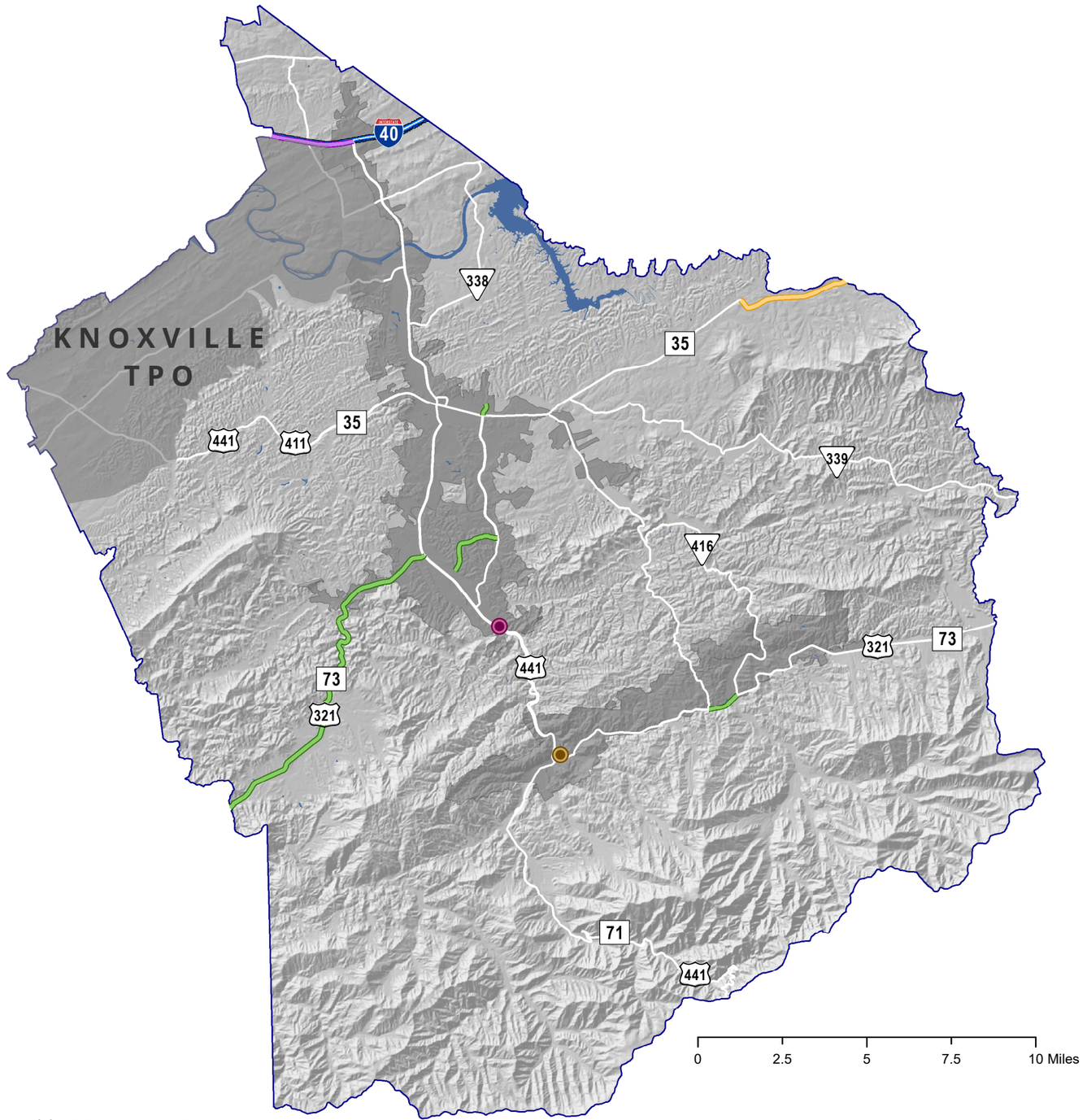
1. Widen Wears Valley Road (US-321) from the Foothills Parkway Termini to existing multi-lane segment
2. Boyds Creek Road- better two lane from SR-66 to Shiloh Road and multi-lane from Shiloh Road to Chapman Highway.
3. Upper Middle Creek Road from Veterans Boulevard to SR-416
4. Middle Creek Road- segments near LeConte Medical Center and Sevierville Primary School
5. Widen Dolly Parton Parkway (US-411) to a six-lane divided road from SR-448 to SR-449

Group 3 Recommendations
10 to 15 Years with New Major Projects

1. SR-416 from US-411 to Jayell Road
2. Old Newport Highway from SR-416 to Long Springs Road
3. Long Springs Road from US-411 to Jones Cove Road
4. Park Road
5. Eastgate Road
6. Chapman Highway from Boyds Creek Road to the Knox County line
7. Maryville Highway from Chapman Highway to the Blount Count line

Source:
Sevier County Long Range Transportation Plan Update Phase III Report, January 2015

Sevier County IMPROVE Act Projects



Map 5.14

For a list of IMPROVE Act Projects, see table 6.3 on page 83.

6 REFERENCES & APPENDIX

PREVIOUS PLANS

Name: Land Use and Transportation Plan; Lake City, Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2006-2016
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use and Transportation Plan; Norris, Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2014
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use Plan; Jefferson County
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2010-2020
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use and Transportation Policy Plan
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2012-2022
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: 20 Year Land Use Plan; Loudon County
Date: 1972-1992

Name: Sweetwater Summary Plan
Date: 1980-1990

Name: Tellico Plains Land Use and Transportation Policy Plan
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2004-2014
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Vonore Land Use and Transportation Policy Plan
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2008-2018
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use and Transportation Policy Plan; Kingston
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2014-2024
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use and Transportation Policy Plan; Gatlinburg
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2016-2026
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Citizen's Policy Plan; Sevierville
Date: 2004-2020

Name: Knoxville TPO's Draft Mobility Plan 2040

Name: Land Use and Transportation Plan; Friendsville, Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2009-2019
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use Plan; Pittman Center, Tennessee
Date: 1987

Name: Land Use and Transportation Plan; Townsend Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2010-2020
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

GIS METHODOLOGY

Activity Center Analysis

A GIS (Geographic Information Systems) spatial analyst model was developed in order to determine the areas with the highest concentration of activity in the East Tennessee South RPO. This methodology will be described in detail in order to fully understand how the locations of Activity Centers were determined in this region. This analysis included selecting various geospatial datasets as criteria, and performing multiple spatial analyst geoprocessing tools to generate outputs.

The ***Activity Center Model*** includes the criteria listed in the table and diagram below. The scoring method indicates how the inputs were assigned ranking values. Each of the inputs were scored 1 - 5 based on density and proximity, and then assigned weighted multipliers to reflect the relative influence categories have on active living spaces. As illustrated in Table 6.1, each major category received equal weight in the scoring.

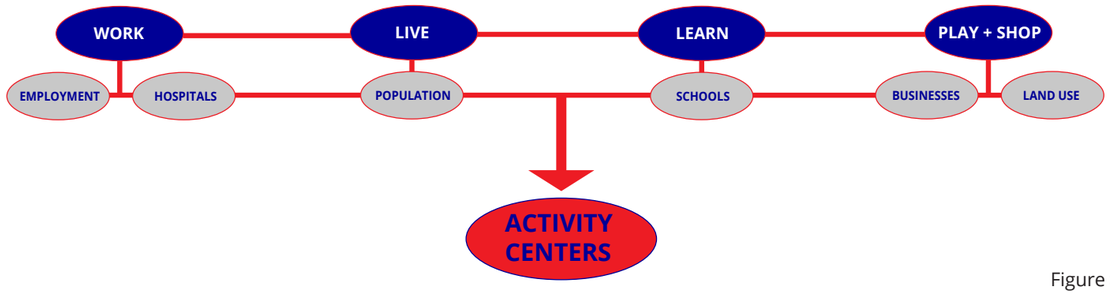


Figure 6.1

Category	Input	Score Method	Score Range	Category Influence
Live	Total Population	Density of Population	1 - 5	25%
Work	Total Employment	Density of Employment	1 - 5	25%
	Hospitals	Proximity 0 - 1 mile	1 - 5	
Learn	Elementary Schools	Proximity 0 - 1 mile	1 - 5	25%
	Middle Schools	Proximity 0 - 1 mile	1 - 5	
	High Schools	Proximity 0 - 1 mile	1 - 5	
	Higher Education	Proximity 0 - 1 mile	1 - 5	
Play + Shop	Retail (NAICS 44, 45)	Proximity 0 - 1 mile	1 - 5	25%
	Accommodation and Food Services (NAICS 72)	Proximity 0 - 1 mile	1 - 5	
	Arts, Entertainment, and Recreation (NAICS 71)	Proximity 0 - 1 mile	1 - 5	
	Medium - High Intensity Developed Land	Proximity 0 - 1 mile	1 - 5	
	Commercial Land Use	Proximity 0 - 1 mile	1 - 5	
	Industrial Land Use	Proximity 0 - 1 mile	1 - 5	

Multimodal Suitability Index

The Multimodal Project Prioritization methodology seeks to combine multiple evaluation criteria to produce one *Multimodal Suitability Index* for each traffic segment across a region. This index was produced and applied in order to rank each roadway segment and prioritize multimodal project recommendations based on how those segments rank. This methodology, which is detailed below, is modeled after similar processes completed for the cities of Nashville and Memphis in their efforts to prioritize multimodal projects.

To calculate a *Multimodal Suitability Index* for each road segment, the four selected criteria were analyzed. The four criteria are the following:

» **Safety Analysis**
» **Equity Analysis**
» **Multimodal Demand Analysis**
» **Multimodal Supply Analysis**

Based on the outputs of the four analyses and how each roadway segment was scored, a list of potential multimodal projects was produced, detailing how it was ranked according to the list criteria. Road Diet candidates were also included in this study, but are considered as complementary projects.

Safety Analysis: This item of criteria involved collecting crash location data, more specifically, any crash that involved a bicyclist or pedestrian, regardless of the level of severity. Any segment that experienced a pedestrian or bicycle crash from years 2002 - 2017 received a score of 5, while segments that did not experience a crash received a score of 1.

Equity Analysis: This criterion sought to accommodate populations in need of equitable access to community resources. This equity analysis assigned an equity score to each segment depending on where it was located in census block groups in the region. This scoring was based on a composite scoring approach. Higher equity scores correspond to higher than average rates of one or more of the following groups:

» Households living below the poverty line
» Households without vehicles
» Non-white populations
» Population <18
» Populations 65+

Demand Analysis: This set of criteria was based on the concept that denser urban environments containing higher concentrations of trip generators create a more bicycle and pedestrian friendly environment. Therefore, the Activity Center Analysis (described earlier in the appendix) was utilized to score each segment 1 - 5 depending on where it was located on the range of values of low - high demand.

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Supply Analysis: This criterion addresses roadway characteristics to determine the suitability for multimodal project development. The components of the supply analysis are as follows:

- Presence of sidewalks: Segments were scored 1 or 5 for no sidewalk or sidewalk.
- Presence of bike lanes: Segments were scored 1 or 5 for no bike lane or bike lane.
- Posted speed limit: Segments were scored 1 - 5 for low - high posted speed.
- Number of lanes: Segments were scored 1 - 5 depending on the number of lanes ranging from 2 - 4 or greater.
- Pavement width: Segments were scored 1 - 5 based on low to high pavement width.

Criteria	Data	Score		Weight
Safety	Bicycle and Pedestrian Crashes	1 or 5		**25%**
Equity	Poverty Level	Sum of populations at the Census Block Group Level with the range of values 1 -5		**25%**
	Non-white Populations			
	Zero Car Households			
	Populations Under 18			
	Populations 64+			
Multimodal Demand	LIVE - Population	Activity Centers values classified from 1 - 5		**25%**
	WORK - Employment			
	LEARN - Schools			
	PLAY + SHOP - Businesses, Land Use, Recreation			
Multimodal Supply	**Posted Speed Limit**	< = 25mph	1	**25%**
		30 - 35mph	3	
		> 35mph	5	
	Pavement Width (Curb to Curb)	< 22 ft	1	
		22 - 30 ft	3	
		> 30 ft	5	
	Number of Lanes	< 4 Lanes	1	
		> = 4 Lanes	5	
	Traffic Volume	< 5,000 AADT	1	
		5,000 - 10,000 AADT	3	
		10,000 - 25,000 AADT	5	
	Existing Sidewalks	Yes or No	1 or 5	
	Existing Bicycle Lanes	Yes or No	1 or 5	

Table 6.1

BLOS Flow Rate

The first step in calculating a road segment's bicycle level of service is to establish flow rate. The calculation of flow rate is based on the variables given in the adjacent table:

Refer to page 55 for more details.

VOL = (AADT x K x D) / (PHF x N)

Flow Rate	VOL
Average Annual Daily Traffic	AADT
Percent Peak Hour Traffic	K
Directional Distribution of Traffic (percent)	D
Peak Hour Factor (assumed to be 0.94)	PHF
Number of Directional Through Lanes	N

Table 6.2

IMPROVE Act Projects

County	Route	Project Category	PIN	Length (mi)	Current Phase*
Blount	US-129 (SR-115)	Trade	100241.01	2.40	Preliminary Engineering
Blount	SR-162	Urban Growth	101423.00	4.40	Right of Way
Blount	US-129 (SR-115)	Trade	101651.01	1.30	Right of Way
Blount	US-129 (SR-115)	Trade	101651.02	2.40	Pending
Blount	US-129 (SR-115)	Trade	101651.03	1.30	Right of Way
Blount	SR-336	Urban Growth	101725.02	0.00	Preliminary Engineering
Blount	US-129 (SR-115)	Trade	124754.00	15,526.27	Preliminary Engineering
Blount, Knox	I-140	Technology	124131.00	0.01	Pending
Blount, Knox	US-129 (SR-115)	Technology	124133.00	0.00	Preliminary Engineering
Blount, Sevier	Foothills Pkwy.	Rural Access	124756.00	20.66	Construction
Cocke	US-321 (SR-35)	Rural Access	101399.00	4.80	Right of Way
Cocke	US-321 (SR-32)	Rural Access	101422.00	6.80	Preliminary Engineering
Cocke	I-40	Interstate	103381.00	0.00	Preliminary Engineering
Cocke	I-40	Technology	124292.00	0.01	Pending
Cocke	I-40	Maintenance	124301.00	0.01	Pending
Greene	US-321 (SR-35)	Rural Access	100228.00	3.22	Right of Way
Jefferson	I-81	Interstate	124423.00	3.81	Pending
Knox	US-129 (SR-115)	Trade	100241.02	2.40	Right of Way
Knox, Blount, Sevier	US-441 (SR-71)	Safety	124784.00	10.28	Preliminary Engineering
Knox, Sevier	I-40	Technology	124474.00	0.01	Preliminary Engineering
Loudon	I-75	Interstate	124480.00	0.01	Pending
Monroe	SR-322	Rural Access	102380.01	7.02	Preliminary Engineering
Monroe	SR-322	Rural Access	102380.02	2.02	Preliminary Engineering
Roane	US-70 (SR-1)	Rural Access	101244.03	3.50	Pending
Sevier	US-321 (SR-73)	Rural Access	100989.00	1.40	Preliminary Engineering
Sevier	SR-449 EXT	Rural Access	124788.00	0.25	Preliminary Engineering
Sevier	SR-XXX	Rural Access	124789.00	0.23	Preliminary Engineering
Sevier, Jefferson	US-411 (SR-35)	Trade	101401.01	3.80	Pending

Table 6.3
*Current Phase as of data collection on 11/22/2019

2010 - V/C Ratio 0.5 and Above			
County	Route	Termini	V/C Ratio
Sevier	Forks of the River Pkwy./SR-71	From Forks of the River Pkwy. to W. Main St.	0.5063
Sevier	Ridge Rd./SR-2437	From Park Rd. to Ridge Rd./E. Ridge Rd. Split	0.5148
Sevier	E. Main St./SR-35	From E. Main St. NW to North Parkway	0.5611
Cocke	W. Main St.	From W. Main St. between Cosby Hwy. and McMahan Ave.	0.5736
Sevier	E. Ridge Rd.	From Ridge Rd. SE to SR-449	0.5795
Sevier	Park Rd./SR-1404	From Belle Ave. to Ridge Rd.	0.6314
Sevier	Park Rd./SR-1404	From Parkway to Belle Ave.	0.6551
Sevier	Dollywood Ln./SR-449	From Dollywood Ln. SW to Parkway/SR-71	0.6836
Sevier	Newport Hwy./ SR-35	From Walnut Grove Rd. to just past Robert Henderson Rd.	0.6992

Table 6.4

See Map 3.4 on page 41

2040 - V/C Ratio 0.5 and Above			
County	Route	Termini	V/C Ratio
Sevier	Dolly Parton Pkwy./ SR-35	From Middle Creek Rd. to just past Ford Ave.	0.5004
Sevier	Old Newport Hwy./ SR-339	From Dolly Parton Pkwy. to Old Newport Hwy. and Pittman Center Rd. split	0.5005
Roane	I-40	From I-40 between Gallaher Rd. and W. Buttermilk Rd. N. of Tate Coley Rd.	0.5016
Sevier	Middle Creek Rd./ SR-1404	From Veterans Blvd. to Ernest McMahan Rd.	0.5045
Jefferson	I-40	From I-40 between Deep Springs Rd. and just past Cook Mill Rd.	0.5060
Sevier	Parkway/SR-71	From Parkway between Dollywood Ln. and the Parkway By-pass	0.5149
Sevier	Parkway/SR-71	From Parkway between Cate Rd./Park Rd. and Forks of the River Pkwy.	0.5157
Monroe	Hwy. 72/SR-72	From just before Bat Creek Rd. E. to Oakland Rd.	0.5260
Sevier	Zion Hill Rd./SR-2490	From Zion Hill Rd. between Chapman Hwy. and the N. Panther Creek Rd. and Gists Creek Rd. split	0.5316
Roane	I-40	From I-40 between W. Buttermilk Rd. intersections	0.5359
Sevier	Ernest McMahan Rd./ SR-2484	From Fox Meadows Blvd. to Old Newport Hwy. SE	0.5463
Sevier	Old Newport Hwy./ SR-339	From Long Springs Rd. to Jones Cove Rd.	0.5476
Roane	I-40	From I-40 between Lawnville Rd. and Gallaher Rd.	0.5485
Sevier	Apple Valley Rd./ SR-4694	From New Era Rd. to Parkway N./SR-71	0.5544
Sevier	Parkway/SR-71	From Ski Mountain Rd. to the Parkway and US-321 E. Pkwy. split	0.5602
Sevier	Newport Hwy./SR-35	From Newport Hwy. between Walnut Grove Rd./ Long Springs Rd. and Walnut Grove Rd. almost to Cross Over Rd.	0.5626
Roane	I-40	From I-40 between Pine Ridge Rd. and State Hwy. 58/N. Kentucky St.	0.5630
Roane	I-40	From I-40 between State Hwy 58/N. Kentucky St. and Lawnville Rd.	0.5730
Sevier	Long Springs Rd./ SR-339	From Newport Hwy. to Old Newport Hwy. SW	0.5770
Sevier	Park Rd./SR-1404	From Parkway N. to Ridge Rd. and Park Rd. split	0.5836
Sevier	Parkway/SR-71	From Parkway By-pass to US-321 E. Pkwy.	0.5845
Sevier	Eastgate Rd.	From Park Rd./Belle Ave. to Middle Creek Rd.	0.5879
Sevier	Forks of the River Pkwy./SR-71	From Forks of the River Pkwy to and from W. Main St.	0.6101
Jefferson	Asheville Hwy./SR-9	From Asheville Hwy. between W. Meeting St. and Asheville Hwy.	0.6210
Monroe	Hwy. 72/SR-72	From Hwy. 72 between US-411 and Oakland Rd.	0.6281
Sevier	Ridge Rd.	From Park Rd N. to the Ridge Rd. and E. Ridge Rd. split	0.6281
Sevier	Teaster Ln./SR-5411	From Ridge Rd. northwest to E. Wears Valley Rd.	0.6565
Sevier	Teaster Ln./SR-5411	From E. Wears Valley Rd. to Parkway N.	0.6678
Sevier	Teaster Ln./SR-5411	Ridge Rd. to Veterans Blvd.	0.7052
Sevier	Newport Hwy./SR-35	Long Springs Rd. to just past Robert Henderson Rd.	1.0151

Table 6.5

See Map 3.5 on page 42

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Traffic Stations in the East Tennessee South RPO

Blount County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
47	Old Chilhowee Rd./Blair Loop/Clod Springs Rd.	From Munsey Hatcher Rd. to Old Walland Hwy.	750	888	916	824	9.87	-7.21	-10.04
61	Morganton Rd.	From Loudon/Blount County Border to Walker Rd.	1760	1718	1179	1129	-35.85	-34.28	-4.24
68	Brick Mill Rd. (SR-336)	From US-411 (SR-33) to Hutton Ridge Rd.	2135	2326	2001	2334	9.32	0.34	16.64
70	Brick Mill Rd. (SR-336)	From Hutton Ridge Rd. to Calderwood Hwy. (SR-115)	912	872	999	829	-9.10	-4.93	-17.02
71	Calderwood Hwy. (SR-115)	From Monroe/Blount County Border to Brick Mill Rd. (SR-336) and Six Mile Rd. (SR-336)	1240	1570	1331	1275	2.82	-18.79	-4.21
72	Six Mile Rd. (SR-336)	From Calderwood Hwy. (SR-115) to Allegheny Loop Rd.	1180	1186	1089	1001	-15.17	-15.60	-8.08
74	State Hwy. 72 (SR-72)	From Monroe/Blount County Border then loops back to Monroe/Blount County Border	372	340	316	421	13.17	23.82	33.23
75	Calderwood Hwy. (SR-115)	From Happy Valley Rd. to Monroe/Blount County Border	842	1055	905	1044	23.99	-1.04	15.36
77	Six Mile Rd. (SR-336)	From Allegheny Rd. to Jericho Rd. and Coning Rd.	656	836	761	704	7.32	-15.79	-7.49
78	Six Mile Rd./Montvale Rd. (SR-336)	From Jericho Rd. and Coning Rd. to Raulston Rd.	1132	1524	1299	1278	12.90	-16.14	-1.62
79	Montvale Rd./Happy Valley Rd.	From Six Mile Rd. and Old Piney Rd. to Happy Valley Loop	540	669	606	710	31.48	6.13	17.16
81	E. Lamar Alexander Pkwy. (SR-73)	From Melrose Station Rd. to Wears Valley Rd. (SR-73)	7682	8936	8244	7992	4.04	-10.56	-3.06
84	Wears Valley Rd. (SR-73)	From SR-337 and E. Lamar Alexander Pkwy. (SR-73) to Blount/Sevier County Border	5530	5571	5955	6563	18.68	17.81	10.21
87	Happy Valley Rd.	From Happy Valley Rd. to US Hwy. 129 (SR-115)	260	314	136	138	-46.92	-56.05	1.47
88	US Hwy. 129 (SR-115)	From North Carolina/Tennessee State Border to Calderwood Hwy. (SR-115)	538	823	844	1076	100.00	30.74	27.49
128	Ellejoy Rd./A.R. Davis Rd./Old Chilhowee Rd.	From Jeffries Hollow Rd to Munsey hatcher Rd	155	145	100	113	-27.10	-22.07	13.00
155	Four Mile Rd.	From Calderwood Hwy. (SR-115) to Six Mile Rd. (SR-336)	290	248	270	188	-35.17	-24.19	-30.37
990	SR-337	From Wears Valley Rd. (SR-73) to terminus	6957	3953	4226	4244	-39.00	7.36	0.43

Cocke County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
1	Hwy. 160 (SR-160)	From Airport Rd. to Cocke/Hamble County Border	1772	1944	1853	1965	10.89	1.08	6.04
2	Point Pleasant Rd.	From Old Solomony Ferry Rd. to Holt Town Rd.	816	808	678	653	-19.98	-19.18	-3.69
3	Airport Rd.	From Hwy. 160 (SR-160) to Knob Creek Rd.	660	526	618	730	10.61	38.78	18.12
5	Holt Town Rd.	From Bybee Rd. to Hwy. 160 (SR-160)	940	952	985	841	-10.53	-11.66	-14.62
6	Rankin Hill Rd.	From US-Hwy. 25E (SR-32) to Industrial Rd.	355	382	343	345	-2.82	-9.69	0.58
7	Hwy. 160 (SR-160)	From Fowlers Grove Rd. to Airport Rd.	1928	1878	1828	1937	0.47	3.14	5.96
8	Knob Creek Rd./Fowlers Grove Rd.	From Airport Rd. to Hwy. 160 (SR-160)	512	559	606	551	7.62	-1.43	-9.08
12	SR-340	From Old SR-35 to Luther Memorial Rd.	1139	1375	1407	1163	2.11	-15.42	-17.34
13	SR-340	From Good Hope Rd. to Old SR-35	1193	983	1236	1020	-14.50	3.76	-17.48
15	Hwy. 160 (SR-160)	From US-321 (SR-35) to Fowlers Grove Rd.	2893	3101	3120	2764	-4.46	-10.87	-11.41
17	North St./US-321 (SR-35)	From Smith St. to Hwy.160 (SR-160) and Old Greenville Hwy.	9911	8122	8526	9235	-6.82	13.70	8.32
18	Industrial Rd.	From Chemwood Dr. to Lehigh Dr.	4418	5140	3034	3320	-24.85	-35.41	9.43
19	US-Hwy. 25 E. (SR-32)	From Industrial Rd. to Cocke/ Jefferson County Border	7169	7287	7388	7155	-0.20	-1.81	-3.15
20	US Hwy. 25W/W. Broadway (SR-9)	From Jefferson/ Cocke County Border to I-40	6150	5476	5741	5145	-16.34	-6.04	-10.38
21	Hwy. 411 (SR-35)	From Jefferson/ Cocke County Border to I-40	5930	6282	6295	8181	37.96	30.23	29.96
23	W. Broadway (SR-9)	From I-40 to US-Hwy. 25E (SR-32)	15676	15884	14909	14687	-6.31	-7.54	-1.49
24	W. Broadway (SR-9)	From US-Hwy. 25E (SR-32) to Cosby Hwy. (SR-32)	22602	21754	21961	20153	-10.84	-7.36	-8.23
26	Morrell Springs Rd	From Mineral St. and Lincoln Ave. to Heritage Blvd.	1895	2062	2320	2815	48.55	36.52	21.34
27	Edwina Rd. (SR-73)	From I-40 to US-Hwy. 25W (SR-9)	2150	2421	2288	2898	34.79	19.70	26.66
29	US-Hwy. 25W (SR-9)	From Edwina Rd. (SR-73) to Manning Chapel Rd.	4874	5025	4707	5850	20.02	16.42	24.28
32	SR-340	From Happy Hollow Rd. to Good Hope Rd.	553	583	620	512	-7.41	-12.18	-17.42
33	Happy Hollow Rd./Long Creek Rd.	From SR-340 (SR-340) to Browning Chapel Rd.	340	527	463	297	-12.65	-43.64	-35.85
35	Hwy. 107 (SR-107)	From US-Hwy. 25W (SR-9) to Cocke/Greene County Border	331	328	303	310	-6.34	-5.49	2.31
36	US-Hwy. 25W (SR-9)	From Hwy. 107 (SR-107) to Tennessee/North Carolina Border	849	1096	1308	1187	39.81	8.30	-9.25
37	US-Hwy. 25W (SR-9)	From Hwy. 107 (SR-107) to Hwy. 107 (SR-107)	1288	1350	1414	1369	6.29	1.41	-3.18
38	Hwy. 107 (SR-107)	From Blue Mill Rd. to US-Hwy. 25W (SR-9)	1984	1911	1818	1860	-6.25	-2.67	2.31
40	Cosby Hwy. (SR-32)	From Wilton Springs Rd. (SR-73/SR-32) to Old Cosby Hwy. and Bogard Rd.	6410	6847	8413	8452	31.86	23.44	0.46
41	Bogard Rd.	From Lower Bogard Rd. to Cosby Hwy. (SR-32)	1210	1464	1500	1732	43.14	18.31	15.47
42	Old State Hwy. 32/Lower Bogard Rd.	From Wilton Springs Rd. (SR-32) to Bogard Rd.	762	750	730	805	5.64	7.33	10.27
43	Bogard Rd.	From Sevier/Cocke County Border to Lower Bogard Rd.	560	626	695	595	6.25	-4.95	-14.39
45	Bull Mountain Rd./Midway Rd./Blue Mill Rd.	From Reece Hollow Rd. to Hwy. 107 (SR-107)	510	542	493	487	-4.51	-10.15	-1.22
47	Big Creek Rd./Bull Mountain Rd.	From Black Mountain Rd. to Reece Hollw Rd.	260	239	279	167	-35.77	-30.13	-40.14
48	Big Creek Rd.	From Hartford Rd. to Black Mountain Rd.	1162	1221	1379	1417	21.94	16.05	2.76
51	Jones Cove Rd. (SR-339)	From Cosby Hwy. (SR-32) to Cocke/Sevier County Border	1379	1611	1515	1750	26.90	8.63	15.51
52	Cosby Hwy./Wilton Springs Rd. (SR-32)	From Hooper Hwy. (SR-73) to Cosby Hwy. (SR-32)	5412	7386	6925	6242	15.34	-15.49	-9.86
53	Indian Camp Rd.	From Hooper Hwy. (SR-73) to Cosby Hwy. (SR-32)	300	351	317	379	26.33	7.98	19.56
54	SR-32	From Trail Hollow Rd. to Hooper Hwy. (SR-73)	773	857	830	1301	68.31	51.81	56.75
57	Hooper Hwy. (SR-73)	From Sevier/Cocke County Border to Cosby Hwy. (SR-32)	4269	6061	5887	5392	26.31	-11.04	-8.41
58	US-Hwy. 25W (SR-9)	From SR-340 to Hwy. 107 (SR-107)	2746	3062	3034	2680	-2.40	-12.48	-11.67

Cocke County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
59	I-40	From W. Broadway (SR-9) to Cosby Hwy. (SR-32)	22999	26966	27918	35299	53.48	30.90	26.44
60	I-40	From Cosby Hwy. (SR-32) to Hartford Rd. (SR-73) and Edwina Rd. (SR-73)	23062	24977	25010	30777	33.45	23.22	23.06
61	I-40	From Foothills Pkwy. to Big Creek Rd.	20249	24814	24548	28854	42.50	16.28	17.54
62	I-40	From Big Creek Rd. to Green Corner Rd.	26114	22384	23230	28006	7.25	25.12	20.56
63	I-40	From Green Corner Rd. to Tennessee/North Carolina Border	23961	22090	23041	27879	16.35	26.21	21.00
64	Wilton Springs Rd/Hartford Rd. (SR-73)	From Cosby Hwy. (SR-32) to I-40	2930	3444	3107	3110	6.14	-9.70	0.10
66	E. Broadway (SR-9)	From Cosby Hwy. (SR-32) to McMahan Ave. (SR-35)	12613	11985	11455	11584	-8.16	-3.35	1.13
67	E. Broadway/US-Hwy. 25W (SR-9)	From McMahan Ave. (SR-35) to Edwina Rd. (SR-73)	13056	8785	9066	6650	-49.07	-24.30	-26.65
69	I-40	From Hartford Rd. to (SR-73) to Foothills Pkwy.	22019	24767	23436	28949	31.47	16.89	23.52
72	Cosby Hwy. (SR-32)	From Epley Rd. and Old Cosby Hwy. to I-40	19027	20253	22687	19276	1.31	-4.82	-15.04
74	Old Fifteenth Rd.	From Hwy. 107 (SR-107) to Rocky Top Rd.	232	285	166	147	-36.64	-48.42	-11.45
76	College St./Beech St.	From E. Broadway (SR-9) to Mineral St.	1925	1563	1470	1482	-23.01	-5.18	0.82
77	Lincoln Ave.	From E. Broadway (SR-9) to Mineral St. and Morrell Springs Rd.	5641	5421	5006	5425	-3.83	0.07	8.37
78	Woodlawn Ave.	From Mineral St. to W. Main St.	1779	1547	1634	3134	76.17	102.59	91.80
79	E. Main St./Empire St.	From McMahon Ave. (SR-36) to E. Broadway (SR-9)	429	660	303	399	-6.99	-39.55	31.68
80	Cosby Hwy./W. Main St.	From W. Broadway (SR-9) and E. Broadway (SR-9) to McMahaan Ave. (SR-35)	12363	11715	11695	12379	0.13	5.67	5.85
81	McMahan Ave./North St. (SR-35)	From E. Broadway (SR-9) to Smith St.	17817	14564	15315	14756	-17.18	1.32	-3.65
82	Smith St./Rankin Rd.	From North St. (SR-35) to Rich Rd.	6336	4306	5133	5183	-18.20	20.37	0.97
84	US-321 (SR-35)	From Old Greenville Hwy. and Gwy. 160 (SR-160) to SR-340	5720	5950	6422	7016	22.66	17.92	9.25
85	SR-340	From US-Hwy. 25W (SR-9) to Happy Hollow Rd.	974	1094	1038	805	-17.35	-26.42	-22.45
86	Industrial Rd./Holt Town Rd.	From Lehigh Dr. to Bybee Rd.	1749	1733	1530	1631	-6.75	-5.89	6.60
87	Industrial Rd.	From US-Hwy. 25E (SR-32) to Chemwood Dr.	6810	2817	2668	2615	-61.60	-7.17	-1.99
88	Carson Springs Rd.	From W. Broadway (SR-() to Clevenger Cut-Off Rd.	3762	4140	2756	2528	-32.80	-38.94	-8.27
89	Carson Springs Rd.	From Clevenger Cut-Off Rd. to terminus.	1900	2108	1961	2287	20.37	8.49	16.62
90	Trail Hollow Rd./Hartford Rd.	From SR-32 to Wilton Springs Rd. (SR-73)	288	340	445	528	83.33	55.29	18.65
92	US-Hwy. 25W (SR-9)	From Manning Chapel Rd. to SR-340	2960	3346	3165	2754	-6.96	-17.69	-12.99
95	Green Corner Rd./Grassy Fork Rd.	From I-40 to Big Creek Rd.	480	417	357	244	-49.17	-41.49	-31.65
96	Old Fifteenth Rd./Long Branch Rd.	From Rocky Top Rd. to Big Creek Rd.	492	506	472	340	-30.89	-32.81	-27.97
97	Hwy. 107 (SR-107)	From Blue Mill Rd. to Round Mountain Rd. and Blue Mill Rd.	415	369	365	395	-4.82	7.05	8.22
99	Sawyer Hollow Rd./Glendale Rd./Briarthicket Rd./ Knob Creek Rd.	From Hwy. 160 (SR-160) to Airport Rd.	170	175	206	132	-22.35	-24.57	-35.92
101	Morrell Springs Rd.	From Heritage Blvd. to Cosby Cut Off Rd. and Old Cosby Rd.	1129	1383	1674	2071	83.44	49.75	23.72
102	Sequoyah Dr./Hiwassee St./McSween Springs Rd.	From Cosby Hwy. (SR-32) to Morrell Springs Rd.	146	133	147	133	-8.90	0.00	-9.52
104	Fourth St./Mims Ave.	From Lincoln Ave. to E. Main St.	491	414	389	419	-14.66	1.21	7.71
105	Second St.	From Lincoln Ave. to College St.	502	409	432	364	-27.49	-11.00	-15.74
107	College St.	From Woodlawn Ave. to Beech St.	1011	893	764	1013	0.20	13.44	32.59
108	Mulberry Ave.	From Cosby Hwy. (SR-32) to Woodlawn Ave.	2200	1758	1623	2009	-8.68	14.28	23.78
109	Cosby Hwy. (SR-32)	From Jones Cir. to W. Broadway (SR-9) and E. Broadway (SR-9)	20560	19437	17094	18343	-10.78	-5.63	7.31
110	US-Hwy. 25E (SR-32)	From W. Broadway (SR-9) to Industrial Rd.	11850	10190	7958	7900	-33.33	-22.47	-0.73
111	Bear Ave.	From E. Broadway (SR-9) to E. Main St.	4936	2898	3396	3074	-37.72	6.07	-9.48

Cocke County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
113	SR-32	From North Carolina/Tennessee State Border to Trail Hollow Rd.	76	47	76	59	-22.37	25.53	-22.37
114	Tobes Creek Rd.	From SR-32 to I-40	76	100	58	71	-6.58	-29.00	22.41
115	Rankin Rd./Woodson Rd.	From Rich Rd. to US-321 (SR-35)	2324	1662	2824	2853	22.76	71.66	1.03
116	Prospect Ave.	From Jones Cir. to Mulberry Ave.	895	574	522	545	-39.11	-5.05	4.41
117	Mineral St./Jones Cir.	From Lincoln Ave. and Morrell Springs Rd. to Cosby Hwy.	6501	5808	5852	5523	-15.04	-4.91	-5.62
119	Cosby Hwy. (SR-32)	From Old Cosby Hwy. and Bogard Rd. to Old Cosby Hwy. and Epley Rd.	8224	9221	9033	10768	30.93	16.78	19.21
120	Oven Creek Rd.	From SR-340 to Cocke/Greene County Border		65	90	56		-13.85	-37.78
121	McSween Ave.	From E. Main St. to E. Broadway (SR-9)		775	651	1154		48.90	77.27
122	C. Ave.	From W. Main St. to W. Broadway (SR-9)		3689	3166	3189		-13.55	0.73
123	W. Main St.	From McCabe Ave. to Cosby Hwy.		3148	3661	3467		10.13	-5.30
124	Hedrick Dr.	From W. Broadway (SR-9) to Cosby Hwy. (SR-32)		1822	1950	1799		-1.26	-7.74
125	Nutmeg St./Old Knoxville Hwy./Alex St./Buda Rd./Bailey St.	From W. Broadway (SR-9) to Hedrick Dr.		917	811	910		-0.76	12.21
126	Heritage Blvd.	From Morrell Springs Rd. to Cosby Hwy. (SR-32)		2250	2493	2993		33.02	20.06
127	Round Mountain Rd.	From North Carolina/Tennessee State Border to Blue Mill Rd.		19	21	19		0.00	-9.52
128	Old Cosby Hwy.	From Morrell Springs Rd. to Cosby Hwy. (SR-32)		1405	1488	1403		-0.14	-5.71
129	I-40	From Jefferson/ Cocke County Border to W. Broadway (SR-9)			25732	33473			30.08
130	US-321 (SR-35)	From SR-340 to Cocke/Greene County Border				2931			

Jefferson County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
32	Old Dandridge Pk. (SR-139)	From US-Hwy. 11E (SR-34) to Debbie Sue Rd.	3686	4172	4025	4280	16.12	2.59	6.34
33	Old Dandridge Pk. (SR-139)	From Debbie Sue Rd. to US-25 (SR-9)	3184	3644	3462	3780	18.72	3.73	9.19
34	Whitaker Rd./Piney Rd.	From Old Dandridge Pk. (SR-139) to US-Hwy. 11E (SR-34)	662	725	818	1018	53.78	40.41	24.45
55	Old Dandridge Pk. (SR-139)	From Piney Rd. to US-25 (SR-9)	1460	2417	2686	3642	149.45	50.68	35.59
57	Piedmont Rd.	From McGuire Rd. to Rocky Valley Rd.	620	679	667	730	17.74	7.51	9.45
58	Dumplin Loop Rd.	From W. Dumplin Valley Rd. to US-25 (SR-9)	307	323	297	502	63.52	55.42	69.02
59	W. Dumplin Valley Rd.	From Dumplin Loop Rd. to Deep Springs Rd.	690	833	846	912	32.17	9.48	7.80
60	US-25 (SR-9)	From Old Dandridge Pk. (SR-139) to I-40	2104	3098	2371	2855	35.69	-7.84	20.41
61	W. Dumplin Valley Rd.	From R. H. Ellis Rd. to McGuire Rd.	1060	1225	896	934	-11.89	-23.76	4.24
63	Green Hill Rd.	From US-25 (SR-9) to Squire Fox Rd.	1040	1505	1675	1910	83.65	26.91	14.03
64	Asheville Hwy. (SR-9)/US-25 (SR-9)	From I-40 to Jefferson City Rd. (SR-92)	4084	4245	4809	6264	53.38	47.56	30.26
65	Jefferson City Rd. (SR-92)	From Asheville Hwy. (SR-9) to I-40	7871	9660	10120	11021	40.02	14.09	8.90
66	Valley Home Rd. (SR-66)	From E. Meeting St. (SR-9) to Spring Creek Rd.	1529	1575	1488	1399	-8.50	-11.17	-5.98
67	US-25W (SR-9)/E. Meeting St. (SR-9)	From N. Gay St. to State Hwy. 113 (SR-113)	5922	6260	7222	6608	11.58	5.56	-8.50
68	Swannsylvania Rd.	From US-25W (SR-9) to Indian Creek Rd. (SR-363)	629	736	664	690	9.70	-6.25	3.92
69	Indian Creek Rd. (SR-363)	From Jim Henry Rd. to Cocke/ Jefferson County Border	918	1035	1125	1002	9.15	-3.19	-10.93
70	US-411 (SR-35)	From Chestnut Hill Rd. (SR-92) to Muddy Hollow Rd.	4187	5866	5720	6858	63.79	16.91	19.90
71	McGana Hollow Rd.	From US-411 (SR-35) to Sevier/ Jefferson County Border	670	585	561	537	-19.85	-8.21	-4.28
72	Chestnut Hill Rd. (SR-92)	From US-411 (SR-35) to Indian Creek Rd.	1106	1299	1458	1525	37.88	17.40	4.60
73	Indian Creek Rd. (SR-363)	From Chestnut Hill Rd. (SR-92) to Jim Henry Rd.	623	670	832	683	9.63	1.94	-17.91
74	Chestnut Hill Rd. (SR-92)/S.Gay St. (SR-92)	From Ponderosa Dr. to Main St. (SR-139)	2085	2646	2698	2910	39.57	9.98	7.86
75	State Hwy. 139 (Sr-139)/Main St. (SR-139	From Green Hill Rd. to S. Gay St. (SR-92)	2865	3973	3510	3932	37.24	-1.03	12.02
76	Green Hill Rd.	From Squire Fox Rd. to State Hwy. 139 (SR-139)	571	629	643	767	34.33	21.94	19.28
77	Deep Springs Rd.	From State Hwy. 139 (SR-139)	1310	1746	1673	1677	28.02	-3.95	0.24
78	State Hwy. 139 (SR-139)	From Sevier/ Jefferson County Border to Green Hill Rd.	2076	3107	3022	3497	68.45	12.55	15.72
80	I-40	From US-25 (SR-9) to Jefferson City Rd. (SR-92)	49705	58755	56596	70808	42.46	20.51	25.11
81	I-40	From Jefferson City Rd. (SR-92) to I-81	49740	58531	56441	71311	43.37	21.83	26.35
92	Mcguire Rd./W. Dumplin Valley Rd.	From US-25 (SR-9) to Jefferson City Rd. (SR-92)	972	1279	1215	1366	40.53	6.80	12.43
96	US-25 (SR-9)	From Sevier/ Jefferson County Border to Old Dandridge Pk. (SR-139)	2300	2481	2643	3142	36.61	26.64	18.88
97	W. Dumplin Valley Rd.	From Jefferson City Rd. (SR-92) to R.H. Ellis Rd.	1510	1690	1769	2410	59.60	42.60	36.24
98	Jefferson City Rd. (SR-92)	From I-40 to W. Dumplin Valley Rd.	10624	12808	14429	16993	59.95	32.67	17.77
99	E. Dumplin Valley Rd.	From S. Chucky Pk. To Jefferson City Rd. (SR-92)	1220	2058	2292	2661	118.11	29.30	16.10
107	I-40	From Deep Springs Rd. to US-25 (SR-9)	51471	60019	58191	71893	39.68	19.78	23.55
113	Jim Henrey Rd./Rainwater Rd.	From Chestnut Hill Rd. (SR-92) to Indian Creek Rd. (SR-363)	410	244	179	244	-40.49	0.00	36.31
114	Sandy Ridge Rd.	From Indian Creek Rd. (SR-363) to Chestnut Hill Rd. (SR-92)	326	262	280	320	-1.84	22.14	14.29
115	Zirkle Rd.	From E. Meeting St. (SR-9) to Spring Creek Rd.	220	417	658	650	195.45	55.88	-1.22
120	Hamilton St./Big Bend Rd.	From US-Hwy. 11E (SR-34)(West) to US-Hwy. 11E (SR-34)(East)	209	243	227	178	-14.83	-26.75	-21.59
128	W. Meeting St. (SR-9)/Ashville Hwy. (SR-9)	From Jefferson City Rd. (SR-92) to N. Gay ST.	11002	13127	12673	13688	24.41	4.27	8.01
132	Deep Sprngs Rd.	From US-25 (SR-9) to I-40	2265	2725	2281	2845	25.61	4.40	24.73

Jefferson County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
134	US-25W (SR-9)/E. Meeting St. (SR-9)	From State Hwy. 113 (SR-113) to Cocke/ Jefferson County Border	3066	3758	3434	4034	31.57	7.34	17.47
142	Chestnut Hill Rd. (SR-92)	From Indian Creek Rd. (SR-363) to Ponderosa Dr.	1008	1927	1988	2415	139.58	25.32	21.48
157	I-40	From SR-113 to Cocke County Line	2670	2590	1880	2187	-18.09	-15.56	16.33
163	E. Main St. (SR-92)	From S. Gay St. (SR-92) to E. Meeting St. (SR-34)			2486	2045			-17.74

Loudon County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
21	Hwy 95 N. (SR-95)	From US-321 (SR-73) to National Campground Rd.	2234	2020	2645	2792	24.98	38.22	5.56
27	State Hwy 72	From Prospect Church Rd to Roane/Loudon County Border	1729	1679	1754	1816	5.03	8.16	3.53
31	Oakland Rd (SR-322)	From Stockton Valley Rd to Blue Springs Rd	1183	1196	1037	1437	21.47	20.15	38.57
34	Fork Creek Rd	From W. Lee Hwy (SR-2) to Steekee Rd	791	888	898	749	-5.31	-15.65	-16.59
35	Steekee Rd	From Steekee Creek Rd to Monroe/Loudon County Border	2780	2982	2589	2375	-14.57	-20.36	-8.27
36	Watkins Rd	From Steekee Rd to State Hwy 72	277	214	246	275	-0.72	28.50	11.79
40	Hwy 95 N. (SR-95)	From National Camp Ground to Morganton Rd	928	1110	1005	1293	39.33	16.49	28.66
41	Morganton Rd	From Maple St (SR-95) to Meadow Rd W	1110	1400	1196	1389	25.14	-0.79	16.14
42	Morganton Rd	From East Coast Tellico Pkwy to Hwy 95 N (SR-95)	1139	1131	1106	1360	19.40	20.25	22.97
43	Hwy 95 S (SR-95)	From Morganton Rd. to Us Hwy 411 (SR-33)	2605	2975	2829	3096	18.85	4.07	9.44
44	US Hwy 411 (SR-33)	From Monroe/Loudon County Border to Blount/Loudon County Border	9703	13018	12475	15076	55.37	15.81	20.85
67	Stockton Valley Rd	From Pond Creek Rd to State Hwy 72 (SR-72)	180	230	230	277	53.89	20.43	20.43
72	Pond Creek Rd	From Oakland Rd (SR-322) To I-75	464	550	564	570	22.84	3.64	1.06
79	Vonroe Rd	From State Hwy 72 (SR-72) to State Hwy 72 (SR-72)	1520	1599	1538	1449	-4.67	-9.38	-5.79
80	Meadow Rd W	From Morganton Rd to Hwy 95 N (SR-95)	565	564	594	601	6.37	6.56	1.18
81	Hines Valley Rd	From Pine Grove-Providence Rd To Mealer Rd	610	717	564	886	45.25	23.57	57.09
82	Sugar Limb Rd	From I-75 to Hines Valley Rd	3213	3976	3988	5301	64.99	33.32	32.92
84	Steekee Creek Rd	From Fork Creek Rd to Steekee Rd	903	947	662	564	-37.54	-40.44	-14.80
85	Prospect Church Rd	From State Hwy 72 (SR-72) to Pond Creek Rd	300	371	469	399	33.00	7.55	-14.93
86	Oakland Rd (SR-322)	From Blue Springs Rd to Monroe/Loudon County Border	1524	1538	1405	1738	14.04	13.00	23.70
87	State Hwy 72 (SR-72)	From Steekee School Rd to Monroe/Loudon County Border	3987	5076	4829	6167	54.68	21.49	27.71
93	East Coast Tellico Pkwy	From Marganton Rd to Monroe/Loudon County Border	1430	1556	1456	2048	43.22	31.62	40.66
97	State Hwy 72 (SR-72)	From Steekee Rd to Steekee School Rd	4537	5374	5607	6466	42.52	20.32	15.32
100	Pond Creek Rd (SR-323)	From I-75 to W Lee Hwy (SR-2)	1368	1849	1778	1910	39.62	3.30	7.42
102	Steekee School Rd	From Steekee Rd to Vonroe Rd	1039	1084	1092	1114	7.22	2.77	2.01
124	East Coast Tellico Pkwy	From Morganton Rd to Hwy 95 N (SR-95)		605	787	919		51.90	16.77
125	Poplar Springs Rd	From Davis Ferry Rd to Tellico Pkwy (SR-444)		330	450	503		52.42	11.78
130	Hines Valley Rd	From Pine Grove-Providence Rd To Roane/ Loudon County Border		262	268	302		15.27	12.69
133	Blue Springs Rd	From Roane/Loudon County Border to McMinn/Loudon County Border		599	718	408		-31.89	-43.18
134	Rausin Rd	From W Lee Hwy (SR-2) to Monroe/Loudon County Border		521	564	682		30.90	20.92

Monroe County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
1	US HWY. 11 (SR-2)	From US HWY. 11 (SR-2) to Monroe-Loudon County Border	3820	3724	3601	3557	-6.88	-4.48	-1.22
2	Oakland Rd. (SR-322)	From Fair St. to I0075	2662	3829	4711	4354	63.56	13.71	-7.58
4	US HWY. 11 (SR-2)	From Oakland Rd. (SR-322) to Hawkins Ford Rd.	4027	4229	4695	3591	-10.83	-15.09	-23.51
5	Cleveland Rd.	From Monroe St. to Hwy.68 (SR-68)	1480	1443	1324	1617	9.26	12.06	22.13
6	S. Main St. (SR-2)	From Old Athens Rd. to Monroe St.	5892	6386	5696	5717	-2.97	-10.48	0.37
7	Hwy. 68 (SR-68)	From S. Main St. (SR-2) to Estanaula Rd. (SR-307)	9317	8934	10293	10623	14.02	18.91	3.21
8	Old Hwy. 68	From Christanburg Rd. to Sands Rd.	2440	2439	2403	2039	-16.43	-16.40	-15.15
9	E. North St.	From N. Main St. to Oakland Rd. (SR-322)	6912	7045	2753	3291	-52.39	-53.29	19.54
10	Oakland Rd. (SR-322)	From Hwy. 72 (SR-72) to Sweetwater-Vonore Rd.	2100	3049	2938	3539	68.52	16.07	20.46
12	Oakland Rd. (SR-322)	From Hwy. 72 (SR-72) to Sweetwater-Vonore Rd.	2414	2846	2532	3137	29.95	10.22	23.89
13	Hiwasee Rd.	From Oakland Rd. (SR-322) to Short Bark Rd.	420	578	488	516	22.86	-10.73	5.74
14	Acorn Gap Rd.	From Oakland Rd. (SR-322) to US-411 (SR-33)	319	453	443	455	42.63	0.44	2.71
17	Loudon Rd.	From Oakland Rd. (SR-322) to the Monroe-Loudon County Border	1390	1684	1787	2030	46.04	20.55	13.60
18	Oakland Rd. (SR-322)	From Hwy.72 (SR-72) to Watt Rd.	2940	3442	3035	3922	33.40	13.95	29.23
25	Hwy.72 (SR-72)	From US Hwy 411 (SR-33) to Marina Harbor	1177	1551	1650	2059	74.94	32.75	24.79
28	Citico Rd.	From State Hwy. 360 (SR-360) to Citico Rd.	850	871	777	810	-4.71	-7.00	4.25
29	Griffith Branch Rd.	From Povo Rd. to Ballplay Rd.	532	623	800	744	39.85	19.42	-7.00
33	Oak Grove Rd.	From Oakland Rd. (SR-322) to Kincaid Rd.	1320	1250	1250	1422	7.73	13.76	13.76
35	Oak Grove Rd.	From Dyer Rd. to Hiwasee Rd.	2116	2643	2292	1707	-19.33	-35.41	-25.52
36	Hiwasee Rd.	From Oak Grove Rd. to Short Bark Rd.	1870	2448	2201	2244	20.00	-8.33	1.95
37	Old Hwy. 68	From Hiwasee Rd. to Sands Rd.	1820	1791	1797	1691	-7.09	-5.58	-5.90
39	Hwy. 68 (SR-68)	From Estanaula Rd. (SR-307) to Highland Dr.	8679	9800	10897	10767	24.06	9.87	-1.19
41	Estanaula Rd.	From Hwy. 68 (SR-68) to the Monroe/McMinn County Border	993	1113	1217	1336	34.54	20.04	9.78
43	Englewood Rd.	From Hwy. 68 (SR-68) to College St.	5316	4761	4404	5177	-2.61	8.74	17.55
44	Tellico St. S.	From Hwy.411 (SR-33) to Hwy. 68 (SR068)	2809	2909	2986	4153	47.85	42.76	39.08
45	Ballplay Rd.	From Povo Rd. to Fairview Rd.	2160	2978	2604	2400	11.11	-19.41	-7.83
46	Povo Rd.	From Ballplay Rd. to Griffith Branch Rd.	722	931	805	1262	74.79	35.55	56.77
47	Niles Ferry Rd.	From Raper Rd. to Niles Ferry Rd.	970	1319	1439	1676	72.78	27.07	16.47
48	Hwy. 411 (SR-33)	From Warren St. to US-411 (SR-33)	12340	14210	14843	15962	29.35	12.33	7.54
49	Ballplay Rd.	From Fairfield Rd. to Griffith Branch Rd.	1640	1772	1678	1348	-17.80	-23.93	-19.67
51	Ballplay Rd.	From State Hwy. 360 (SR-360) to Ballplay Rd.	740	665	495	541	-26.89	-18.65	9.29
53	State Hwy. 360 (SR-360)	From Old Belltown Rd. to Citico Rd.	824	572	665	635	-22.94	11.01	-4.51
60	Mecca Pk. (SR-39)	From Liberty Hill Rd. (SR-39) to Mecca Pk.(SR-39)	1328	1309	1205	1750	31.78	33.69	45.23
62	Reliance Rd. (SR-315)	From Mecca Pk. (SR-39) to Ivy Tr.	760	876	914	840	10.53	-4.11	-8.10
64	Mecca Pk. (SR-39)	From Hwy. 68 (SR-68) to Reliance Rd. (SR-315)	2273	2385	2543	2679	17.86	12.33	5.35
66	SR-360	From Cherohala Skyway (SR165) to Old Belltown Rd.	1664	1568	1682	1438	-13.58	-8.29	-14.51
67	Rafter Rd.	From State Hwy. 360 (SR360) to Cherohala Skyway (SR165)	630	669	509	292	-53.65	-56.35	-42.63
68	Cherohala Skyway (SR-165)	From State Hwy. 360 (SR-360) to River Rd.	1712	1632	1594	1694	-1.05	3.80	6.27
69	River Rd.	From Cherohala Skyway (SR-165) to the Tennessee/North Carolina Border	560	422	654	600	7.14	42.18	-8.26

Monroe County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
70	Hwy. 68 (SR-68)	From State Hwy. 68 (SR-68) to Steer Creek Rd.	1611	1779	1812	1856	15.21	4.33	2.43
72	N. Main St. (SR-2)	From Oakland Rd. (SR-322) to E. North St.	8540	8296	7827	6897	-19.24	-16.86	-11.88
73	N. Main St. (SR-2)	From Hwy. 68 (SR-68) to E. North St.	10078	9073	9981	9236	-8.35	1.80	-7.46
76	Hwy. 68 (SR-68)	From Baily Rd. to Hwy. 68 (SR-68)	626	707	948	1015	62.14	43.56	7.07
78	I-75	From Hwy. 68 (SR-68) to Oakland Rd. (SR-322)	40726	40090	39607	41457	1.79	3.41	4.67
79	I-75	From Oakland Rd. (SR-322) to the Monroe-Loudon County Border	36037	44156	40204	41794	15.98	-5.35	3.95
80	Hwy. 68 (SR-68)	From S. High St. to S. Main St. (SR-2)	11284	13424	13401	15057	33.44	12.16	12.36
81	Hwy. 411 (SR-33)	From Warren St. to Tellico St. N.	12046	15019	13914	17546	45.66	16.83	26.10
82	Hwy. 411 (SR-33)	From Tellico ST. S. to Hwy. 68 (SR-68)	15672	17192	15763	17321	10.52	0.75	9.88
83	Hwy. 68 (SR-68)	From Old Tellico Hwy. to Hwy. 411 (SR-33)	10610	10743	10025	12091	13.96	12.55	20.61
84	Hwy. 68 (SR-68)	From Old Athens Rd. to Englewood Rd.	9145	10692	9949	11106	21.44	3.87	11.63
85	Hwy. 68 (SR-68)	From Hwy. 411 (SR-33) to Englewood Rd.	9426	13101	10775	10937	16.03	-16.52	1.50
86	Hwy. 411 (SR-33)	From Hwy. 68 (SR-68) to Chestua Rd.	6963	8135	9320	8267	18.73	1.62	-11.30
90	Niles Ferry Rd.	From US-411 (SR-33) to Povo Rd.	1508	2346	2609	3604	138.99	53.62	38.14
91	State Hwy. 360 (SR-360)	From US-411 (SR-33) to Citico Rd.	2765	2704	2761	3171	14.68	17.27	14.85
94	Old Athens Rd.	From Hwy. 68 (SR-68) to CR-405	933	1111	1265	1411	51.23	27.00	11.54
95	Old Athens Rd.	From Old Tellico Hwy. to CR-461	255	1945	1417	1369	436.86	-29.61	-3.39
96	Fairview Rd.	From Ballplay Rd. to Fairview Rd.	378	297	302	454	20.11	52.86	50.33
97	Fairview Rd.	From Hwy.68 (SR-68) to Regan Valley Rd.	910	983	884	828	-9.01	-15.77	-6.33
98	Cherohala Skyway (SR-165)	From Hwy.68 (SR-68) to State Hwy. 360 (SR-360)	3935	3666	3695	3043	-22.67	-16.99	-17.65
101	Tellico St. N.	From Warren St. to Hwy. 411 (SR-33)	2788	3420	3096	2644	-5.16	-22.69	-14.60
102	Warren St.	From Tellico St. N. to Hwy. 411 (SR-33)	4103	4022	3930	4283	4.39	6.49	8.98
103	College St.	From Oak Grove Rd. to Tellico St. N.	5884	5946	5665	5062	-13.97	-14.87	-10.64
104	Christianburg Rd.	From Hwy. 68 (SR-68) to Old Hwy. 68	1495	1833	1922	1719	14.98	-6.22	-10.56
105	Hwy. 68 (SR-68)	From I0075 to Old Athens Pk.	10562	12385	11764	13688	29.60	10.52	16.35
106	Hwy. 72 (SR-72)	From US-411 (SR-33) to Oakland Rd. (SR-322)	8510	11059	12543	13670	60.63	23.61	8.99
107	Sands Rd.	From Oakland Rd. (SR322) to Hwy. 68 (SR-68)	705	617	659	646	-8.37	4.70	-1.97
108	Glenlock Rd.	From Sweetwater-Vonore Rd. to Oakland Rd. (SR3-22)	804	898	953	958	19.15	6.68	0.52
109	US-411 (SR033)	From Hwy. 72 (SR-72) to Wayman Rd.	10200	13261	12827	14069	37.93	6.09	9.68
110	Cherohala Skyway (SR-165)	From River Rd. to Miller Church Rd.	529	785	647	937	77.13	19.36	44.82
111	Cherohala Skyway (SR-165)	From Miller Church Rd. to the Tennessee/North Carolina Border	207	147	292	327	57.97	122.45	11.99
113	Oakland Rd. (SR-322)	From N. Main St. (SR-2) to Fair St.	4400	4599	5736	5072	15.27	10.28	-11.58
114	Hwy. 68 (SR-68)	From State Hwy. 165 (SR-165) to Steer Creek Rd.	3005	3311	3145	3300	9.82	-0.33	4.93
115	Hwy. 68 (SR-68)	From State Hwy. 165 (SR-165) to Regan Valley Rd.	5694	6761	5775	6147	7.96	-9.08	6.44
116	Hwy. 68 (SR-68)	From Old Tellico Hwy. S. to Regan Valley Rd.	8289	9761	8862	9820	18.47	0.60	10.81
117	Hwy. 68 (SR-68)	From Old Tellico Hwy. S. to Old Tellico Hwy.	9307	8948	9621	10158	9.14	13.52	5.58
118	Niles Ferry Rd.	From Tyler St. to Raper Rd.		1283	1386	1364		6.31	-1.59
119	Niles Ferry Rd.	From Glenrock Rd. to the Monroe/Loudon County Border		296	160	170		-42.57	6.25
120	William Shores Rd.	From State Hwy. 360 (SR-360) to dead end.		75	70	110		46.67	57.14

Monroe County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
121	Starrett St.	From Old Hwy. 68 to E. North St.		2959	2944	2631		-11.08	-10.63
122	A St.	From E. North St. to Old Hwy. 68		3583	3796	3490		-2.60	-8.06
123	Old Hwy. 68	From N. Main St. (SR-2) to Old Hwy. 68		3695	3460	3400		-7.98	-1.73
124	Monroe St.	From N. High St. to S. Main St. (SR-2)		5820	4780	8428		44.81	76.32
125	S. High St.	From Hwy. 68 (SR-68) to Monroe St.		2139	2288	2443		14.21	6.77
127	Fair St.	From Broad St. to Oakland Rd. (SR-322)		712	726	754		5.90	3.86
128	Mc Caslin Ave.	From Fair St. to Mayes Ave.		327	336	281		-14.07	-16.37
129	Broad St.	From Mayes Ave. to Lenoir St.		862	611	396		-54.06	-35.19
130	North St.	From Broad St. to N. Main St. (SR-2)		441	312	168		-61.90	-46.15
131	Mayes Ave.	From North St. to N. Main St. (SR-2)		2757	2178	2006		-27.24	-7.90
132	Old Athens Pk.	From S. Main St. (SR-2) to Hwy. 68 (SR-68)		1055	1068	1178		11.66	10.30
133	Niles Ferry Rd.	From Warren St. to Tyler St.		1486	1337	1925		29.54	43.98
134	Oakland Rd. (SR-322)	From N. Main St. to Sweetwater-Vonore Rd.		7509	3554	3873		-48.42	8.98
135	Morris St.	From Broad St. to N. Main St. (SR-2)				383			
136	N. Price St.	From Oakland Rd. (SR-322) to Morris St.				934			
137	Chestnut St./Anderson St.	From Oakland Rd. (SR-322) to Monroe St.				781			
138	Linwood Dr.	From E. North St. to Old Hwy. 68				525			
139	Hawkins Ford Rd.	From Oakland Rd. (SR-322) to E. North St.				1078			
990	US-411 (SR-33)	From Hwy. 72 (SR-72) to the Monroe/Loudon County Border			14075	14977			6.41

Roane County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
4	Blair Rd. (SR-327)	From Dyllis Rd. to State Hwy. 61 (SR-61)	2601	3056	2614	2081	-19.99	-31.90	-20.39
5	Blair Rd. (SR-327)	From Poplar Creek Rd. to Dyllis Rd.	2151	2686	2243	2246	4.42	-16.38	0.13
6	Dyllis Rd	From Sugar Grove Valley Rd. to Blair Rd. (SR-237)	904	846	579	579	-35.95	-31.56	0.00
7	US-Hwy. 27 (SR-29)	From State Hwy. 61 (SR-61) to Roane/Morgan County Border	4109	4072	3913	4201	2.24	3.17	7.36
9	Swan Police Circle Rd.	From Swan Pond Rd. then circles back to Swan Pond Rd.	450	449	359	250	-44.44	-44.32	-30.36
10	Webster Rd./Clax Gap Rd.	From S. Roane St. (SR-29) to	1244	1161	1151	915	-26.45	-21.19	-20.50
12	Swan Pond Rd.	Tub Springs Rd. to Swan Pond Circle Rd.	913	812	632	591	-35.27	-27.22	-6.49
13	Swan Pond Rd.	From Swan Pond Circle Rd. to US-70 (SR-1)	2360	2797	3263	3421	44.96	22.31	4.84
15	US-70/W. Race St. (SR-1)	From Pine Ridge Rd. (SR-29) to S. Kentucky St. (SR-58)	14439	12571	12862	14262	-1.23	13.45	10.88
16	N. Kentucky St./Centers Ferry Rd./Sugar Grove Valley	From I-40 to Dickey Valley Rd.	2567	2659	2687	2520	-1.83	-5.23	-6.22
17	State Hwy. 58/S. Kentucky St. (SR-58)	From River Rd. (SR-34) to W. Race St. (SR-1) and E. Race St. (SR-1)	8685	9946	9842	8860	2.01	-10.92	-9.98
18	E. Race St. (SR-1)	From S. Kentucky St. (SR-58) and N. Kentucky St. (SR-58) to Lawnville Rd.	12281	11987	10383	11181	-8.96	-6.72	7.69
20	Ladd-Wright Rd./Lawnville Rd.	From E. Race St. (SR-1) and US-70 (SR-1) to I-40	1469	1661	1477	1510	2.79	-9.09	2.23
21	Gallaher Rd. (SR-326)	From US-70 (SR-1) to I-40	4096	4558	4118	4607	12.48	1.08	11.87
24	US-70 (SR-1)	From Gallaher Rd. (SR-326) to Cave Creek Rd.	1996	2213	2015	2345	17.48	5.96	16.38
26	Dogwood Valley Rd.	From US-70 (SR-1) to Little Dogwood Rd.	855	1146	1139	1314	53.68	14.66	15.36
27	Dogwood Valley Rd./Cave Creek Rd.	From Little Dogwood Rd. to US-70 (SR-1)	680	650	632	770	13.24	18.46	21.84
28	Sweetwater Rd. (SR-322)	From SR-72 to Paint Rock Valley Rd.	1128	1212	1330	1106	-1.95	-8.75	-16.84
29	Ponders Gap Rd./Salem Valley Rd./Dry Fork Valley Rd./Blue Springs Rd.	From Dogtown Rd. to Paint Rock Valley Rd.	430	468	492	394	-8.37	-15.81	-19.92
31	SR-72 (SR-72)	From State Hwy.58 (SR-58) to Sweetwater Rd. (SR-322)	2334	2685	2353	3523	50.94	31.21	49.72
32	State Hwy. 58 (SR-58)	From Meigs/Roane County Border to SR-72	2453	2655	2690	2976	21.32	12.09	10.63
34	River Rd. (SR-304)	From State Hwy. 58 (SR-58) to Woodly Ln.	2249	2365	2575	2195	-2.40	-7.19	-14.76
36	Caney Creek Rd.	From Joiner Hollow Rd. to Roane State Hwy. (SR-1)	1232	1102	1559	1965	59.50	78.31	26.04
37	Roane State Hwy. (SR-1)	From Ruritan Rd. to Patton Ln. (SR-382)	8387	7993	8873	9799	16.84	22.59	10.44
38	Roane State Hwy. (SR-1)	From Ruritan Rd. to S. Pine Rdige Rd. and Pine Ridge Rd. (SR-29)	10343	9012	10194	13261	28.21	47.15	30.09
39	Ruritan Rd.	From Roane State Hwy. (SR-1) to Pine Ridge Rd. (SR-29)	4205	2475	2294	2001	-52.41	-19.15	-12.77
40	US-Hwy. 27 (SR-61)	From Patton Ln. (SR-382) to I-40	17149	18727	15619	16674	-2.77	-10.96	6.75
41	Black Hollow Rd.	From Tedder Ln. to US-Hwy. 27 (SR-61)	265	222	187	160	-39.62	-27.93	-14.44
42	US-Hwy. 27 (SR-61)	From N. Gateway Ave. (SR-1) to Patton Ln. (SR-382)	11692	13592	12638	12807	9.54	-5.78	1.34
43	N. Gateway Ave./Roane State Hwy. (SR-1)	From US-Hwy. 27 (SR-61) and N. Gateway Ave. (SR-1) to Patton Ln. (SR-382)	4417	4185	4151	4537	2.72	8.41	9.30
44	Joiner Hollow Rd./E. Dunn St.	From Post Oak Valley Rd. to N. Gateway Ave. (SR-1)	610	610	678	532	-12.79	-12.79	-21.53
45	Abel Valley Rd./Pumphouse Rd./Post Oak Valley Rd./Old Hwy. 70	From Burke Mill Rd. to Roane State hwy. (SR-1)	1490	1416	1321	1442	-3.22	1.84	9.16
47	Spring City Hwy./S. Gateway Ave. (SR-1)	From US-70 (SR-1) to Nelson St.	7883	8092	7739	7482	-5.09	-7.54	-3.32
48	US-70 (SR-1)	From Spring City Hwy. (SR-1/SR-29) to Roane/Cumberland County Border	2971	2512	2479	2526	-14.98	0.56	1.90
49	Springs City Hwy. (SR-29)	From US-70 (SR-1) to Burke Mill Rd.	5364	5719	6064	5494	2.42	-3.93	-9.40
50	Pumphouse Rd.	From East Dr. to Pumphouse Rd.	2294	2287	2003	1739	-24.19	-23.96	-13.18
51	Eagle Furnace Rd./Winton Chapel Rd.	From Spring City Hwy. (SR-29) to Abels Valley Rd. and Abel Valley Rd.	450	607	586	540	20.00	-11.04	-7.85
55	River Rd. (SR-304)	From Meigs/Roane County Border to Gordon Hollow Rd.	754	781	754	864	14.59	10.63	14.59

Roane County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
56	S. Roane St. (SR-61)	From I-40 to Ruritan Rd. (SR-29)	17658	16631	13073	12297	-30.36	-26.06	-5.94
57	S. Roane St. (SR-61)	From Carter Ave. to Georgia Ave. (SR-328)	13846	12329	11525	12082	-12.74	-2.00	4.83
61	Gallaher Rd./Oak Ridge Turnpike (SR-58)	From I-40 to Blair Rd. (SR-327)	9996	11544	10144	10290	2.94	-10.86	1.44
62	I-40	From Pine Ridge Rd. (SR-29) to N. Kentucky St. and State Hwy. 58 (SR-58)	36174	43895	44212	49647	37.24	13.10	12.29
63	I-40	From Lawnville Rd. to Gallaher Rd. (SR-326/SR-58)	38434	46386	46693	51783	34.73	11.63	10.90
64	I-40	From Gallaher Rd. (SR-326/SR-58) to W. Buttermilk Rd.	34106	40561	41176	44470	30.39	9.64	8.00
65	I-40	From US-Hwy. 27 (SR-61) and S. Roane St. (SR-61) to Pine Ridge Rd. (SR-29)	33650	38200	35861	39648	17.82	3.79	10.56
66	Pine Ridge Rd. (SR-29)	From I-40 to Ruritan Rd.	4992	6367	9931	10174	103.81	59.79	2.45
67	I-40	From N. Kentuck St. and State Hwy. 58 (SR-58) to Lawnville Rd.	37929	46156	45761	50598	33.40	9.62	10.57
68	N. Kentucky St./State Hwy. 58 (SR-58)	From W. Race St. (SR-1) and E. Race St. (SR-1) to I-40	14354	16094	14920	12998	-9.45	-19.24	-12.88
70	W. Rockwood St.	From S. Wilder Ave. to Dunlap Ave.	1767	1848	1148	1451	-17.88	-21.48	26.39
71	N. Gateway Ave. (SR-1)	From E. Strang St. and W. Strang St. to N. Gateway Ave. (SR-1)	15508	15050	13535	14245	-8.14	-5.35	5.25
72	S. Gateway Ave. (SR-1)	From Nelson St. to W. Rockwood St. and S. Rockwood St.	10606	10918	9841	10225	-3.59	-6.35	3.90
73	Ruritan Rd. (SR-29)	From Ruritan Rd. to S. Roane St. (SR-61/SR-29)	8526	10044	10240	11785	38.22	17.33	15.09
74	S. Roane St. (SR-29)	From Ruritan Rd. (SR-29) to Carter Ave.	20105	18164	16983	15601	-22.40	-14.11	-8.14
76	Goergia Ave./Oakdale Rd. (SR-328)	From S. Roane St. (SR-29) to Margrave Rd.	2581	2384	2117	2270	-12.05	-4.78	7.23
77	Eurkea Rd./E. Wheeler St.	From Pumphouse Rd. to N. Gateway Ave. (SR-1)	1632	1614	1306	1535	-5.94	-4.89	17.53
78	N. Gateway Ave. (SR-1)	From W. Rockwood St. and S. Rockwood St. to E. Strang St. and W. Strang St.	12746	12488	11517	12689	-0.45	1.61	10.18
79	Black Hollow Rd.	From Cumberland/Roane County Border to Tedder Ln.	420	540	548	493	17.38	-8.70	-10.04
80	Lower Rd./Dry Hill Rd./Riggs Chapel Rd.	From Black Hollow Rd. to Pansy Hill Dr.				332			
81	Emory Dr.	From Pansy Hill Dr. to Cumberland St.	2669	2531	2087	1765	-33.87	-30.26	-15.43
82	S. Roane St. (SR-29)	From Georgia Ave. (SR-328) to Webster Rd.	11339	10619	9564	9923	-12.49	-6.55	3.75
83	S. Roane St./US-Hwy. 27 (SR-29)	From Webster Rd. to State Hwy. 61 (SR-61)	9812	9013	8148	8411	-14.28	-6.68	3.23
84	River Rd. (SR-304)	From Gordon Hollow Rd. to Woody Ln.	858	1049	1131	957	11.54	-8.77	-15.38
88	W. Buttermilk Rd.	From Loudon/Roane County Border to I-40	213	257	343	56	-73.71	-78.21	-83.67
89	W. Buttermilk Rd.	From I-40 to US-70 (SR-1)	690	688	806	895	29.71	30.09	11.04
90	Lawnville Rd.	From I-40 to Gallaher Rd. (SR-58)	681	843	975	1050	54.19	24.56	7.69
93	Burke Mill Rd.	From Spring City Hwy. (SR-29) to Abel Valley Rd.	659	641	581	545	-17.30	-14.98	-6.20
94	Pine Ridge Rd. (SR-29)	From Roane State Hwy. (SR-1) and US-70 (SR-1) to I-40	7716	8517	14069	12370	60.32	45.24	-12.08
95	Swan Pond Rd.	From Swan Pond Circle Rd. to Swan Pond Circle Rd.	1550	1557	1618	1491	-3.81	-4.24	-7.85
97	State Hwy. 61 (SR-61)	From US-Hwy. 27 (SR-29) to Blair Rd. (SR-327)	5894	5540	5157	4730	-19.75	-14.62	-8.28
100	Paint Rock Valley Rd.	From Blue Springs Rd. to Sweetwater Rd. (SR-332)	476	493	434	257	-46.01	-47.87	-40.78
101	Sweetwater Rd. (SR-322)	From Paint Rock Valley Rd. to Loudon/Roane County Border	805	743	707	708	-12.05	-4.71	0.14
102	New Hope Rd./Caney Creek Rd.	From Post Oak Valley Rd. to Joiner Hollow Rd.	500	349	464	453	-9.40	29.80	-2.37
103	S. Kingston Ave./N. Kingston Ave.	From Nelston St. to E. Dunn St.	2259	2216	1798	1634	-27.67	-26.26	-9.12
107	Margrave Dr./Roane St.	From Oakdale Rd. (SR-328) to Webster Rd.	1064	1013	787	483	-54.61	-52.32	-38.63
108	Margrave Dr.	From Carter Ave. and W. Carter Ave. to Oakdale Rd. (SR-328)	2803	2892	2866	548	-80.45	-81.05	-80.88
109	Eureka Rd.	From Pumphouse Rd. to N. Gateway Ave. (SR-1)	1156	1016	993	844	-26.99	-16.93	-15.01
110	State St./Pansy Hill Dr.	From Ruritan Rd. (SR-29) to Swan Pond Rd.	5389	5652	4124	4361	-19.08	-22.84	5.75
111	Hassler Mill Rd.	From Ruritan Rd. (SR-29) to Swan Pond Rd.	411	440	369	333	-18.98	-24.32	-9.76

Roane County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
112	W. Rockwood St./Furnace Ave.	From Dunlap Ave. to Black Hollow Rd.	447	359	282	265	-40.72	-26.18	-6.03
113	Dickey Valley Rd.	From Sugar Grove Valley Rd. to Mays Valley Rd.	500	481	493	412	-17.60	-14.35	-16.43
114	Old Valley Rd./Morris St./Renfro Rd./West Hills Dr.	From S. Roane St. (SR-61) to S. Roane St. (SR-29)	398	417	380	280	-29.65	-32.85	-26.32
116	Bates St.	From Furnace Ave. to N. Front Ave.	480	497	411	524	9.17	5.43	27.49
117	Patton Ln. (SR-382)	From Roane State Hwy. (SR-1) to US-Hwy. 27 (SR-61)	4430	4600	3989	4098	-7.49	-10.91	2.73
118	Cumberland St.	From Emory Dr. to Georgia Ave.	1137	992	616	562	-50.57	-43.35	-8.77
119	Queen Ave.	From Emory Dr. to S. Roane St. (SR-29)	236	237	155	159	-32.63	-32.91	2.58
120	Walden Ave.	From Emory Dr. to Devonia St.	512	472	309	267	-47.85	-43.43	-13.59
121	Sewanee St./Morgan Ave. N.E.	From Emory Dr. to S. Roane St. (SR-29)	1145	1020	785	424	-62.97	-58.43	-45.99
122	Delozier Ln.	From US-Hwy. 27 (SR-61) to Old Hwy. 70	2065	2197	856	1288	-37.63	-41.37	50.47
123	S. Kingston Ave.	From S. Gateway Ave. (SR-1) to Nelson St.	859	902	674	876	1.98	-2.88	29.97
125	N. Front Ave.	From Bates St. to W. Rockwood St.	945	1085	1086	1921	103.28	77.05	76.89
126	S. Wilder Ave	From W. Strang St. to W. Wheeler St.	462	404	326	327	-29.22	-19.06	0.31
127	N. Kingston Ave./Molyneux St./Kingston Ave.	From E. Dunn St. to N. Gateway Ave. (SR-1)	1482	1266	1273	871	-41.23	-31.20	-31.58
128	Carlock Ave.	From S. Roane St. (SR-61) to Ruritan Rd. (SR-29)	1658	1628	1282	1381	-16.71	-15.17	7.72
129	Cumberland St.	From Emory Dr. to Walden Ave.	232	245	208	182	-21.55	-25.71	-12.50
130	Cumberland St.	From Walden Ave. to Georgia Ave.	587	439	323	250	-57.41	-43.05	-22.60
131	Crescent Ave.	From S. Roane St. (SR-29) to Margrave Dr.	571	624	572	1883	229.77	201.76	229.20
132	Hickory Ave.	From S. Roane St. (SR-29) to Roane St.	3391	3233	2905	3887	14.63	20.23	33.80
133	SR-72 (SR-72)	From Loudon/Roane County Border to State Hwy. 58 (SR-58)	1487	1620	1548	1449	-2.56	-10.56	-6.40
134	Joiner Hollow Rd.	From Caney Creek Rd. to Post Oak Valley Rd.	391	382	378	348	-11.00	-8.90	-7.94
135	E. Race St./US-70 (SR-1)	From Lawnville Rd. to Gallaher Rd. (SR-326)	4941	5087	4228	5780	16.98	13.62	36.71
137	Sugar Grove Valley Rd./Poplar Creek Rd.	From Dickey Valley Rd. to Blair Rd. (SR-327)	930	1016	956	1045	12.37	2.85	9.31
138	Old Harriman Hwy.	From Blair Rd. (SR-327) to Ollis Rd.	742	694	754	718	-3.23	3.46	-4.77
140	Emory Rd.	From S. Roane St. (SR-29) to Pansy Hill Dr.	1633	1209	1304	1107	-32.21	-8.44	-15.11
141	Carter Ave.	From S. Roane St. (SR-29) to Margrave Dr.	2987	3104	3180	2640	-11.62	-14.95	-16.98
143	Georgia Ave.	From S. Roane St. (SR-29) to Cumberland St.	852	678	737	967	13.50	42.63	31.21
144	Emory Dr.	From Cumberland St. to S. Roane St. (SR-29)	3324	3102	2483	1540	-53.67	-50.35	-37.98
145	Oakdale Rd. (SR-328)	From Margrave Dr. to Roane/Morgan County Border	2053	2348	2199	2070	0.83	-11.84	-5.87
146	W. Rathburn St./E. Rathburn St.	From S. Chamberlain Ave. to S. Kingston Ave.	3042	3351	2862	3884	27.68	15.91	35.71
147	W. Rockwood St.	From S. Wilder Ave. to S. Gateway Ave. (SR-1) and N. Gateway Ave. (SR-1)	3433	3013	2361	2654	-22.69	-11.92	12.41
148	S. Chamberlain Ave.	From W. Rockwood St. to S. Chamberlain Ave.	1169	1216	878	701	-40.03	-42.35	-20.16
149	Clymerville Rd./S. Wilder Ave.	From W. Wheeler St. to Clymersville Rd.	1152	1272	721	1013	-12.07	-20.36	40.50
150	W. Wheeler St./C.W. Pemberton Way	From S. Wilder Ave. to W. Rockwood St.	278	421	200	213	-23.38	-49.41	6.50
151	W. Strang St.	From N. Gateway Ave. (SR-1) to Furnace Ave.	1526	1599	1605	1263	-17.23	-21.01	-21.31
152	W. Wheeler St.	From N. Gateway Ave. (SR-1) to S. Wilder Ave.	2046	1925	1411	1611	-21.26	-16.31	14.17
153	E. Strang St./W. Strang St.	From N. Kingston St. to N. Wilder Ave. and S. Wilder Ave.	2229	2087	1828	1550	-30.46	-25.73	-15.21
157	Nelson St.	From Pumphouse Rd. to S. Gatewave Ave. (SR-1)	3475	3079	2178	2594	-25.35	-15.75	19.10
158	I-40	From Airport Rd. (SR-299) to US-Hwy. 27 (SR-61)	28393	33011	30799	33836	19.17	2.50	9.86

Roane County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
159	Gordon Hollow Rd.	From River Rd. (SR-34) to State Hwy. 58 (SR-58)		277	309	290		4.69	-6.15
161	Sugar Grove Valley Rd.	From Poplar Creek Rd. to Dyllis Rd.		674	562	530		-21.36	-5.69
163	Tub Sprigns Rd./Emory Heights Rd.	From Swan Pond Rd. to Swan Pond Circle Rd.		1880	1630	1284		-31.70	-21.23
164	Walker St./Delaney Ln.	From S. Roane St. (SR-29) to Pansy Hill Dr.		284	235	146		-48.59	-37.87
165	Morgan Ave./Devonia St.	From S. Roane St. (SR-29) to Crescent Ave.		1561	1504	1002		-35.81	-33.38
166	Roane St.	From Webster Rd. to S. Roane St. (SR-29)		1086	742	737		-32.14	-0.67
168	Siluria St.	From Crescent Ave. to Oakdale Rd. (SR-328)		435	325	303		-30.34	-6.77
169	Webster Rd.	From Roane St. to S. Roane St. (SR-29)		511	373	379		-25.83	1.61
170	Pansy Hill Dr./Swan Pond Rd.	From Emory Dr. to Tub Springs Rd.		5746	4037	5487		-4.51	35.92
171	E. Rockwood St./N. Douglas Ave./Winchester St.	From S. Kingston Ave. and N. Kingston Ave. to N. Kingston Ave.		85	71	229		169.41	222.54
172	Tedder Ln.	From Black Hollow Rd. to US-Hwy. 27 (SR-61)		295	428	112		-62.03	-73.83
173	Clymersville Rd.	From S. Chamberlain Ave. to turn of Clymerville Rd.		234	134	121		-48.29	-9.70
179	Dogtown Rd.	From SR-72 to Ponders Gap Rd.		928	794	957		3.13	20.53
180	Abel Valley Rd.	From Winton Chapel Rd. to Burke Mill Rd.		1304	1052	996		-23.62	-5.32
183	Morgan Ave.	From Emory Dr. to Sewanee St.		326	283	156		-52.15	-44.88
184	Lawnville Rd.	From E. Race St. (SR-1) to Ladd-Wright Rd.		729	602	804		10.29	33.55
185	I-40	Between two parts of W. Buttermilk Rd.				45248			
186	N. Front Ave.	From Bates St. to Tedder Ln.				1051			
990	State Hwy. 58 (SR-58)	From SR-72 to River Rd. (SR-304)			4730	6070			28.33

Sevier County

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
1	Douglas Dam Rd. (SR-139)	From Asheville Hwy. (SR-9) to Kodak Rd.	1901	2093	1947	2265	19.15	8.22	16.33
3	W. Dumplin Valley Rd.	From Douglas Dam Rd. (SR-139) to Hwy. 66 Winfield Dunn Pkwy. (SR-66)	1680	2423	2452	2557	52.20	5.53	4.28
4	Douglas Dam Rd. (SR-139)	From Hwy. 66 (SR-139) to Hwy. 66 Winfield Dunn Pkwy. (SR-66)	4460	4851	5372	5343	19.80	10.14	-0.54
16	W. New Era Rd./River divide Rd.	From Hardin Ln. to Whites School Rd.	1740	2394	2906	4853	178.91	102.72	67.00
17	New Era Rd.	From Parkway (SR-71) to Hardin Ln.	1069	1858	2182	2513	135.08	35.25	15.17
18	Parkway (SR-71)	From Park Rd. to Forks on the River Pkwy. (SR-71)	38810	38391	34276	45692	17.73	19.02	33.31
19	W. Main St. (SR-35)/Chapman Hwy. (SR-35)	From Whites School Rd. to Forks of the River Pkwy. (SR-71)	15499	15537	15761	16297	5.15	4.89	3.40
20	Old Knoxville Hwy.	From W.Main St. (SR-35) to Gist Creek Rd.	3604	4662	4085	6997	94.15	50.09	71.29
21	Hwy. 66 Winfield Dunn Pkwy. (SR-66)	From W. Main St. (SR-35) to Boyds Creek Hwy. (SR-338)	33959	29404	34309	45972	35.38	56.35	33.99
22	Allensville Rd.	From Hwy. 66 Winfield Dunn Pkwy. (SR-66) to Cold Springs Rd.	3961	4765	4691	5295	33.68	11.12	12.88
23	Robert Henderson Rd.	From Dolly Parton Pkwy.(SR-35) to Newport Hwy. (SR-35)	722	797	891	1184	63.99	48.56	32.88
24	Middle Creek Rd./Eastgate Rd.	From Park Rd. to Dolly Parton Pkwy. (SR-35)	7880	6984	6510	6963	-11.64	-0.30	6.96
25	Middle Creek Rd.	From Ernest McMahan Rd. to Veterans Blvd. (SR-449)	14435	17581	12993	22075	52.93	25.56	69.90
27	Old Newport Hwy. (SR-416)/Pittman Center Rd. (SR-416)	Form Jayell Rd. to Dolly Parton Pkwy. (SR-35)	6418	9044	8223	11658	81.65	28.90	41.77
28	Jones Cove Rd. (SR-339)	From Old Newport Rd. to Wilhite Rd.	2778	3237	2911	3353	20.70	3.58	15.18
32	Newport Hwy. (SR-35)	From Flat Creek Rd. to Jefferson/ Sevier County line	5186	5440	5905	8650	66.80	59.01	46.49
33	Blowing Cave Rd.	From Newport Hwy. (SR-35) to Derrick Rd.	1070	788	951	1014	-5.23	28.68	6.62
34	Jones Cove Rd. (SR-339)	From Wilhite Rd. to Bogard Rd.	1288	1703	1657	2045	58.77	20.08	23.42
36	Puttman Pkey.	From Pittman Center Rd. (SR-416) to Cocke/ Sevier County border	6755	6752	6046	9073	34.32	34.38	50.07
37	Puttman Center Rd. (SR-416)	From Pittman Pkwy. (SR-73) to Richardson Cove Rd.	779	825	863	671	-13.86	-18.67	-22.25
38	Bird Creek Rd. (SR-454)	From Pittman Center Rd. (SR-416) to Bohanah Hollow Rd.	3479	4583	4848	7665	120.32	67.25	58.11
39	Puttman Center Rd. (SR-416)	From Richardson Cove Rd. to Bird Creek Rd. (SR-454)	3501	3340	3395	4014	14.65	20.18	18.23
40	Upper Middle Creek Rd.	From Oldham Creek Rd. to Bird Creek Rd. (SR-454)	3325	3972	3789	4654	39.97	17.17	22.83
41	Upper Middle Creek Rd./Dollywood Ln.	from Veterans Blvd. (SR-449) to Oldham Ceek Rd.	5250	7217	8590	8840	68.38	22.49	2.91
42	Veterans Blvd. (SR-449)/Dollywood Ln. (SR-449)	From Parkway (SR-71) to Jayell Rd.	9991	13035	19976	26610	166.34	104.14	33.21
43	Ridge Rd.	From Teaster Ln. to E. Ridge Rd.	2267	2874	1972	2702	19.19	-5.98	37.02
44	Parkway (SR-71)	From Dollywood Ln. (SR-449) to Wears Valley Rd. (SR-73)	58438	44885	43207	50336	-13.86	12.14	16.50
45	Wears Valley Rd. (SR-73)	From Waldens Creek Rd. to Parkway (SR-71)	18399	17372	20011	29153	58.45	67.82	45.68
46	Wears Valley Rd. (SR-73)	From Valleyview Rd. to Waldens Creek Rd.	6915	6981	8289	12138	75.53	73.87	46.44
47	Waldens Creek Rd.	From Wears Valley Rd. (SR-73) to N. Clear Fork Rd.	1410	1604	3493	5229	270.85	226.00	49.70
48	Wears Valley Rd. (SR-73)	From Happy Hollow Rd. to Valleyview Rd.	5092	4997	6039	8819	73.19	76.49	46.03
55	US-321 East Pkwy. (SR-73)	From Parkway (SR-71) to Glades Rd.	14219	14333	14847	16994	19.52	18.57	14.46
56	Glades Rd.	From US-321 East Pkwy. (SR-73) to Buckhorn Rd. (SR-454)	4677	4690	4804	5558	18.84	18.51	15.70
57	Dolly Parton Pkwy. (SR-35)/E. Main St. (SR-35)	From Parkway to Middle Creek Rd.	30205	33796	38913	39710	31.47	17.50	2.05
58	Parkway	From E. Main St. (SR-35) to Forks of the River Pkwy. (SR-71)	10061	10825	11828	13071	29.92	20.75	10.51
59	E.Main St. (SR-35)	From Forks of the River Pkwy. (SR-71) to North Parkway (SR-71)	24020	24956	18866	20676	-13.92	-17.15	9.59
61	Hwy. 66 Winfield Dunn Pkwy. (SR-66)	From Boyds Creek Hwy. (SR-338) to Douglas Dam Rd. (SR-139)	29457	25745	31649	40362	37.02	56.78	27.53
66	Pittman Pkwy. (SR-73)/US-321 Wast Pkwy. 9SR-73)	From Glades Rd. to Pittman Center Rd. (SR-416)	9215	10615	9154	12878	39.75	21.32	40.68
68	Hwy. 411/US-441 (SR-71)	From Old SR-73 to North Carolina/ Tennessee State border	6940	5597	5724	7262	4.64	29.75	26.87

Sevier County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
71	Hwy. 66 Winfield Dunn Pkwy. (SR-66)	From Douglas Dam Rd. (SR-139) to I-40	25753	23295	28966	36107	40.21	55.00	24.65
72	Newport Hwy. (SR-35)	From Walnut Grove Rd. to S. Flat Creek Rd.	8195	6898	8776	13512	64.88	95.88	53.97
74	Newport Hwy. (SR-35)	From Long Springs rd. (SR	10657	8621	11373	16064	50.74	86.34	41.25
75	Dolly Parton Pkwy. (SR-35)	From Industrial Park Rd. to Old Newport Hwy. (SR-416)	18893	21902	24485	29537	56.34	34.86	20.63
78	Forks of the River Pkwy. (SR-71)	From Parkway to E. Main St. (SR-35)	28020	25787	21591	27891	-0.46	8.16	29.18
79	Jayell Rd.	From Pittman Center Rd. (SR-416) to Veterans Blvd. (SR-449)	1886	3175	3700	3886	106.04	22.39	5.03
80	Ernest McMahan Rd.	From Old Newport Hwy. (SR-416) to Middle Creek Rd.	1665	2916	3418	4989	199.64	71.09	45.96
81	Flat Creek Rd./S. Flat Creek Rd.	From Old Newport Hwy. to Jefferson/ Sevier County border	1910	2222	2226	2594	35.81	16.74	16.53
82	Douglas Dam Rd. (SR-338)	From Hwy.66 Winfield Dunn Pkwy. (SR-66) to Douglas Dam Rd. (SR-139)	4355	3059	3179	4958	13.85	62.08	55.96
83	Gists Creek Rd./Zion Hill Rd.	From Chapman Hwy. (SR-35) to Hwy.66 Winfield Dunn Pkwy. (SR-66)	717	572	885	1454	102.79	154.20	64.29
85	Old Newport Hwy. (SR-339)/Long Springs Rd. (SR-339)	From Newport Hwy. (SR-35) to Jones Cove Rd. (SR-339)	5198	7180	6533	7476	43.82	4.12	14.43
86	Old Newport Jwy.	From Jones Cove Rd. (SR-339) to Newport Hwy. (SR-35)	1875	2652	2494	3065	63.47	15.57	22.89
87	Jones Cove Rd. (SR-339)	From Bogard Rd. to Cocke County Line Rd.	1097	1366	1393	1801	64.18	31.84	29.29
88	Boyds Creek Hwy. (SR-338)	From Old Knoxville Hwy. to Hwy. 66 Winfield Dunn Pkwy. (SR-66)	4353	7659	8155	8179	87.89	6.79	0.29
90	Chapman Hwy. (SR-35)	From Wye Dr. to Whites School Rd.	13279	12593	13385	15717	18.36	24.81	17.42
91	Whites School Rd.	From Chapman Hwy. (SR-35)(East) to Chapman Hwy. (SR-35)(West)	1636	2405	2426	2558	56.36	6.36	5.44
92	Allensville Rd.	From Cold Springs Rd. to end of Allensville Rd.	2089	2760	2426	2403	15.03	-12.93	-0.95
93	Bird Creek Rd. (SR-454)	From Glades Rd. to Bohanan Hollow Rd.	2660	3611	4103	6048	127.37	67.49	47.40
94	Cope Land Rd.	From Pittman Pkwy. (SR-73) to Pittman Center Rd. (SR-416)	95	114	35	106	11.58	-7.02	202.86
95	Middle Creek Rd.	From Veterans Blvd. (SR-449) to Ernest McMahan Rd.	8869	12345	13433	21903	146.96	77.42	63.05
96	E. Ridge Rd.	From Veterans Blvd. (SR-449) to Ridge Rd.	2783	4864	2074	2353	-15.45	-51.62	13.45
97	E. Dumplin Valley Rd.	From Winfield Dunn Pkwy. To Jefferson/ Sevier County border	1910	1971	2169	2540	32.98	28.87	17.10
98	Snyder Rd./Winfield Dunn Pkwy.	From I-40 to Snyder Rd. (Mile Marker 1.535)	2200	3255	4342	4359	98.14	33.92	0.39
99	Parkway (SR-71)	From Wears Valley Rd. (SR-73) to Park Rd.	49300	47679	45532	52088	5.66	9.25	14.40
100	Parkway (SR-71)	From US-321 East Pkwy. (SR-73) to Parkway (SR-71)(Mile Marker 16.91)	28812	24325	24785	32297	12.10	32.77	30.31
102	E. Union Valley Rd.	From Ridge Rd. to Eastgate Rd.	9888	10008	7668	7238	-26.80	-27.68	-5.61
103	Veterans Blvd. (SR-449)	From Dolly Parton Pkwy.(SR-35) to Jayell Rd.	8040	10374	14168	25320	214.93	144.07	78.71
104	Pittman Center Rd. (SR-416)	From Bird Creek Rd. (SR-454) to Jayell Rd.	4317	5121	4917	7686	78.04	50.09	56.31
107	Old Knoxville Hwy.	From Boyds Creek Hwy. (SR-138) to Gist Creek Rd.	1928	3782	2450	4539	135.43	20.02	85.27
110	Buckhorn Rd. 9SR-454)	From US-321 East Pkwy. (SR-73) to Glades Rd.	1307	1500	1557	2598	98.78	73.20	66.86
111	Dolly Parton Pkwy (SR-35)	From Middle creek Rd. to Industrial Park Rd.	21815	22885	26513	33744	54.68	47.45	27.27
112	Bogard Rd.	From Jone Cove Rd. (SR-339) to Cocke/ Sevier County border		640	600	741		15.78	23.50
113	Goose Gap Rd.	From Whites School Rd. to Waldens Creek Rd.		2824	3697	4524		60.20	22.37
114	Asheville Hwy (SR-9)	From Speedway Cir. To Douglas Dam Rd.		4523	3970	4187		-7.43	5.47
117	Apple Valley Rd.	From Parkway (SR-71) to New Era Rd.		3849	3731	3259		-15.33	-12.65
118	Park Rd.	From Parkway (SR-71) to Ridge Rd.		5673	4882	3943		-30.50	-19.23
119	high St./Gary Wade Blvd.	From Eastgate Rd. to E. Main St. (SR-35)		3312	3218	2779		-16.09	-13.64
120	Hardin Ln.	From W. Main St. (SR-35) to New Era Rd.		3993	4136	4526		13.35	9.43
121	Prince St./Park Rd.	From Forks of the River Pkwy. (SR-71) to Eastgate Rd.		3616	2901	2513		-30.50	-13.37

Sevier County Cont.

Station Number	Route	Termini	1998 AADT	2003 AADT	2008 AADT	2018 AADT	1998 - 2018 Percent Change	2003 - 2018 Percent Change	2008 - 2018 Percent Change
122	Ridge Rd.	From Park Rd. to E. Ridge Rd.		4058	3483	3418		-15.77	-1.87
123	Lewelling Rd./Cate Rd.	From Parkway (SR-71) to New Era Rd.		1660	1882	2852		71.81	51.54
124	Dolly Parton Pkwy. (SR-35)/Newport Hwy. (SR-35)	From Old Newport Hwy. (SR-416) to Long Springs Rd. (SR-339)		18768	18868	22547		20.14	19.50
125	Teaster Ln.	From E. Wears Valley Rd. to Ridge Rd.		9028	11226	18030		99.71	60.61
126	Teaster Ln.	From Parkway (SR-71) to E. Wears Valley Rd.		4592	5579	10336		125.09	85.27
127	Teaster Ln.	From Ridge Rd. to Veterans Blvd. (SR-449)		8439	10825	17970		112.94	66.00
128	Parkway (SR-71)/Hwy. 411/US-411 (SR-71)	From Old SR-73 to US-321 East Pkwy. (SR-73)		8356	8579	10923		30.72	27.32
129	North Parkway (SR-448)	From E. Main St. (SR-35) to Hwy. 66 Winfield Dunn Pkwy. (SR-66)			23045	31734			37.70
990	Parkway (SR-71)	From Parkway (SR-71) (Mile Marker 16.91) to Dollywood Ln. (SR-449)	41668	38322	38819	48655	16.77	26.96	25.34

Safety Projects in the East Tennessee South RPO

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
111888.00	Sevier	SR-339	From Jones Cove Road to Wilhite Road (Phase 2)	Design	Project Involves: Right-of-Way/Utility Relocation/Signing/ Striping/Roadway Pavement/Roadway Fill Material/Paved Shoulder/Concrete Island.		Let	5.74
112612.00	Sevier	SR-35	Intersection Hattie Branch Road and Patterson Road, LM 21.64	RSA		2014-07-25	Closed	0.01
114002.00	Sevier	New Era Rd.	New Era Road, Intersection at Lewelling Road	RSA	Project involves clearing, earthwork, pavement removal, paving, signing and pavement markings.	2014-08-28	Closed	0.10
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	7.05
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	4.47
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	3.24
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	5.23
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	7.22
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	10.48
115370.00	Monroe	Various Local Roads	Various Local Roads in Monroe County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2015-05-29	Closed	9.10
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	6.80
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	2.06
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	5.32
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	2.53
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	5.10
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	0.62
115370.00	Roane	Various Local Roads	Various Local Roads in Roane County (Local Roads Safety Initiative)	LRSI	Various Safety Improvements	2014-09-30	Construction Complete	2.89
115971.00	Roane	SR-29	(Pine Ridge Road), Intersection at I-40 WB Off-Ramp in Harriman (Ramp Queue Project)	RSA	Project involves: Signalization, pavement markings, pavement removal, paving, signing, landscaping, drainage, earthwork, clearing and grubbing.	2014-05-22	Closed	0.10
116294.00	Monroe	Warren St.	Warren Street, Intersection at Tellico Street South in Madisonville	RSA	Project involves: Signalization, signing, pavement markings, pavement removal, landscaping, and pavement appurtenances.	2014-12-02	Closed	0.01
116295.00	Monroe	Warren St.	Warren Street, Intersection at College Street in Madisonville	RSA	Project involves: Signalization, landscaping, pavement removal, roadway appurtenances, signing, and pavement markings.	2014-12-02	Closed	0.01
116960.00	Cocke	Various Intersections	Region 1 - District #1041	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.11

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PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
116960.00	Cocke	Various Intersections	Region 1 - District #1042	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1043	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.13
116960.00	Cocke	Various Intersections	Region 1 - District #1044	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1045	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1046	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.11
116960.00	Cocke	Various Intersections	Region 1 - District #1047	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1048	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1049	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1050	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1051	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1052	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1053	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1054	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1055	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.12
116960.00	Cocke	Various Intersections	Region 1 - District #1056	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1057	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1058	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
116960.00	Cocke	Various Intersections	Region 1 - District #1059	RSA	Signing, Pavement Markings and Guardrail	2014-07-31	Closed	0.10
117162.00	Cocke	Morrell Springs Rd.	Morrell Springs Road, From Heritage Boulevard to Fox Chase Road (RSAR)	RSA	Repave curve, remove incorrect and damaged signs, restripe, install snow-plowable pavement markers and delineate guardrail in project area.		Closed	0.69
117162.00	Cocke	Morrell Springs Rd.	Morrell Springs Road, From Heritage Boulevard to Fox Chase Road (RSAR)	RSA	Repave curve, remove incorrect and damaged signs, restripe, install snow-plowable pavement markers and delineate guardrail in project area.		Closed	0.69
117246.00	Jefferson	SR-92	Intersection at Dumplin Valley Road (RSAR)	RSA	Project involves: Signalization, signing, and pavement markings.	2014-07-25	Closed	0.01
117307.00	Roane	SR-1	From SR-58 to SR-326 (Gallaher Road)	RSA	Project involves: paving, signing, and pavement markings.	2014-05-21	Closed	1.60
117403.00	Roane	SR-72	From Loudon County Line to SR-58	RSA	Signage, install snowplowable pavement markers, object markers, delineator posts and replace existing guardrail.	2013-12-06	Closed	7.62
118432.00	Loudon	SR-33	Intersection at SR-95/Old Niles Ferry Road	Spot Safety	Install traffic signal with warning signs and improved pavement and lane markings.	2015-05-28	Closed	0.10

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
118467.00	Monroe	SR-360	From SR-165 to SR-33 (RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	2015-11-13	Construction Complete	22.12
118567.00	Blount, Monroe, Loudon	SR-33	From McMinn/Monroe County Line to Blount/Knox County Line (RSAR)	EPD	Project involves: earthwork, paving, pavement appurtenances, signing, pavement markings, signalization, and guardrail	2018-05-11	Construction Complete	4.07
118567.00	Blount, Monroe, Loudon	SR-33	From McMinn/Monroe County Line to Blount/Knox County Line (RSAR)	EPD	Project involves: earthwork, paving, pavement appurtenances, signing, pavement markings, signalization, and guardrail	2018-05-11	Construction Complete	18.11
118567.00	Blount, Monroe, Loudon	SR-33	From McMinn/Monroe County Line to Blount/Knox County Line (RSAR)	EPD	Project involves: earthwork, paving, pavement appurtenances, signing, pavement markings, signalization, and guardrail	2018-05-11	Construction Complete	18.11
118567.00	Blount, Monroe, Loudon	SR-33	From McMinn/Monroe County Line to Blount/Knox County Line (RSAR)	EPD	Project involves: earthwork, paving, pavement appurtenances, signing, pavement markings, signalization, and guardrail	2018-05-11	Construction Complete	4.07
118772.00	Sevier	SR-449	(Dollywood Lane), Intersection at South River Road in Pigeon Forge (RSAR)	EPD	Signing and Pavement Markings	2017-10-31	Closed	0.01
118806.00	Jefferson	SR-9	Interchange at SR-113 (RSAR)	EPD	Project involves: signing and pavement markings.	2018-10-29	Construction Complete	0.01
118815.00	Jefferson	East Dump-lin Vallet Rd.	East Dumplin Valley Road, From Talbott-Kansas Road to SR-92 In Dandridge (RSAR)	EPD	East Dumplin Valley Road, Talbott-Kansas Road to SR-92 In Dandridge (RSAR)-Signs, Pavement Markings, Guardrail	2016-09-29	Closed	6.07
118820.00	Jefferson	SR-66	From SR-9 to SR-341 (RSAR)	EPD	East Dumplin Valley Road, Talbott-Kansas Road to SR-92 In Dandridge (RSAR)-Signs, Pavement Markings, Guardrail	2016-09-29	Closed	8.16
118826.00	Cocke	SR-32	From Trail Hollow Road to SR-73 (RSAR)	EPD	Signing, Pavement Markings and Guardrail	2017-10-13	Construction Complete	2.98
118827.00	Monroe	Ballplay Rd.	Ballplay Road, From SR-360 to SR-33 (RSA)	LRSI	Signing, Pavement Markings and Guardrail		Let	11.20
119672.00	Sevier	SR-416	Intersection at Ernest McMahan Road, LM 14.22 in Sevierville	Spot Safety	Install a traffic signal at the intersection and geometeric improvements.	2015-06-30	Closed	0.10
119968.00	Sevier	SR-71	From Bon Air Drive to King Branch Road (RSAR)	EPD	Signing and Pavement Markings	2017-10-31	Closed	4.71
120053.00	Cocke	SR-9	(East Broadway), From LM 5.80 to LM 6.30 in Newport	Spot Safety	SR-9 (East Broadway), Intersections with Woodlawn Avenue, McMahan Avenue, Mims Avenue, and Baer Avenue, in Newport - Signalization, ADA Ramps, Crosswalks	2019-01-18	Construction Complete	0.50
120053.00	Cocke	SR-9	(East Broadway), From LM 5.80 to LM 6.30 in Newport	Spot Safety	SR-9 (East Broadway), Intersections with Woodlawn Avenue, McMahan Avenue, Mims Avenue, and Baer Avenue, in Newport - Signalization, ADA Ramps, Crosswalks	2019-01-18	Construction Complete	0.50
120058.00	Monroe	SR-68	Intersections at Happy Hollow Road and Eleazar Road	Spot Safety	It is proposed that one (1) project provide construction of two (2) left -turn lanes at these two (2) intersections on SR-68 as detailed in report.	2016-04-30	Closed	3.10
120113.00	Loudon	SR-72	From Loudon City Limits to Near Roane County Line (RSAR)	EPD	SR-72, Loudon City Limits to Near Roane County Line (RSAR) - Signing, Pavement Marking, and Guardrail	2017-04-05	Closed	4.91
120388.00	Roane	SR-1	Intersection at SR-29(Pine Ridge Road), LM 13.73 in Harriman	Spot Safety	SR-1(US-70), Intersection at SR-29. LM 13.73 in Harriman - Geometric Improvements, Turn Lanes, Signing, Signals		Let	0.10
120412.00	Roane, Cumber-land	Old Rock-wood Rd.	Old Rockwood Road/Black Hollow Road, From SR-299 in Cumberland County to Furnace Avenue in Roane County	EPD	Old Rockwood Road/Black Hollow Road, From SR-299 in Cumberland County to Furnace Avenue in Roane County-(RSA)-Miscellaneous Safety Improvements (Airport Rd in Roane Co)	2018-05-31	Construction Complete	3.10
120412.00	Roane, Cumber-land	Old Rock-wood Rd.	Old Rockwood Road/Black Hollow Road, From SR-299 in Cumberland County to Furnace Avenue in Roane County	EPD	Old Rockwood Road/Black Hollow Road, From SR-299 in Cumberland County to Furnace Avenue in Roane County-(RSA)-Miscellaneous Safety Improvements (Airport Rd in Roane Co)	2018-05-31	Construction Complete	0.19
120810.00	Roane	I-40	From Near MM 341 to Near MM 342 in Roane County	Design	I-40, From Near MM 341 to Near MM 342 in Roane Co- Paving, Signing, (ITS) signalization, and Guardrail.		Construction Complete	0.70