Rural Regional Transportation Plan:

TDOT Department of Transportation

East Tennessee North Rural Planning Organization

Tennessee Department of Transportation

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration (FHWA), the U.S. Department of Transportation (U.S. DOT), under the State Planning and Research Program (SPR Program). The contents of this report do not necessarily reflect the official views or policy of the U.S. DOT. This report was prepared in cooperation with the U.S. DOT, the FHWA, and the Tennessee Department of Transportation (TDOT). Per Title VI policy, TDOT prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance.

Prepared by:

TN TDOT Department of Transportation

With support from:

U.S. Department of Transportation
Federal Highway Administration

THE UNIVERSITY OF TENNESSEE KNOXVILLE
CENTER FOR TRANSPORTATION RESEARCH

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: NRPO Adoption of RRTP

Dear Mr. Ebbert,

Please be advised that the ETDD North Rural Planning Organization Executive Board and Technical Committee adopted the NRPO 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
NRPO Coordinator

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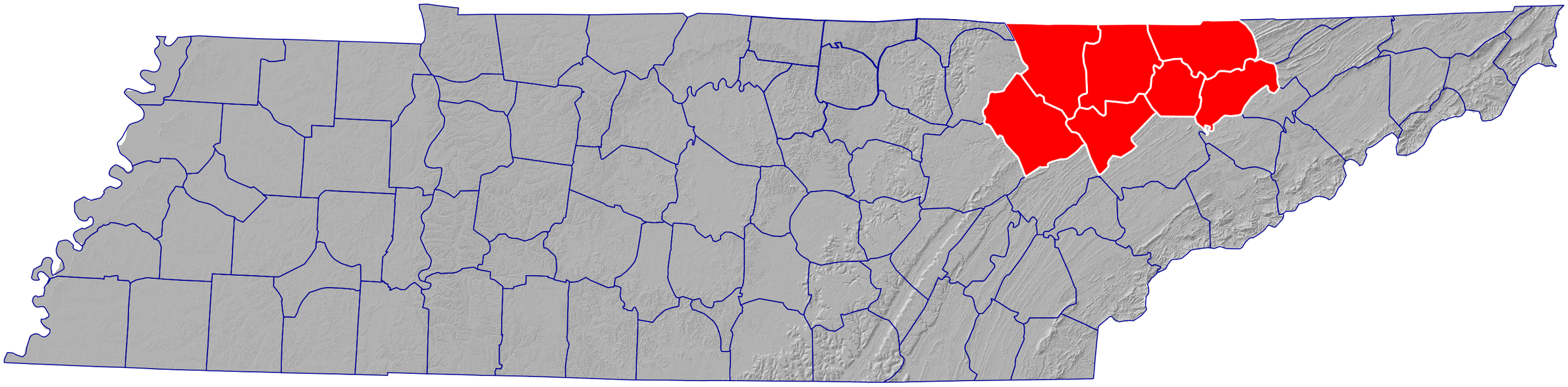

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Executive Summary

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the East Tennessee North 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 North Rural Planning Organization (RPO) and the East Tennessee Development District to develop the East Tennessee 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 Morgan, Scott, Anderson, Campbell, Union, Claiborne, and Grainger 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 East Tennessee North Rural Planning Organization

East Tennessee North RPO is located in the northeastern portion of the state, directly between the Dale Hollow RPO to the west and the First Tennessee RPO to the east. This region is bordered by Kentucky to the North. The RPO's southern border is the Knoxville Transportation Planning Organization. The East Tennessee RPO serves Morgan, Scott, Anderson, Campbell, Union, Claiborne and Grainger counties. The RPO geographically encompasses the Cumberland Plateau and the Appalachian Ridge- and Valley-Range. Rivers located within the RPO include Holston River; Clear Fork; New River; Big South Fork; and the Cumberland River. Norris Dam, the first Tennessee Valley Authority dam, is also located 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 others.

Caryville

The RPO is an organization which:

1. Makes recommendations to the Tennessee Department of Transportation regarding roadway projects to receive state and federal funding for planning, right-of-way acquisition and construction.
2. Assist TDOT in various transportation planning studies.
3. Assist local governments in communications and inquires with TDOT.

The City of Knoxville and Knox County are located generally to the south of the ETNRPO. Knoxville and Knox County influence travel in the ETNRPO as residents of the rural areas commute to Knoxville for employment, shopping, medical and other purposes.

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
- Portions of Anderson County
- Portions of Blount County
- Portions of Loudon County
- Portions of Sevier County

Specifically, the Anderson County jurisdictions within the Knoxville TPO Planning Area include Clinton and Oak Ridge. Because Anderson County is within both the Knoxville TPO's and the East Tennessee North 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 North RPO, Morgan and Scott Counties are currently distressed counties; and Campbell, Union, Claiborne, and Grainger Counties are at-risk for becoming economically distressed. Therefore, ensuring that diverse multimodal options are readily available, particularly to EJ populations, is critical.

Transportation Network Overview

Interstate (I)-75 runs through the northeastern portion of Anderson County, which is located in the southwestern portion of the East Tennessee North RPO. The primary corridors running east to west are State Route (SR)-63 and SR-62; corridors that provide north-south connections include SR-29/US-27; SR-9/US-25W, SR-32/US-25E, SR-1/US-11W and SR-33. There is one public transit agency that serves the East Tennessee North RPO, the East Tennessee Human Resource Agency (ETHRA). There are currently 127 miles of designated bike routes, and 12.14 miles of bike lanes within the RPO. There are 19.9 miles of greenways within the East Tennessee North RPO. There are three airports and three railroad companies. There are no official TDOT-maintained Park and Ride lots within the RPO. Passenger rail is currently not available in the RPO.

Oliver Springs

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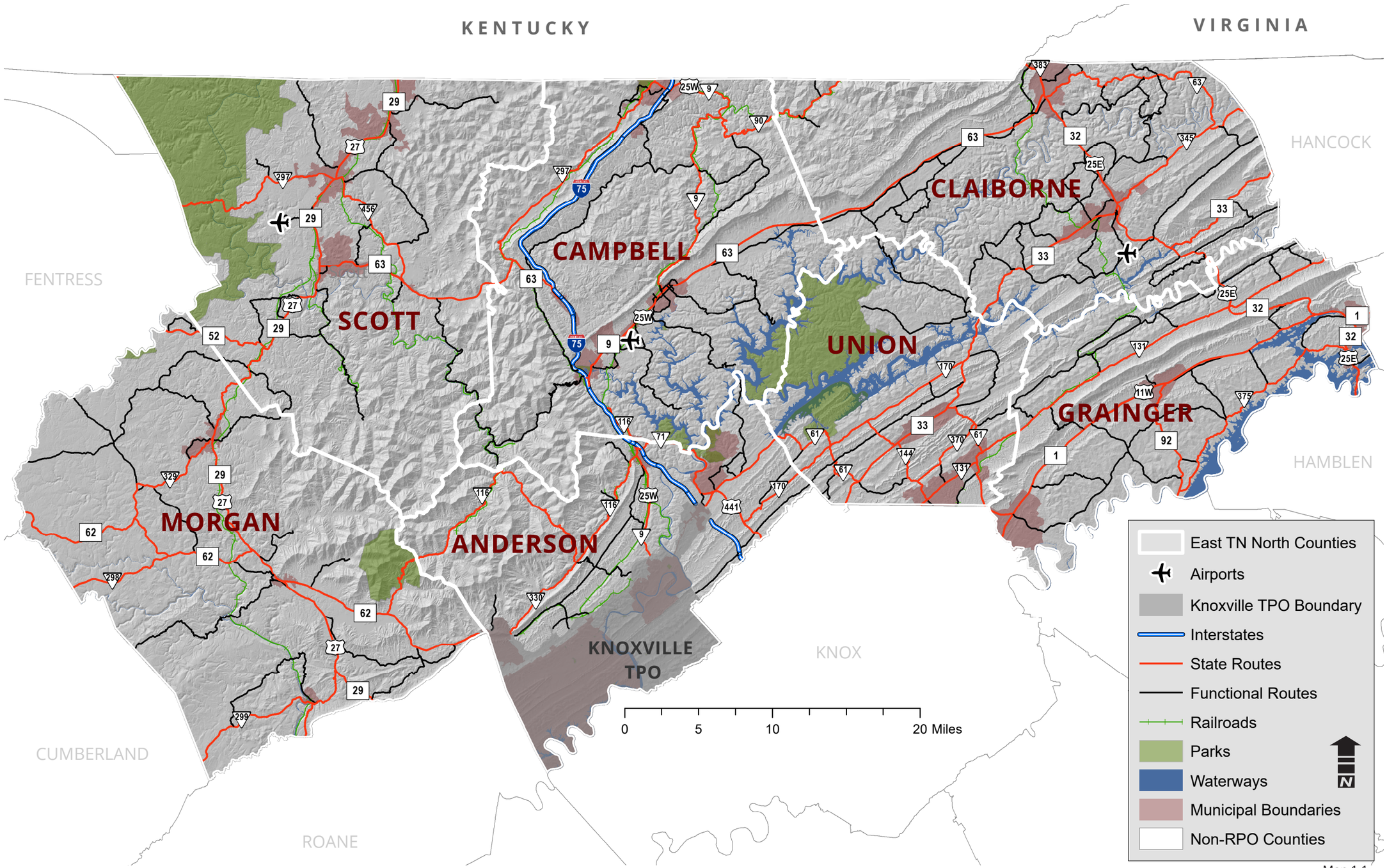
East Tennessee North Rural Planning Organization



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 each county. The goals listed below were the most commonly shared throughout the region. It should be noted that each county had 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 North RPO's regional transportation network.

Maynardville

REGIONAL GOALS

GOAL 1 *Improve safety throughout the region*

GOAL 2 *Provide multimodal options*

GOAL 3 *Address freight traffic along roads that are unable to handle the capacity*

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

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

Figure 1.1

Huntsville

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2 DEMOGRAPHIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the East Tennessee North 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 North RPO is currently 232,931 and is projected to slightly increase to 236,231 by the year 2050. This is a subtle 1.4% change in population. In comparison, the State of Tennessee is expected to grow by 25% by 2050. Anderson, Claiborne, Grainger, and Morgan Counties are expected to see a nine, two, four, and four percent growth in population, respectively, while the remaining three counties in the RPO are anticipated to experience a decline in population size. The counties declining in population are projected to see between 1 and 12 percent decreases in population size, with Campbell County experiencing the sharpest decline.

Age

The largest age group in both the United States and Tennessee is ages 20 to 64 years old. The state and national averages for ages 20 to 64 are both 59 percent. The East Tennessee North RPO is similar to these state and national averages. Morgan County has the highest portion of 20 to 64 year olds, at 62.4 percent, while Campbell County has the least, at 57.2 percent. Campbell County has the largest population over 65 in the RPO, with nearly 20.2 percent of the county's overall population being over 65. In contrast, Scott County has the smallest population over 65, at just under 16.2 percent. Each of the seven counties has relatively comparable under 20 populations, ranging from 21 to 26 percent of the population.

Tomato Festival, Grainger County

Current and Projected County Population

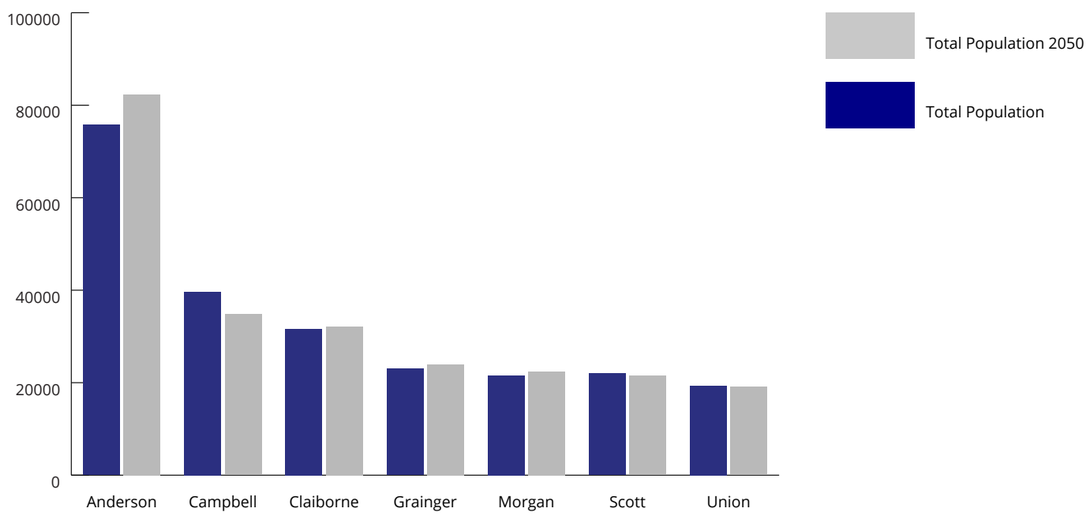

Figure 2.1

Age of Population in Tennessee

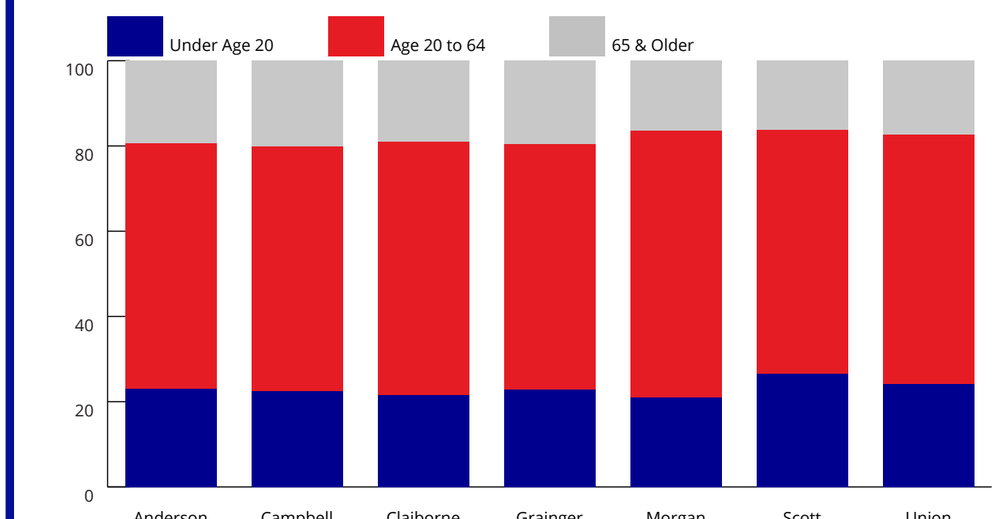

Figure 2.2

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 North RPO is predominately White, with some exceptions. Grainger County has the highest Hispanic population in the RPO, at three percent. Scott County's Hispanic population currently makes up less than one percent of the county's population. Morgan County has the highest African American population, at five percent. Campbell, Grainger, Scott, and Union Counties have African American populations making up less than one percent of each county's total population.

Disability

On average, 15 percent of Tennessee's population is disabled. The counties of the East Tennessee North RPO experience higher disability rates than those of Tennessee as a whole, ranging from 18.9 to nearly 26 percent. Although Scott County proportionally has the smallest elderly population, it experiences the highest disability rate in the RPO. Union and Anderson Counties have the lowest rates at 18.9 percent, among the other counties. All counties within the East Tennessee North RPO exhibited elevated disability rates, when compared against state and national averages.

Grainger County

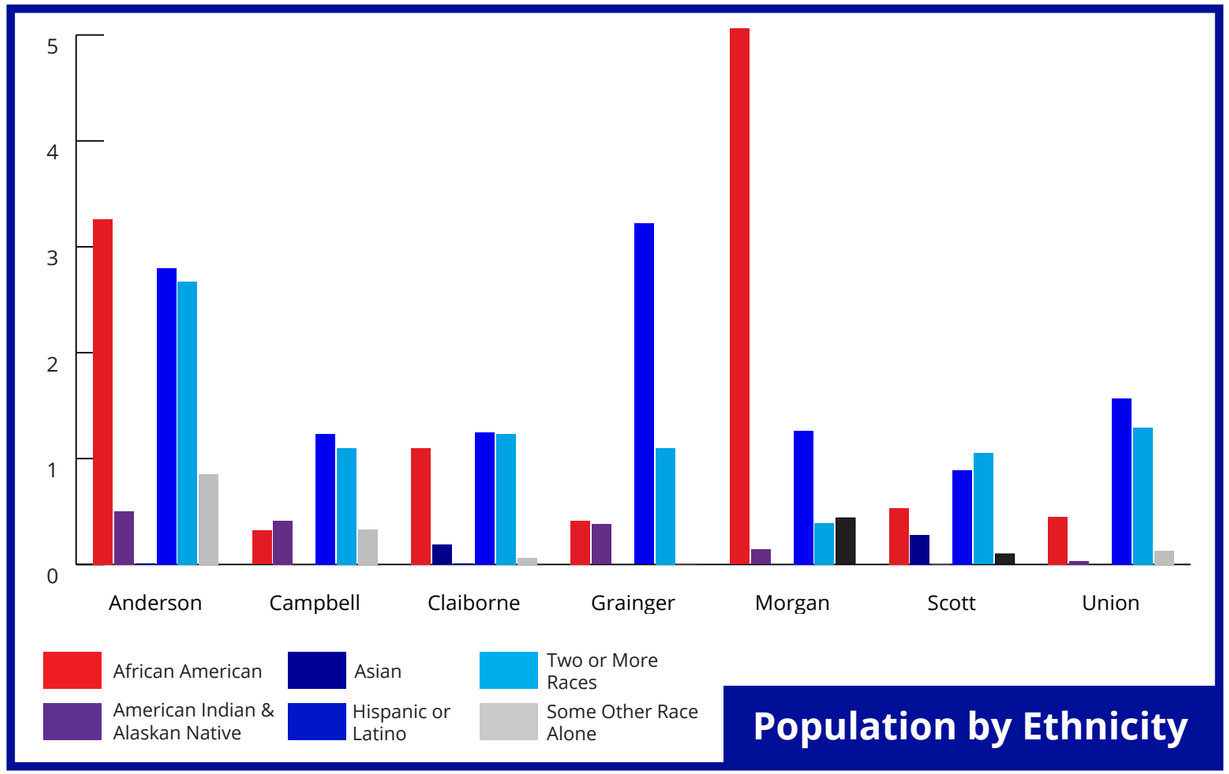

Figure 2.3

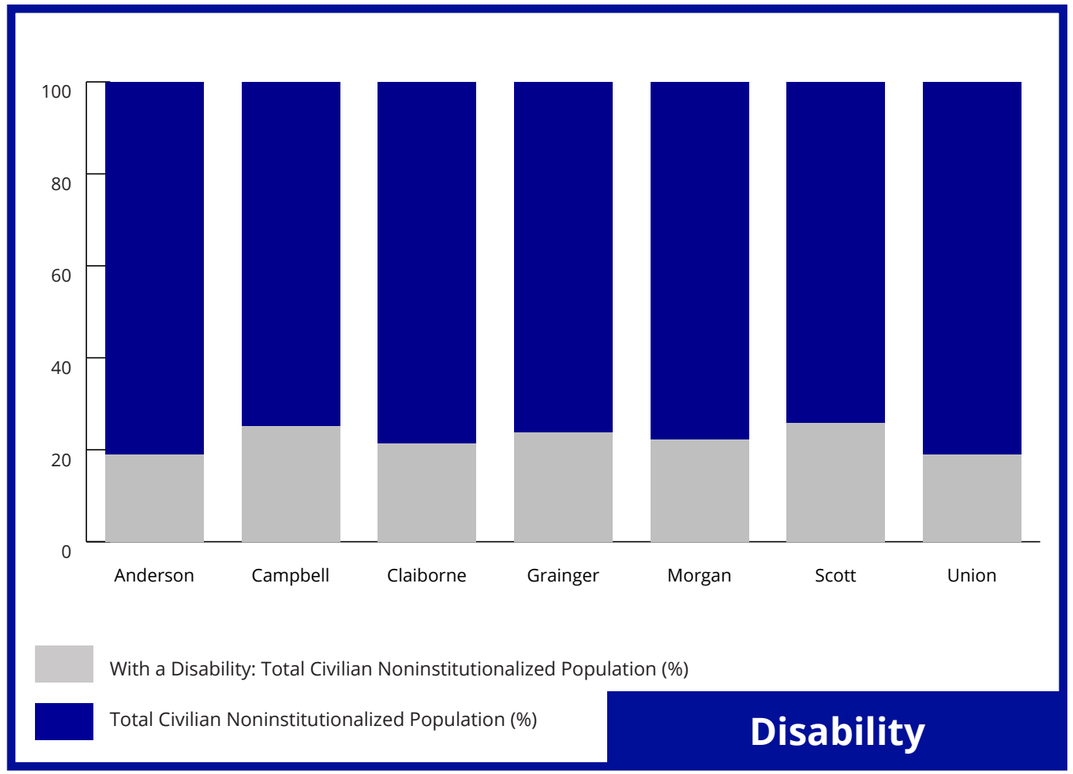

Figure 2.4

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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 significantly higher for each county within the East Tennessee North RPO, as high school graduation rates are between 33.1 and 50.3 percent. Higher education percentages for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, are generally lower in each of these counties when compared to the state and national averages. Anderson County has the highest percentage of individuals with some college, no degree, at 23 percent. Grainger County has the highest percentage of those having obtained Associate's degrees, at eight percent. Anderson County clearly has the highest Bachelor's Degree attainment rate, at nearly 13 percent, as well as the highest Graduate or Professional Degree attainment level, at just over 10 percent.

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

Grainger County

Educational Attainment

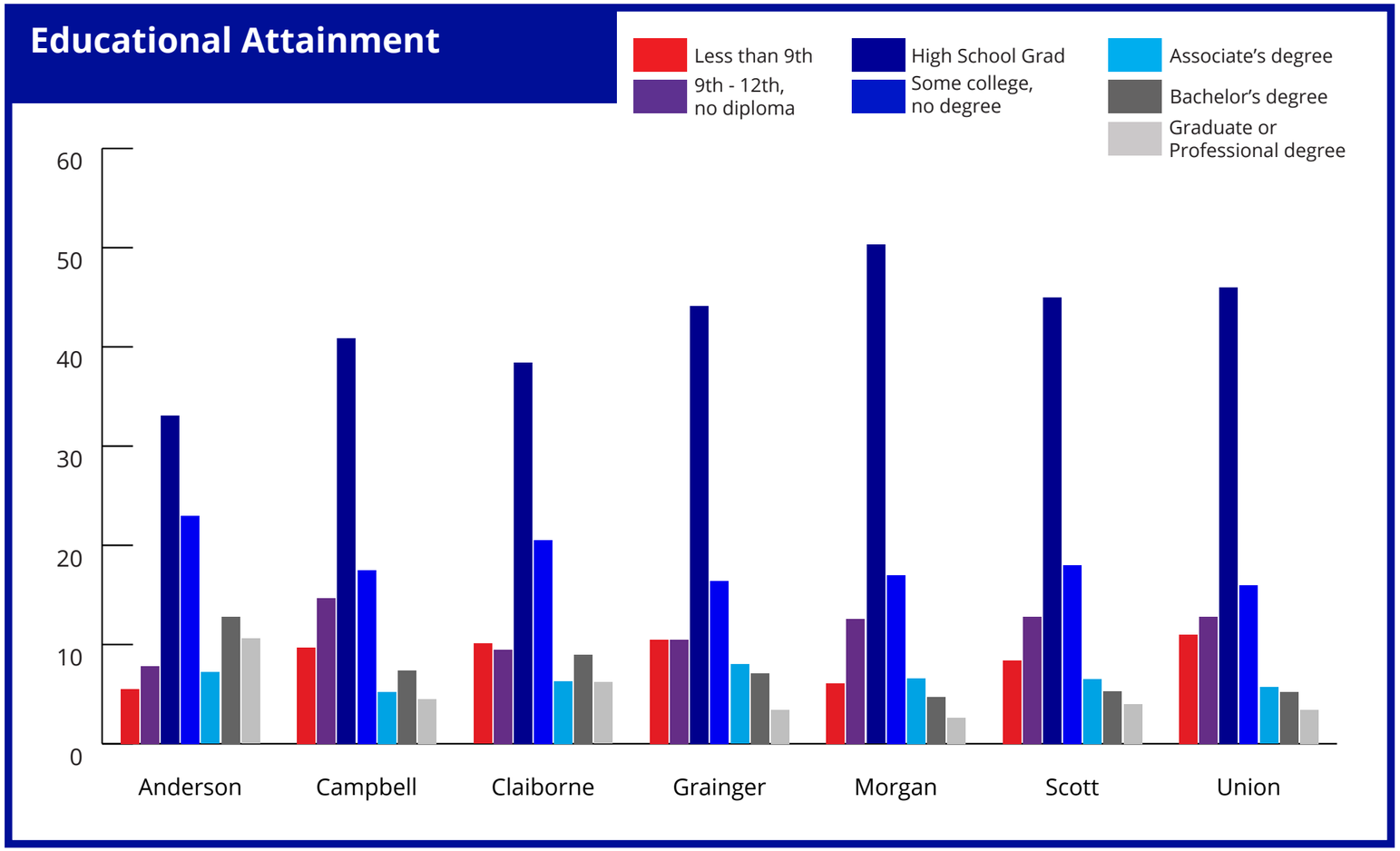


Figure 2.5

Rocky Top

Income

This section of the plan provides an overview of the income distribution within the East Tennessee North 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 North RPO are correlated. Scott and Claiborne Counties have the lowest Household Mean Incomes ($47,174 and $48,836, respectively), and Family Mean Incomes ($55,843 and $59,240, respectively). Anderson County has the highest Household Mean Income at $67,624, and Family Mean Income at $79,983. 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 North RPO's Household Mean Income and Family Mean Income are lower than the state and national averages.

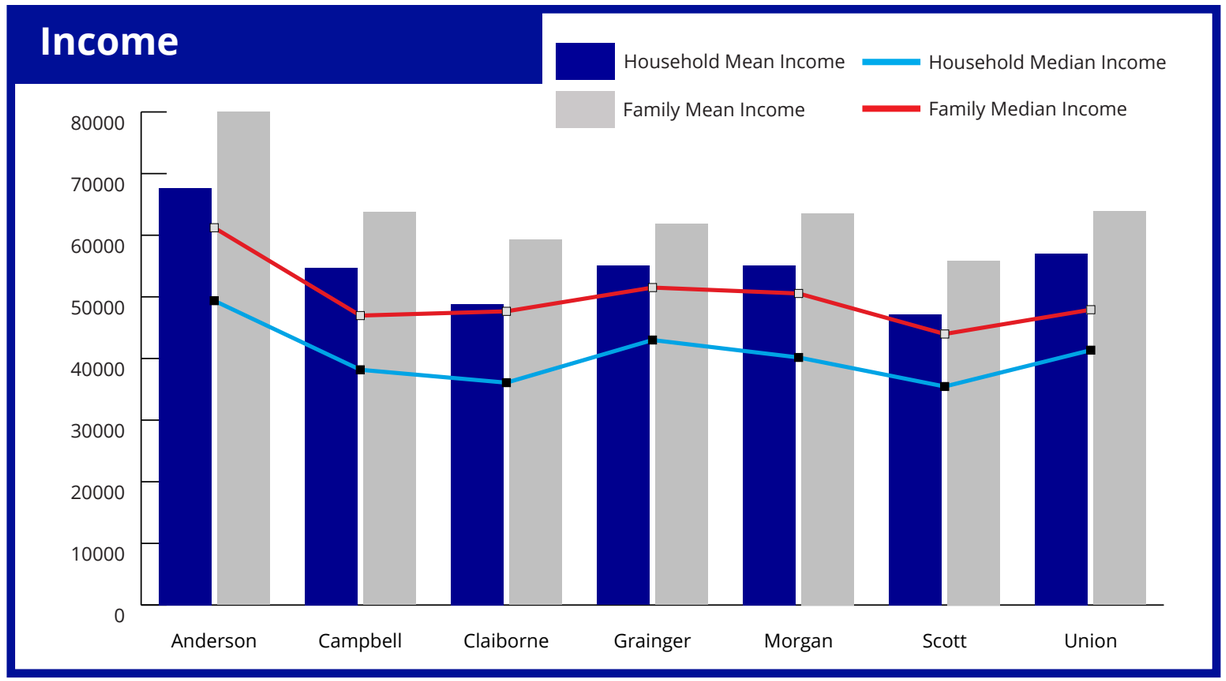


Figure 2.6

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 North 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 22 to over 37 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 North RPO, 16 to 22.5 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 North RPO, these rates are between nine and 16 percent. Claiborne County has the highest population living in poverty, at nearly 24 percent, followed closely by Scott, Morgan, and Union Counties.

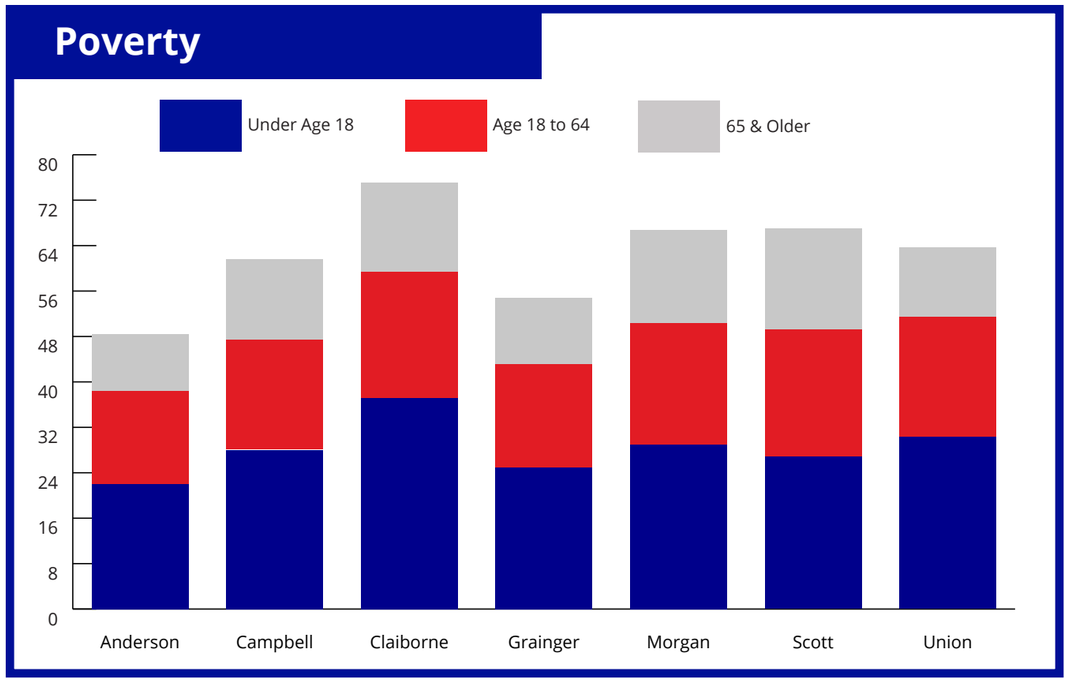


Figure 2.7

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". Unemployment rates for both the State of Tennessee and the United States are just under four percent, as of 2018. All counties within the East Tennessee North RPO experience higher or comparable unemployment rates, when compared to state and national averages. The unemployment rates within the East Tennessee North RPO range from 6.0 to 9.0 percent, with Anderson County having the lowest unemployment rate, and Scott County experiencing the highest.

East TN North Unemployment Status

County	Unemployment Rate
Anderson	6.0%
Campbell	8.6%
Claiborne	8.5%
Grainger	6.5%
Morgan	7.7%
Scott	9.0%
Union	8.6%
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

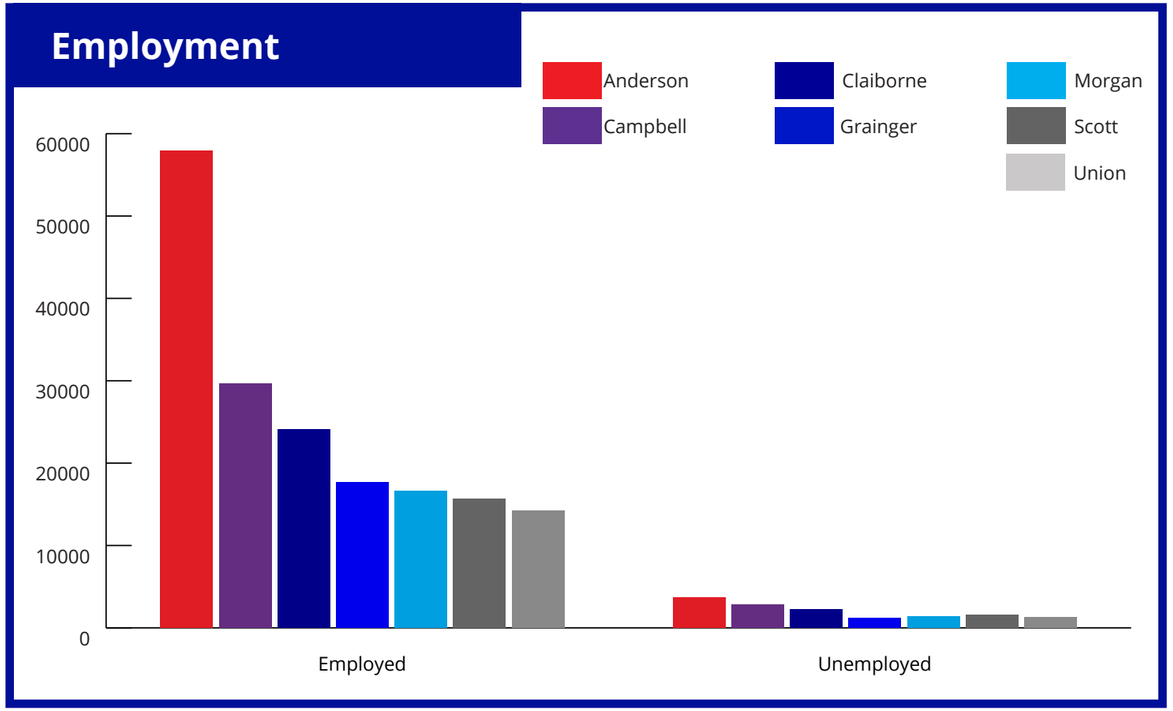


Figure 2.8

Demographic Summary

Demographic trends have implications on the transportation network within a region. Because the RPO's population is projected to remain fairly steady, 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 North 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, the East Tennessee North 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.

Grainger County

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.

Manufacturing has a top industry presence in the East TN North RPO. Five of the seven counties have manufacturing average weekly wages in the top three of all industries in their respective counties. Nearly all counties have Manufacturing location quotients higher than Tennessee's location quotient. In Anderson, Claiborne, Grainger, Scott, and Union counties, the Manufacturing location quotient is two to three times higher than Tennessee's. Four of the counties receive about 40 percent of their total quarterly wages from Manufacturing. Manufacturers typically are large freight movers and they need vital transportation arteries to move their goods in and out of their facilities.

The East TN North RPO also shows a prevalence of Natural Resources and Mining industries. Anderson, Campbell, and Claiborne counties all have a Natural Resources and Mining average weekly wage as one of their top wage-paying industries. The Natural Resources and Mining industry can also be a large user of freight to transport these materials.

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

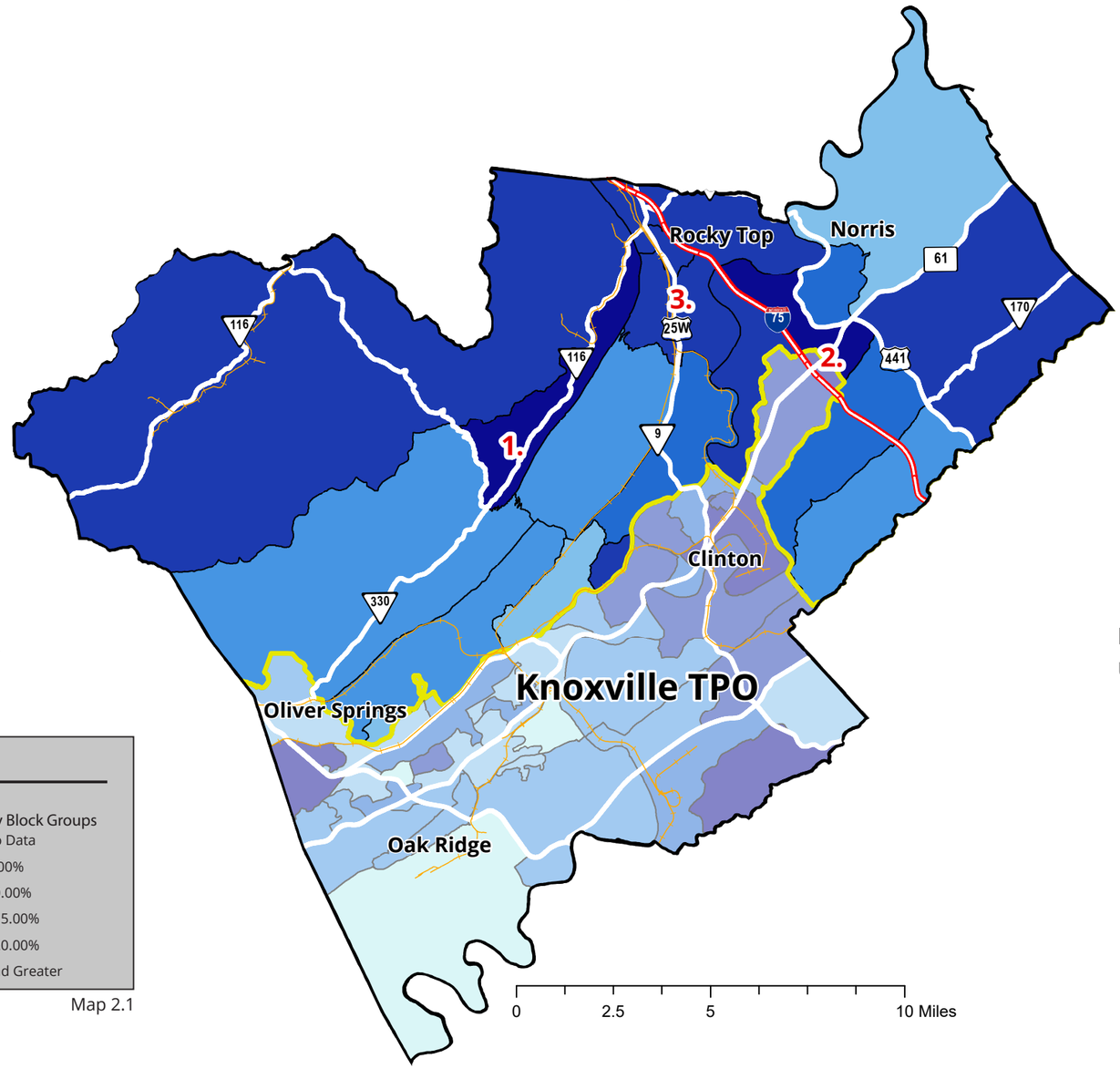
Tazewell

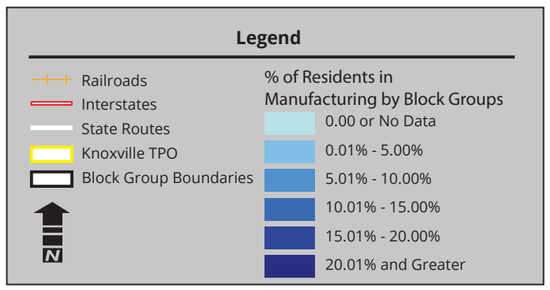
» Aisin Automotive Casting TN (Anderson County)
» Link Belt Bearing (Anderson County)
» Camel Manufacturing Co. (Campbell County)
» Matix Corp. (Campbell County)
» Brooks Furniture Manufacturing Inc. (Claiborne County)
» DeRoyal Industries (Claiborne County)
» Dalton Hydraulic Cylinders (Grainger County)
» Dual-Tech Inc. (Grainger County)
» Heraeus Metal Processing Inc. (Morgan County)
» Pioneer Air Systems, Inc. (Morgan County)
» Armstrong World Industries (Scott County)
» Tennier Industries Inc. (Scott County)
» Carmeuse Lime & Stone (Union County)
» Cooper Container Corp. (Union County)

Anderson County Economic Profile

Top County Employers	
Employer	**Est. Employees**
US Dept. of Energy	13,000
Anderson Co. Board of Education	1,100
SL Tennessee, LLC	1,100
Science Applications International Corp.	1,000
Oak Ridge Associated Universities	1,000
Aisin Automotive Casting Tennessee Inc.	850
Oak Ridge City Schools	850
Eagle Bend Mfg. Inc.	600
Sitel Worldwide Corporation	550
County of Anderson	500

Table 2.2





Map 2.1

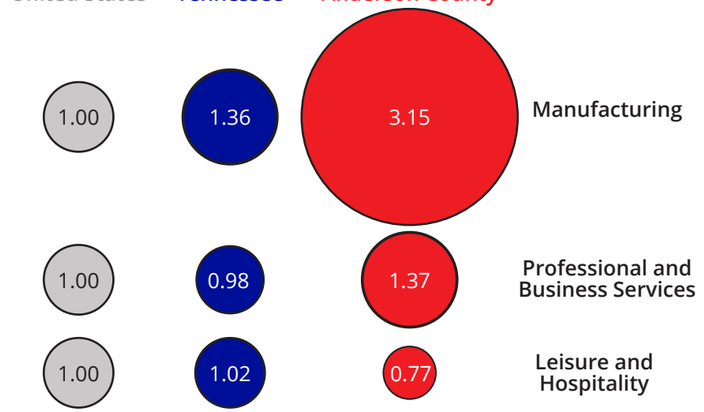
Anderson County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Manufacturing	$1,592
2	Professional and Business Services	$1,403
3	Financial Activities	$1,063
5	Natural Resources and Mining	$1,007
8	Trade, Transportation, and Utilities	$681

Table 2.3

Anderson County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Professional and Business Services	365
2	Trade, Transportation, and Utilities	339
3	Education & Health Services	191
8	Manufacturing	97
10	Natural Resources and Mining	8

Table 2.4

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	43.52%
Professional and Business Services	27.33%

*Total Quarterly Wages

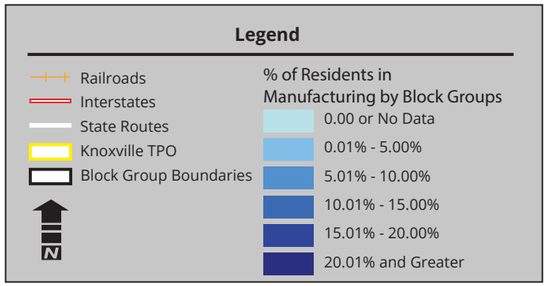
Table 2.5

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	41.20%
2	32.63%
3	31.45%

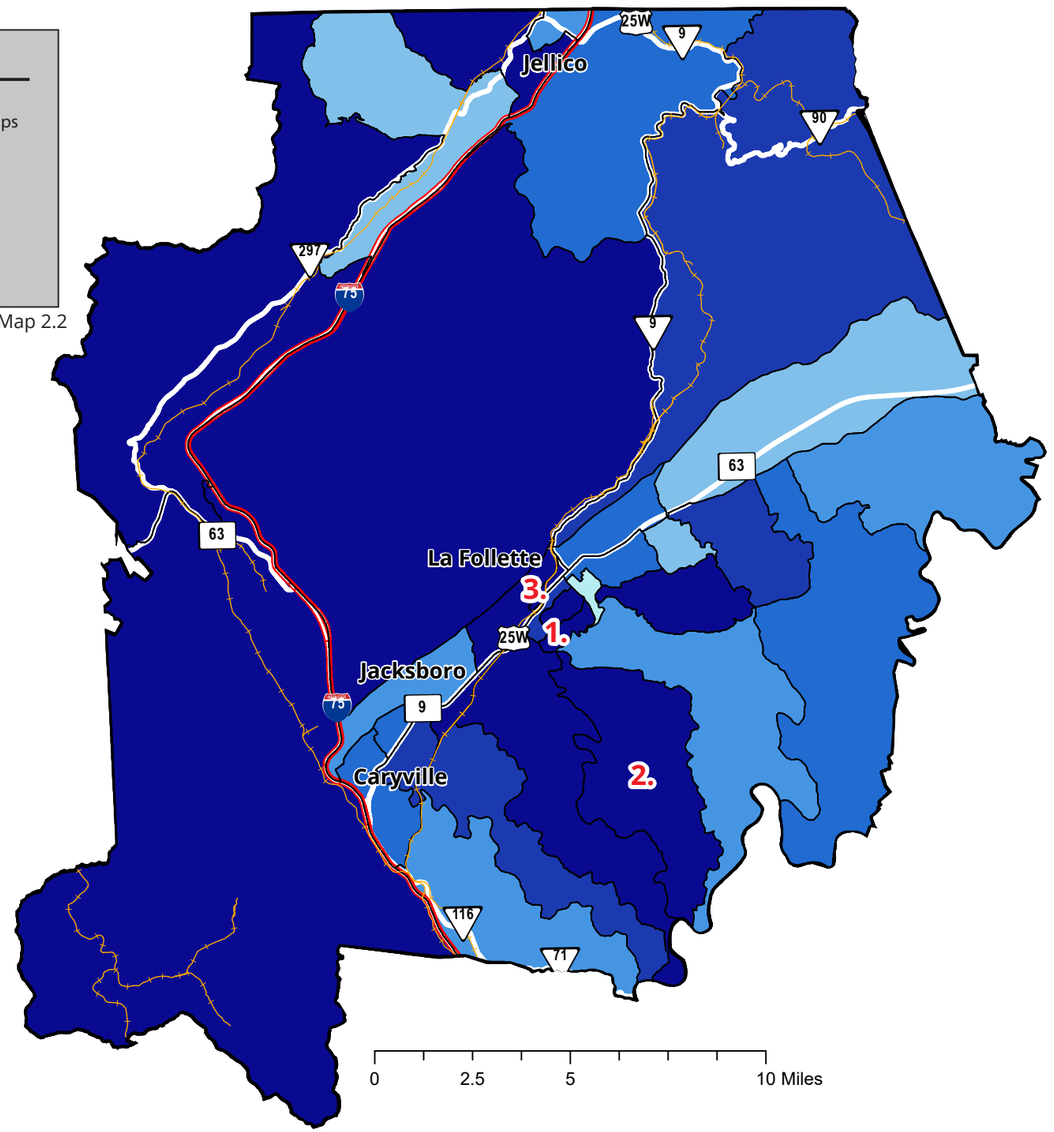
Table 2.6

*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 Anderson 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.

Campbell County Economic Profile



Map 2.2



Top County Employers

Employer	Est. Employees
Campbell County Dept. of Education	800
LaFollette Medical Center	325
Adventist Health System/Sunbelt, Inc.	300
Walmart Inc.	300
Sunbridge Regency-Tennessee, Inc.	180
Lowe's Home Centers, LLC	158
Camel Manufacturing Company, Inc.	150
Campos Foods LLC	150
Beech Tree Manor	100
Dixie Roofing, Inc.	91

Table 2.7

Campbell County Average Weekly Wages

	Industry	Average Weekly Wage
1	Natural Resources and Mining	$1,010
2	Professional and Business Services	$933
3	Manufacturing	$878
4	Construction	$854
8	Trade, Transportation, and Utilities	$526

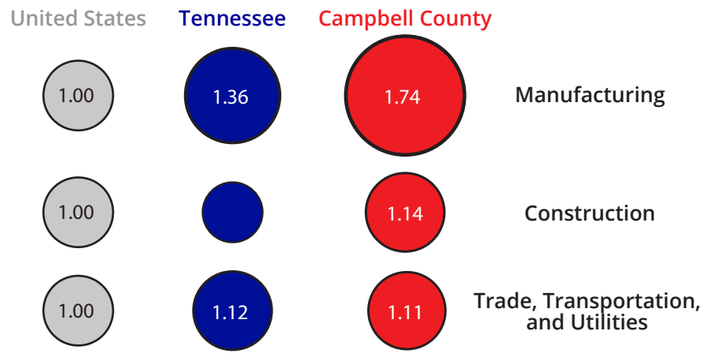
Table 2.8

Campbell County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	177
2	Leisure and Hospitality	77
3	Education and Health Services	67
8	Manufacturing	39
9	Natural Resources and Mining	8

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	25.70%
Education and Health Services	22.93%

*Total Quarterly Wages

Table 2.10

Highest % of Residents Working in Manufacturing

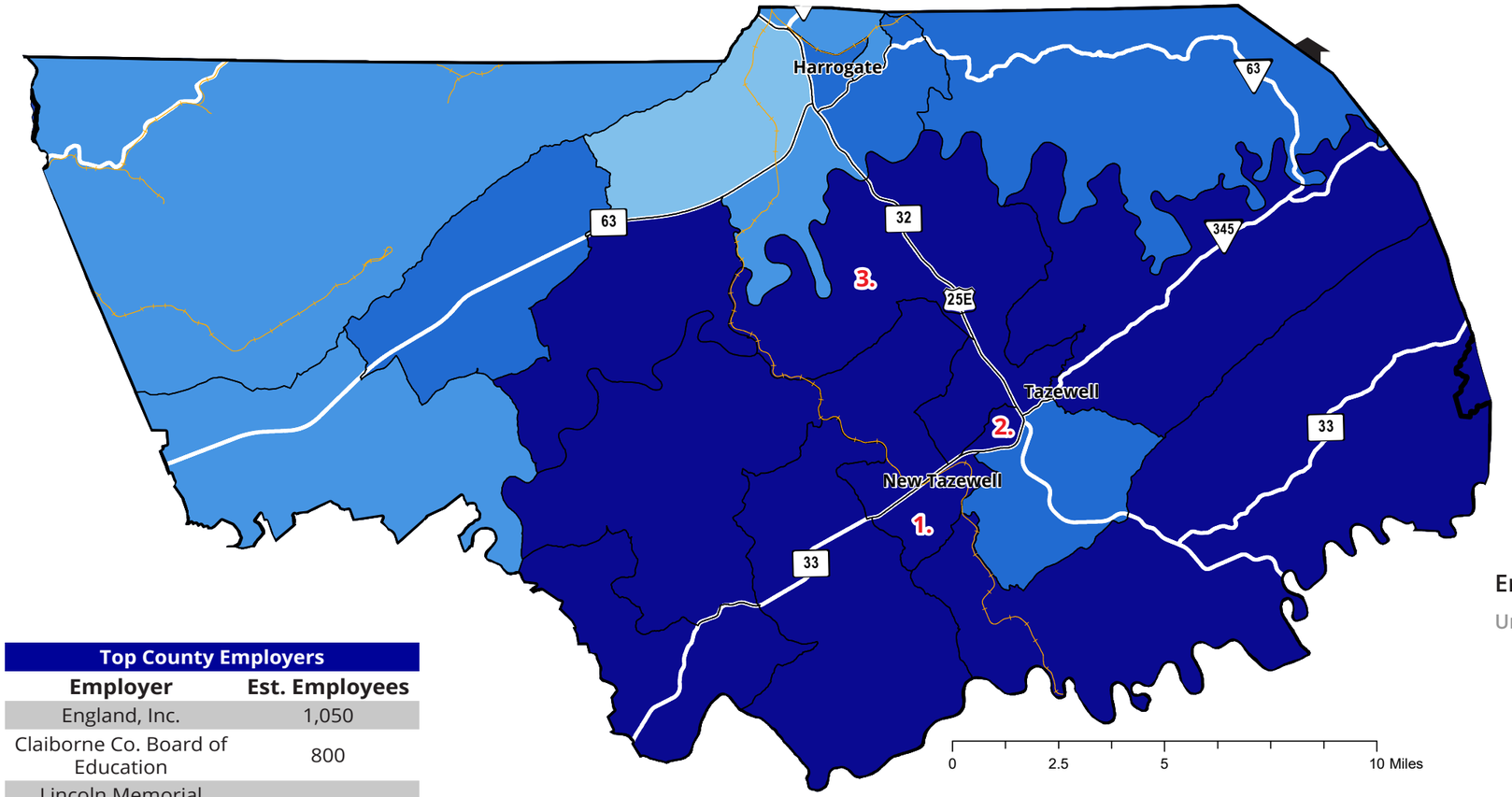
Block Group Rank	% of Residents
1	35.85%
2	31.45%
3	29.12%

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 Campbell 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.

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

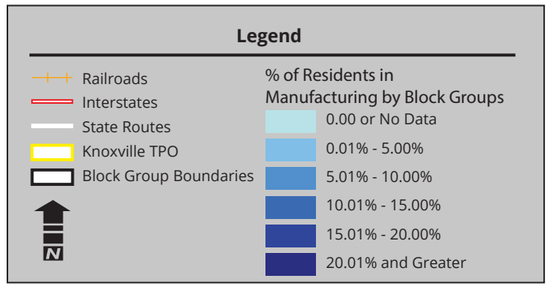
Claiborne County Economic Profile



Top County Employers	
Employer	Est. Employees
England, Inc.	1,050
Claiborne Co. Board of Education	800
Lincoln Memorial University	550
Deroyal Industries, Inc.	500
Tennessee DTR, Inc.	500
Claiborne Medical Center	436
Homesteader, Inc.	185
Walmart Inc.	150
Claiborne County	150
Volunteer Knit	150

Table 2.12

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



Map 2.3

Major Industry	
Industry	% of TQW*
Manufacturing	36.79%
Education and Health Services	26.02%

*Total Quarterly Wages

Table 2.15

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	38.61%
2	29.57%
3	29.41%

Table 2.16

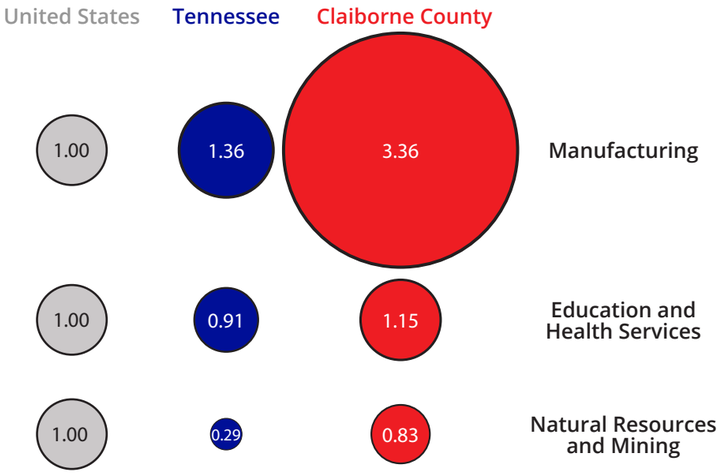
Claiborne County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Unclassified	$1,340
2	Natural Resources and Mining	$1,330
3	Financial Activities	$873
7	Manufacturing	$690
9	Trade, Transportation, and Utilities	$621

Table 2.13

Claiborne County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	134
2	Education and Health Services	47
2	Professional and Business Services	47
8	Manufacturing	28
10	Natural Resources and Mining	9

Table 2.14

Employment Location Quotients (LQ)*



*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 Claiborne 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.

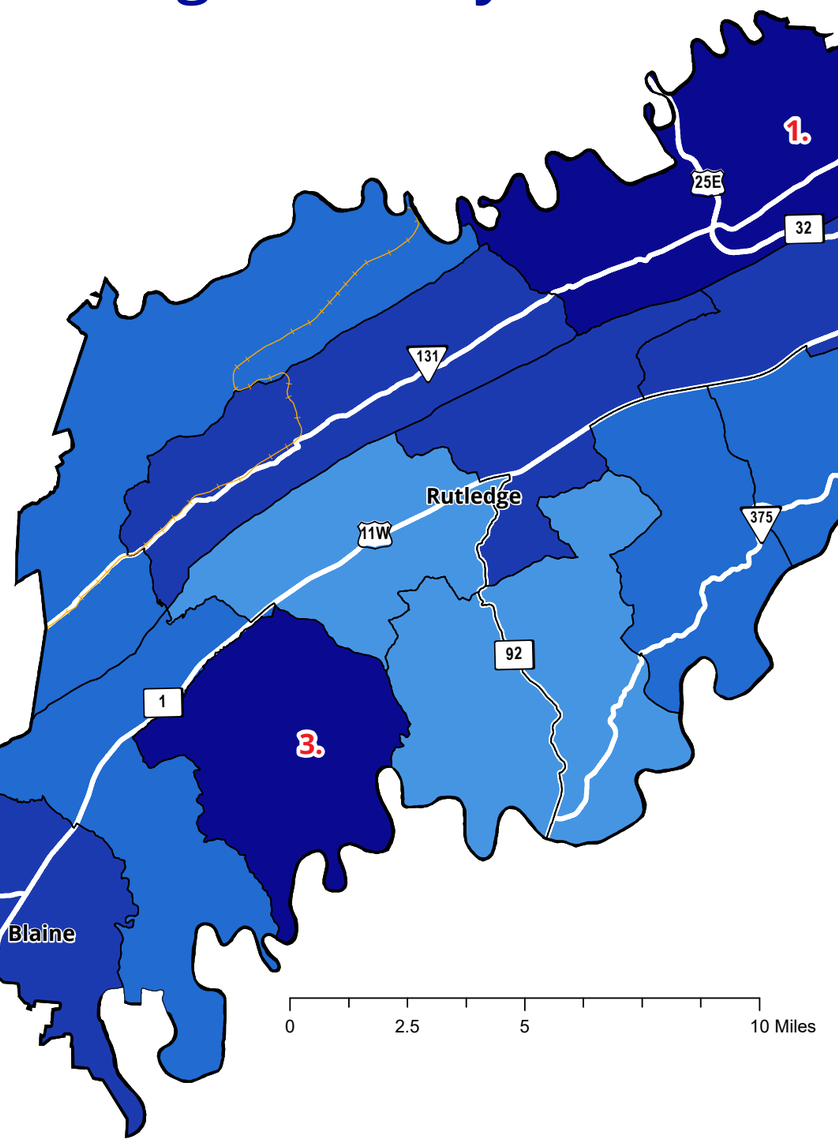
Grainger County Economic Profile

Grainger County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Professional and Business Services	$1,527
2	Manufacturing	$902
3	Information	$797
7	Trade, Transportation, and Utilities	$543
9	Natural Resources and Mining	$312

Table 2.18

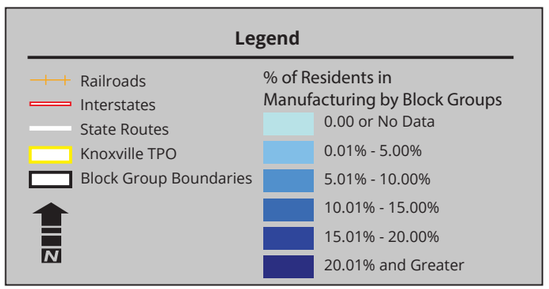
Grainger County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	80
2	Construction	38
3	Professional and Business Services	29
4	Manufacturing	23
7	Natural Resources and Mining	12

Table 2.19

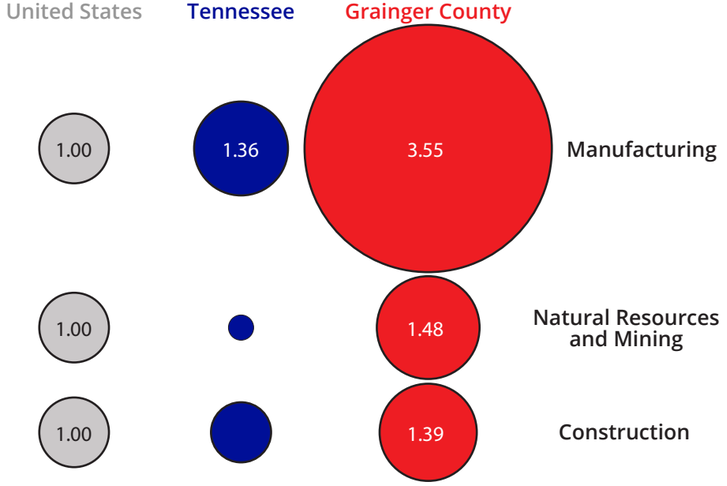


Top County Employers	
Employer	Est. Employees
Grainger County School District	500
Clayton Homes, Inc.	210
Grainger County	200
Sexton Furniture Manufacturing LLC	150
Ridgeview Terrace	130

Table 2.17



Map 2.4



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	49.25%
Trade, Transportation, and Utilities	19.87%

*Total Quarterly Wages

Table 2.20

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	35.79%
2	29.14%
3	22.65%

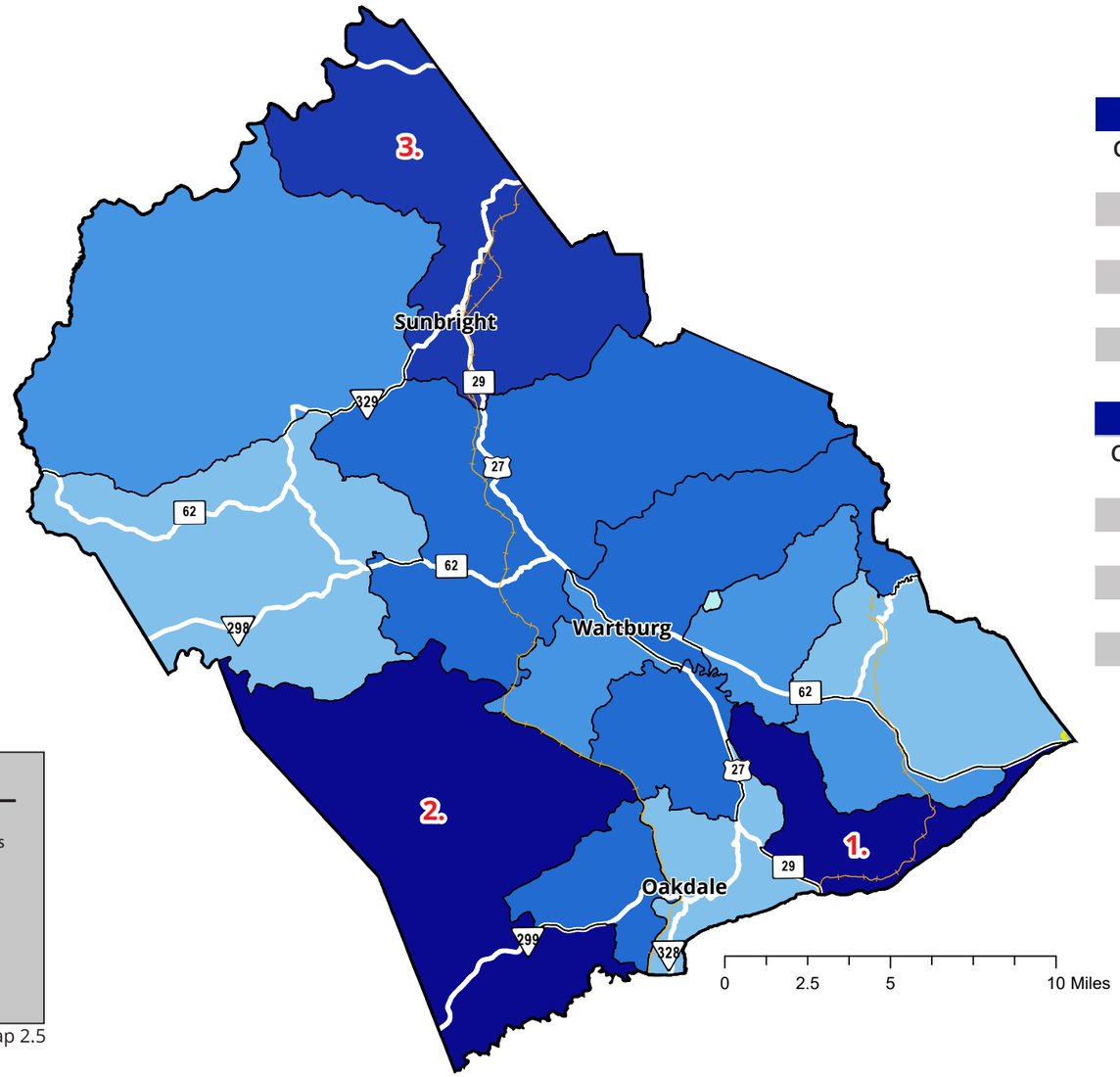
Table 2.21

*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 Grainger 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.

Morgan County Economic Profile

Top County Employers	
Employer	**Est. Employees**
Morgan County School District	419
Tennesee Department of Correction	357
County of Morgan	150
Life Care Centers of America, Inc.	140
Galloway Construction, LLC	52

Table 2.22



Legend

- Railroads
- Interstates
- State Routes
- Knoxville TPO
- 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 2.5

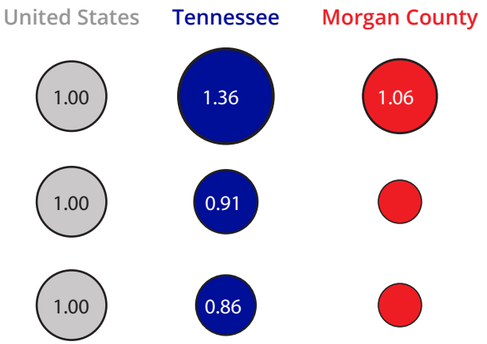
Morgan County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Professional and Business Services	$963
2	Manufacturing	$921
3	Information	$843
7	Natural Resources and Mining	$590
9	Trade, Transportation, and Utilities	$526

Table 2.23

Morgan County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	48
2	Other Services	28
3	Professional and Business Services	19
4	Manufacturing	16
9	Natural Resources and Mining	5

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	25.79%
Professional and Business Services	19.86%

*Total Quarterly Wages

Table 2.25

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	28.23%
2	26.12%
3	17.05%

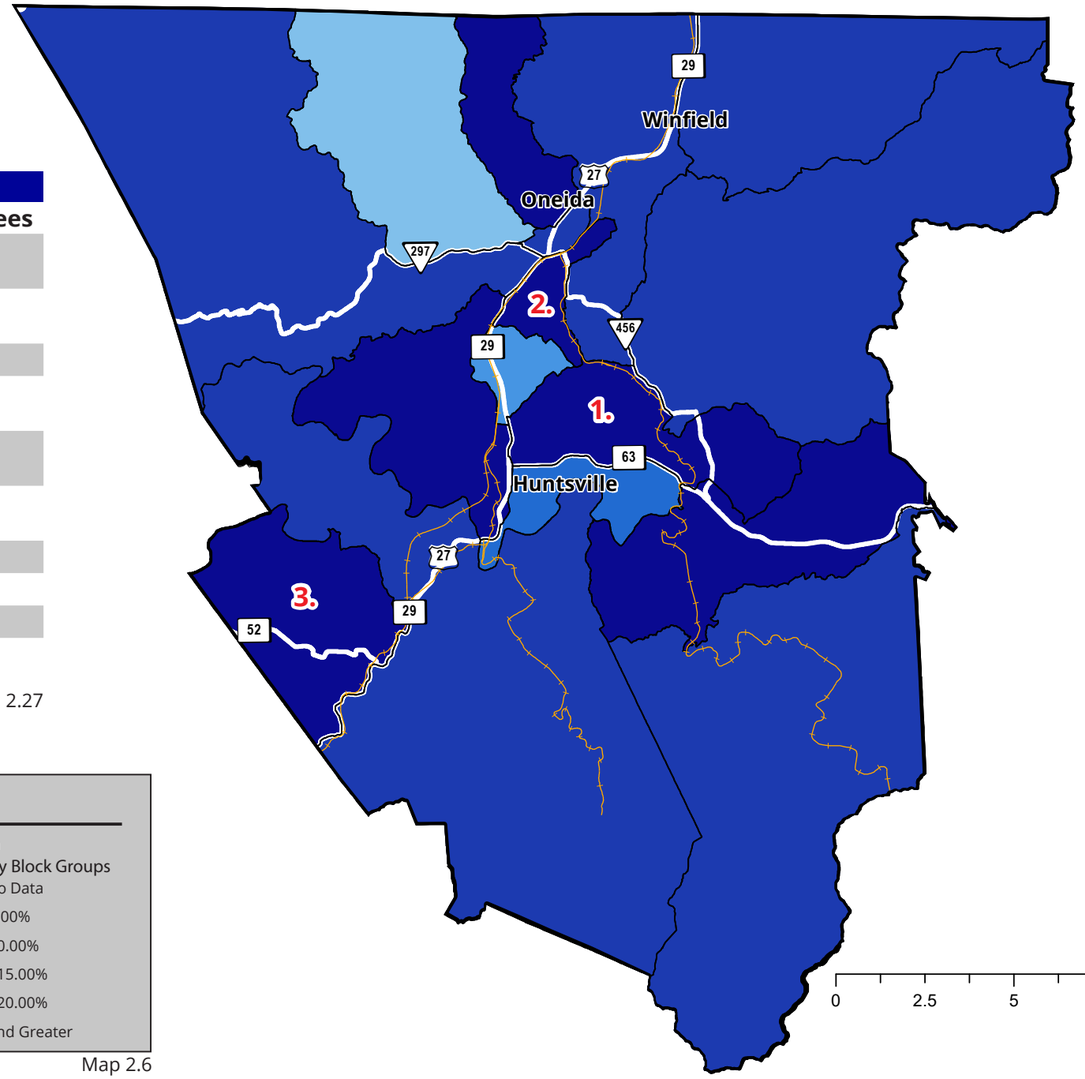
Table 2.26

*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 Morgan 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.

Scott County Economic Profile

Top County Employers	
Employer	**Est. Employees**
Scott County Board of Education	500
Great Dane Limited Partnership	327
Tennier Industries Inc.	295
Oneida Special School District	240
Takahata Precision Tennessee, Inc.	200
Scott County Government	180
JDS Technologies	135
Walmart Inc.	132
Huntsville Manor	100
Scott Appalachian Industries	100

Table 2.27



Legend

- Railroads
- Interstates
- State Routes
- Knoxville TPO
- Block Group Boundaries
- N

% 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

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

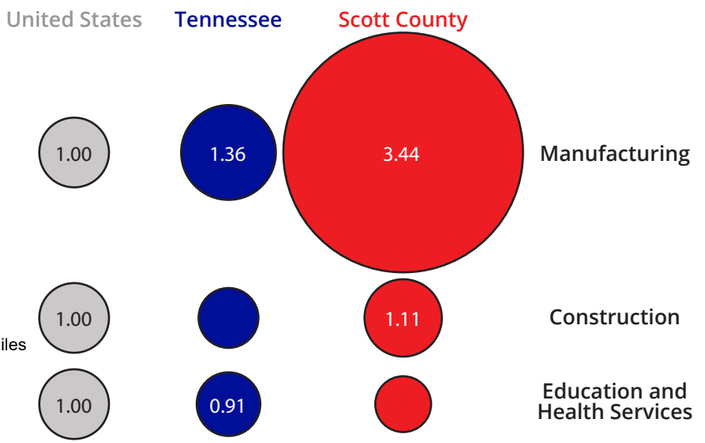
Scott County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Natural Resources and Mining	$1,075
2	Financial Activities	$714
3	Construction	$679
5	Manufacturing	$641
6	Trade, Transportation, and Utilities	$591

Table 2.28

Scott County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	93
2	Education and Health Services	40
3	Manufacturing	37
4	Leisure and Hospitality	29
9	Natural Resources and Mining	7

Table 2.29

Employment Location Quotients (LQ)*



*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 Scott 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.

Major Industry	
Industry	**% of TQW***
Manufacturing	42.12%
Trade, Transportation, and Utilities	18.79%

*Total Quarterly Wages

Table 2.30

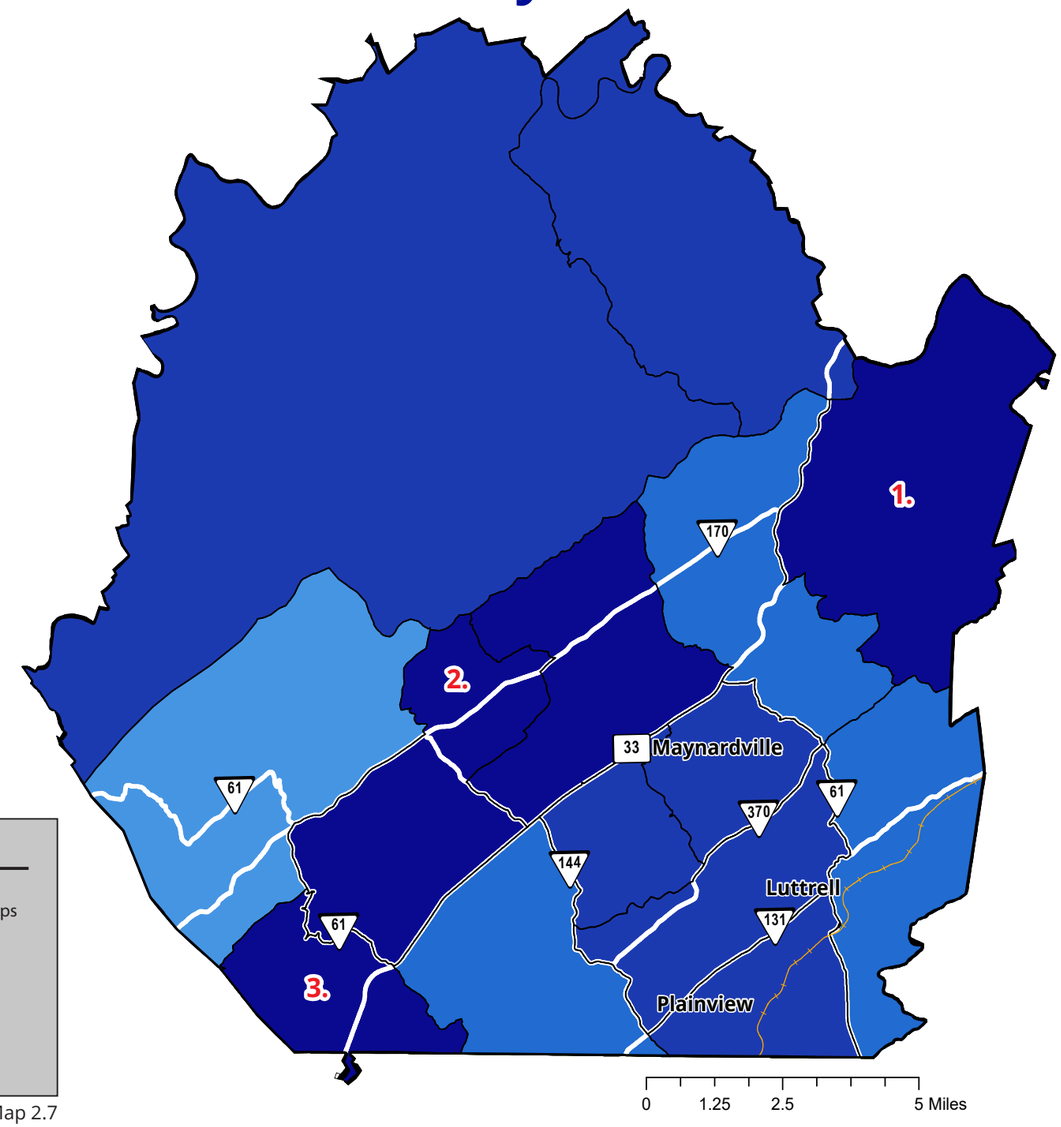
Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	43.20%
2	32.59%
3	26.01%

Table 2.31

Union County Economic Profile

Top County Employers	
Employer	**Est. Employees**
Union Co School District	350
Clayton Homes	200
Union County Government	150
O-N Minerals (Luttrell) Company	115
Cooper Container Corporation	80

Table 2.32



Legend

- Railroads
- Interstates
- State Routes
- Knoxville TPO
- 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

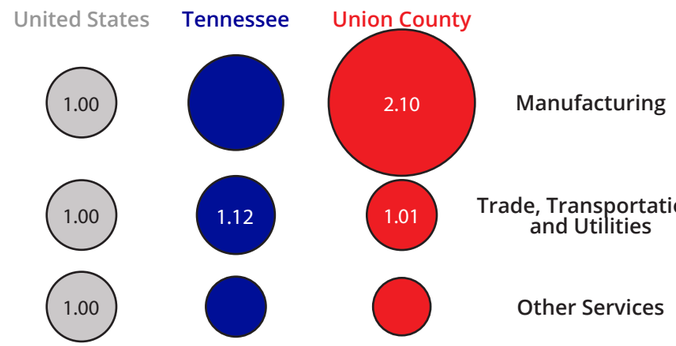
Union County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Manufacturing	$994
2	Other Services	$643
3	Education and Health Services	$627
5	Trade, Transportation, and Utilities	$521
7	Natural Resources and Mining	No Data

Table 2.33

Union County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	67
2	Professional and Business Services	37
3	Construction	24
6	Manufacturing	17
9	Natural Resources and Mining	2

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***
Manufacturing	39.97%
Trade, Transportation, and Utilities	21.43%

*Total Quarterly Wages

Table 2.35

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	28.05%
2	26.03%
3	22.16%

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 Union 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

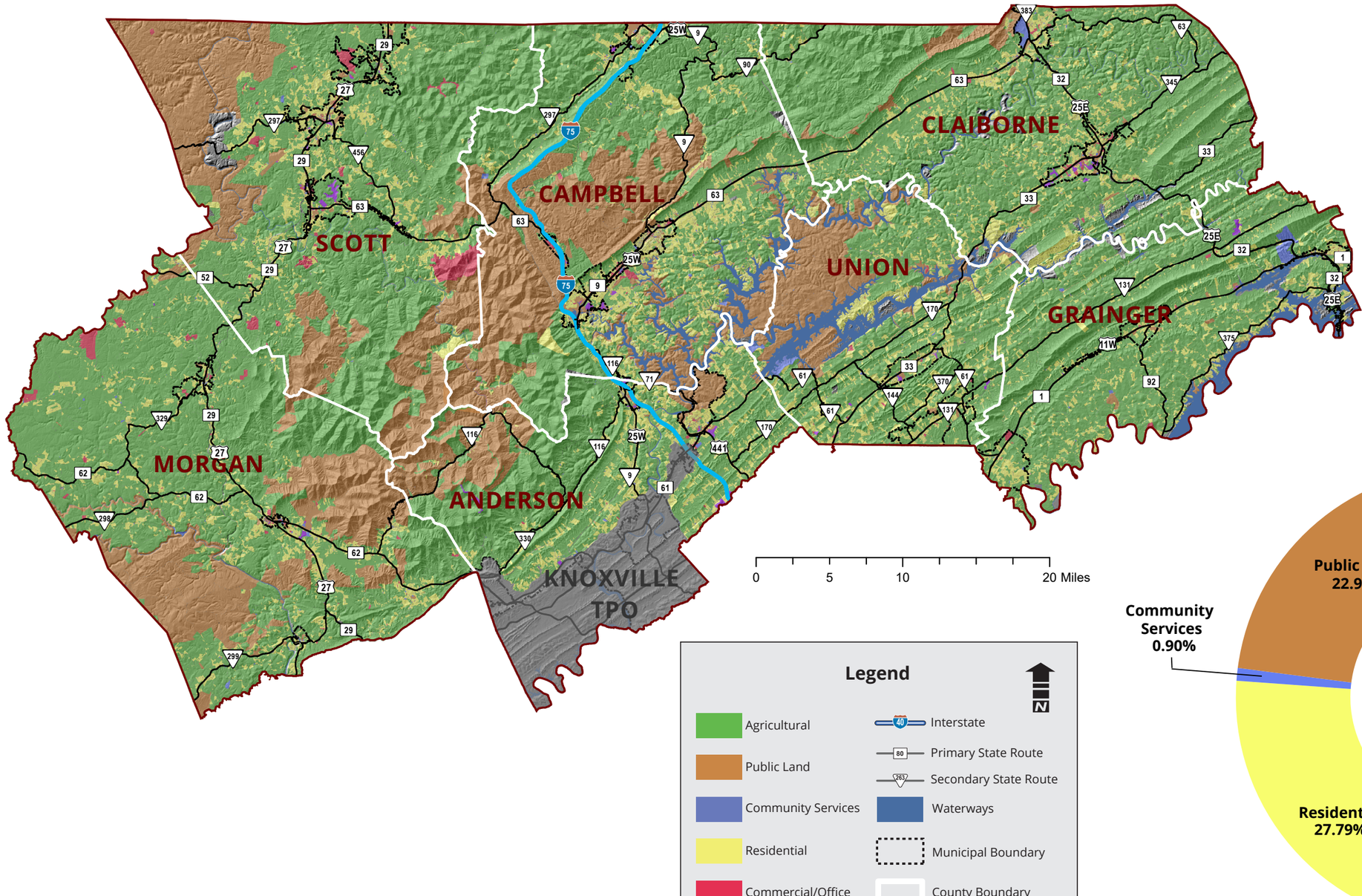
The land use in the East Tennessee North RPO is predominately agricultural, public lands, and residential. More residential and commercial office uses occur near existing towns. All seven counties within the RPO are comprised of more than 50 percent agricultural land uses. Areas experiencing growth and the locations of activity centers vary throughout the region. Anderson County is experiencing growth near I-75 at Clinton as well as Andersonville. Campbell County is limited to areas for growth, due to the large amount of acreage in the North Cumberland WMA Sundquist Unit Riding Area; Norris Dam State Park; Cove Creek; and Norris Lake. However, the county would like to see growth along its southern border. Claiborne County is experiencing industrial and residential development along SR-33. The county has also built new schools in recent years. Grainger County development is taking place along the southern portion of the county. Morgan County isn't experiencing much growth outside of the prison population, but in the future welcomes growth. Scott County is experiencing residential growth mainly near the Scott Municipal Airport. Union County development is taking place along its southern border, due to its proximity to the Knoxville TPO.

Clockwise from top left: Wartburg, Grainger County, Oneida, Oliver Springs

County	Agriculture	Commercial/ Office	Industrial	Residential	Community Services	Public Land	County Total (in acres)	County Percent
Anderson	113,278.65 (51.95%)	3,024.25 (1.39%)	2,570.03 (1.18%)	42,457.64 (19.47%)	1,333.86 (0.61%)	55,406.80 (25.41%)	**218,071.23 (100.00%)**	**8.72%**
Campbell	193,383.10 (36.38%)	1,874.49 (0.35%)	574.94 (0.11%)	37,171.09 (6.99%)	866.98 (0.16%)	297,738.77 (56.01%)	**531,609.37 (100.00%)**	**21.26%**
Claiborne	220,994.88 (79.70%)	1,206.94 (0.44%)	511.03 (0.18%)	32,428.76 (11.70%)	14,681.95 (5.29%)	7,461.84 (2.69%)	**277,285.40 (100.00%)**	**11.09%**
Grainger	143,493.02 (80.79%)	798.56 (0.45%)	330.83 (0.19%)	29,792.94 (16.77%)	1,922.18 (1.08%)	1,277.99 (0.72%)	**177,615.52 (100.00%)**	**7.10%**
Morgan	224,474.88 (65.05%)	13,296.59 (0.96%)	173.05 (0.05%)	43,937.21 (12.73%)	1,064.69 (0.31%)	72,130.14 (20.90%)	**355,076.56 (100.00%)**	**14.20%**
Scott	201,081.64 (25.16%)	7,720.32 (0.97%)	658.64 (0.08%)	481,015.05 (60.19%)	473.95 (0.06%)	108,240.61 (13.54%)	**799,190.21 (100.00%)**	**31.97%**
Union	79,083.19 (55.96%)	442.95 (0.31%)	218.22 (0.15%)	27,885.70 (19.73%)	2,108.89 (1.49%)	31,571.75 (22.34%)	**141,310.70 (100.00%)**	**5.65%**
Region Total (in acres)	**1,175,789.36**	**28,364.10**	**5,036.74**	**664,688.39**	**22,452.50**	**573,827.90**	**2,500,158.99**	**100.00%**
Region Percent	**47.03%**	**1.13%**	**0.20%**	**27.79%**	**0.90%**	**22.95%**	**100.00%**	

Table 2.37

East Tennessee North Existing Land Use



Map 2.8

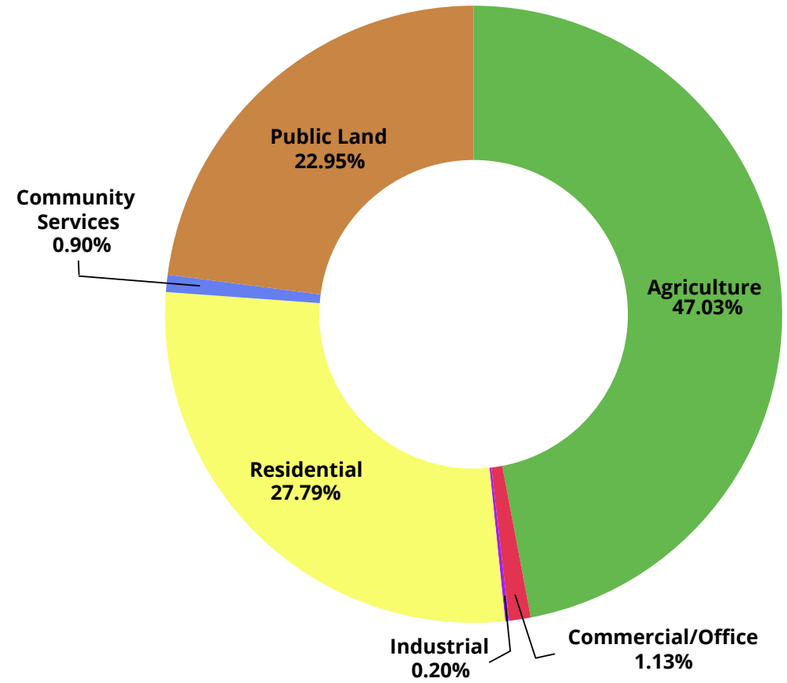


Figure 2.9

Public Lands

The East Tennessee North RPO is home to roughly 19 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.

Label	Name	Type	Acres	Source	Ownership	County
1	Big Ridge State Rustic Park	State Park	3,623.0	http://tnstateparks.com/parks/about/big-ridge	State of Tennessee (TDEC)	Union
2	Big South Fork	National River and Recreation Area	87,982.5	https://www.nps.gov/biso/index.htm	National Park Service	Scott
3	Buffalo Springs	Wildlife Management Area	332.9	https://www.tn.gov/twra/article/region-4-dove-fields	State of Tennessee (TWRA)	Grainger
4	Catoosa	Wildlife Management Area	79,356.2	https://www.tn.gov/twra/article/region-3-dove-fields	State of Tennessee (TWRA)	Morgan
5	Chuck Swan	State Forest/Wildlife Management Area	24,268.9	https://www.tn.gov/agriculture/article/ag-forests-sf-chuck-swan	State of Tennessee (TWRA/TDA)	Campbell, Union
6	Cove Creek	Wildlife Management Area	2,484.4	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/cove-creek-wma.html	State of Tennessee (TWRA)	Campbell
7	Cove Lake	State Park	581.8	http://tnstateparks.com/parks/about/cove-lake	State of Tennessee	Campbell
8	Cumberland Gap	National Historic Park	1,870.4	https://www.nps.gov/cuga/index.htm	National Park Service	Claiborne
9	Frozen Head	State Park and Natural Area	11,717.7	https://tn.gov/environment/article/na-na-frozen-head	State of Tennessee (TDEC)	Morgan
10	Grainger County Park	Local County Park	150.9	http://www.graingercountyparksandrecreation.com/grainger-county-park.html	Grainger County	Grainger
11	Indian Mountain	State Park	253.8	http://tnstateparks.com/parks/about/indian-mountain	State of Tennessee	Campbell
12	Lone Mountain	State Forest	3,693.5	https://www.tn.gov/agriculture/article/ag-forests-sf-lone-mountain	State of Tennessee (TDA)	Morgan
13	Mt. Roosevelt	Wildlife Management Area	8,603.9	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/mount-roosevelt-wma.html	State of Tennessee (TWRA)	Morgan
14	Norris Dam State Resort Park	State Park	2,385.8	http://tnstateparks.com/parks/about/norris-dam	State of Tennessee	Anderson, Campbell
15	River Bluff	Small Wild Area	118.5	https://www.tva.gov/Environment/Recreation/Small-Wild-Areas	Tennessee Valley Authority	Anderson
16	Royal Blue	Wildlife Management Area	52,030.4	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/north-cumberland-wma.html	State of Tennessee (TWRA)	Morgan, Campbell, Scott
17	Scott State Forest	State Forest	2,832.8	https://www.tn.gov/agriculture/article/ag-forests-sf-scott	State of Tennessee (TDA)	Scott
18	Sundquist	Wildlife Management Area	79,709.7	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/north-cumberland-wma.html	State of Tennessee (TWRA)	Morgan, Campbell, Scott
19	Twin Arches	State Natural Area	1,584.3	https://tn.gov/environment/article/na-na-twin-arches	State of Tennessee (TDEC)	Scott

Table 2.38

Frozen Head State Park

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

Cumberland Gap National Historic Park

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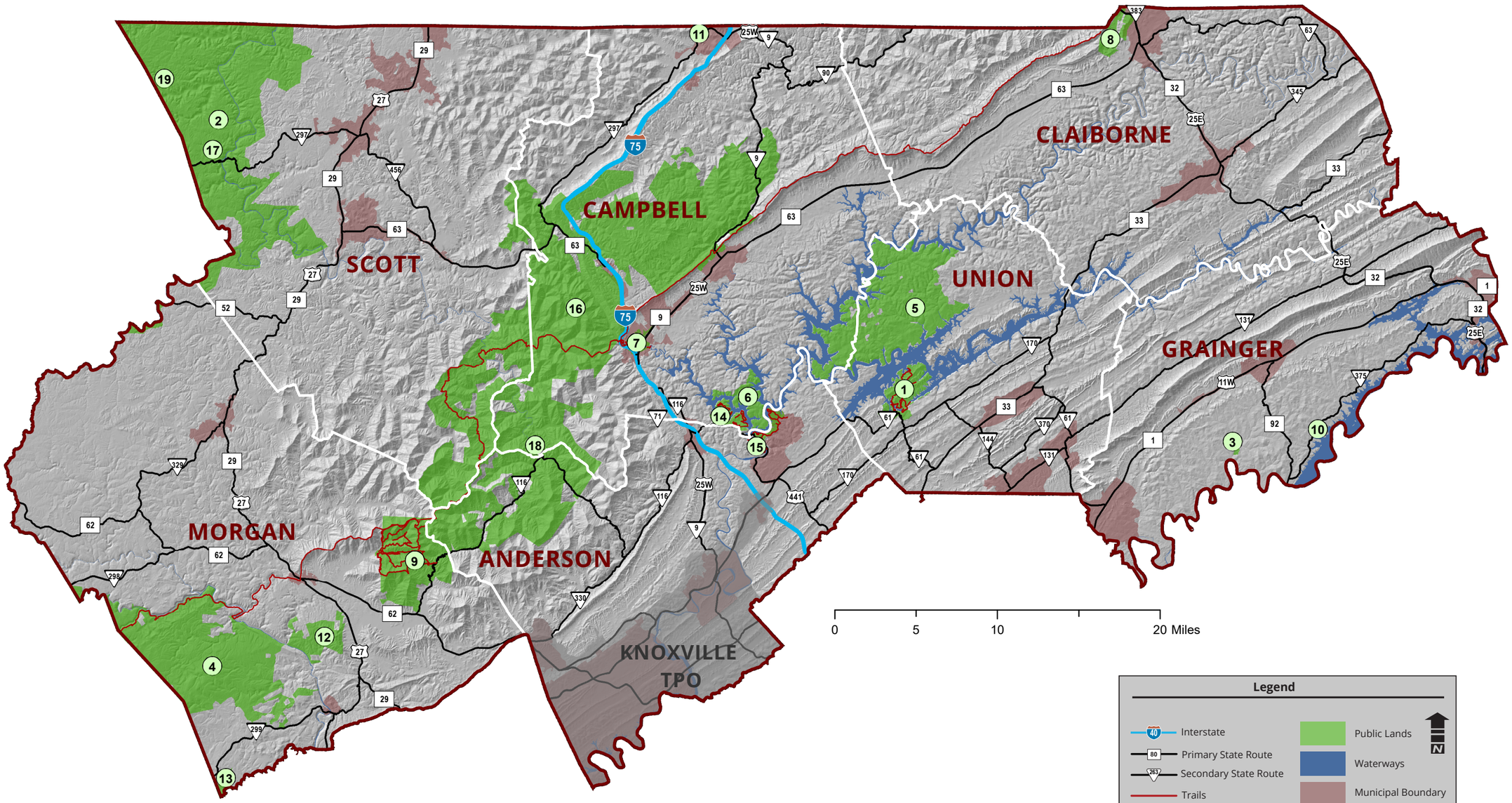
East Tennessee North Public Lands & Trails



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 North RPO. However, there are 3 general aviation airports within the RPO. Campbell County is home to Campbell County Airport, located in Jacksboro. It has a 4,000 sq.ft. runway, two 1x10 Unit T-Hangar and is considered to be in good condition. Claiborne County has the New Tazewell Municipal Airport, located in Tazewell. This airport has a 5,208 sq.ft. runway, one 2x10 Unit T-Hangar and is considered to be in good condition. Scott County's airport, the Scott Municipal Airport, is located in Oneida, has a 5,506 sq.ft. runway and is considered to be in good condition. It has one 1x100x100 Maintenance; one 1x10 Unit T-Hangar; and one 2x100x100 Storage Hangar.

Structurally Deficient Bridges

There are a total of 67 structurally deficient bridges within the East Tennessee North RPO. Currently, 20 of these bridges are state-owned, and 47 are locally-owned. The construction dates of these bridges range from 1914 to 2001. 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 "structurally 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.

From left to right: Grainger County, Oneida, Rocky Top

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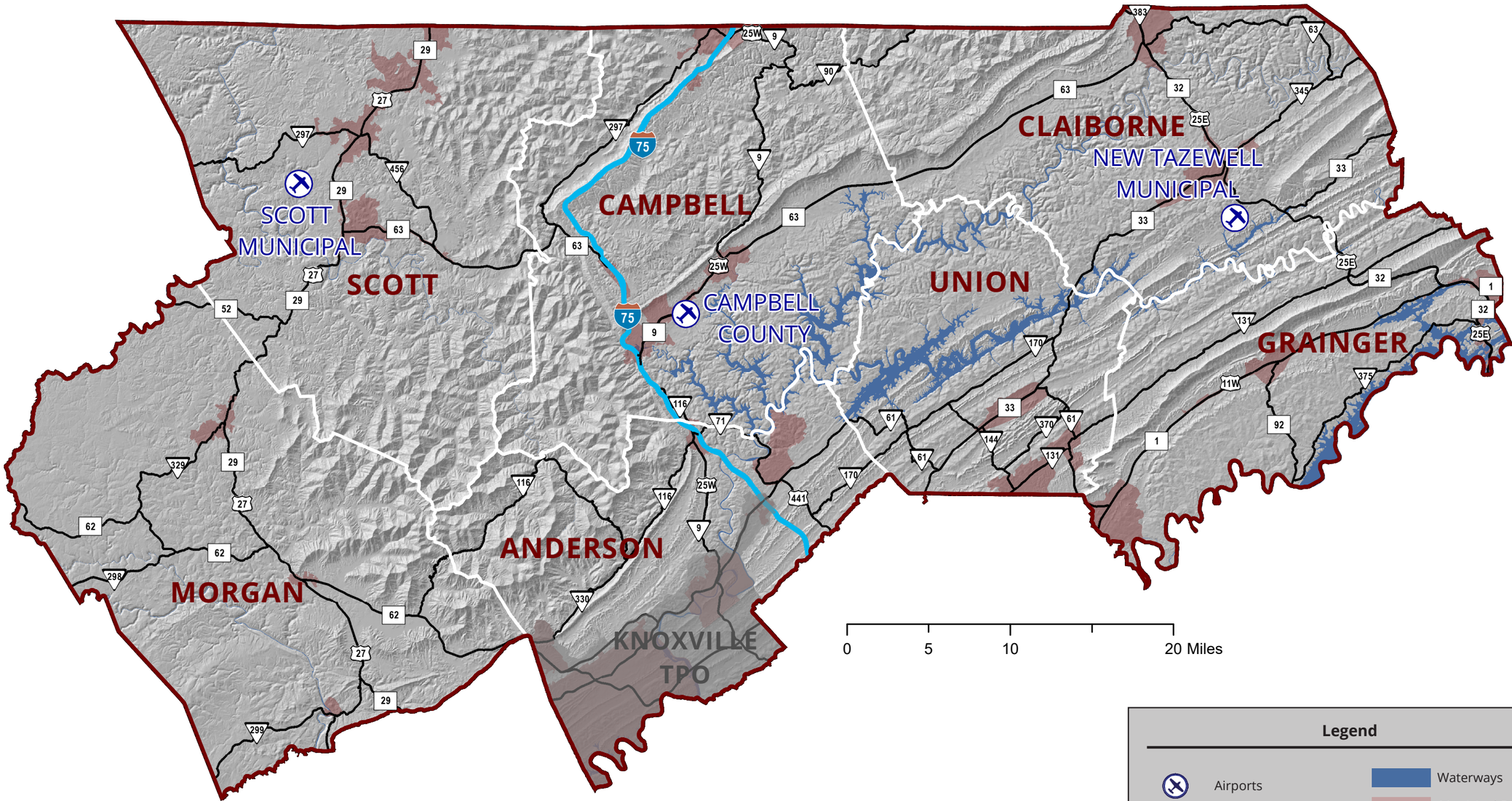
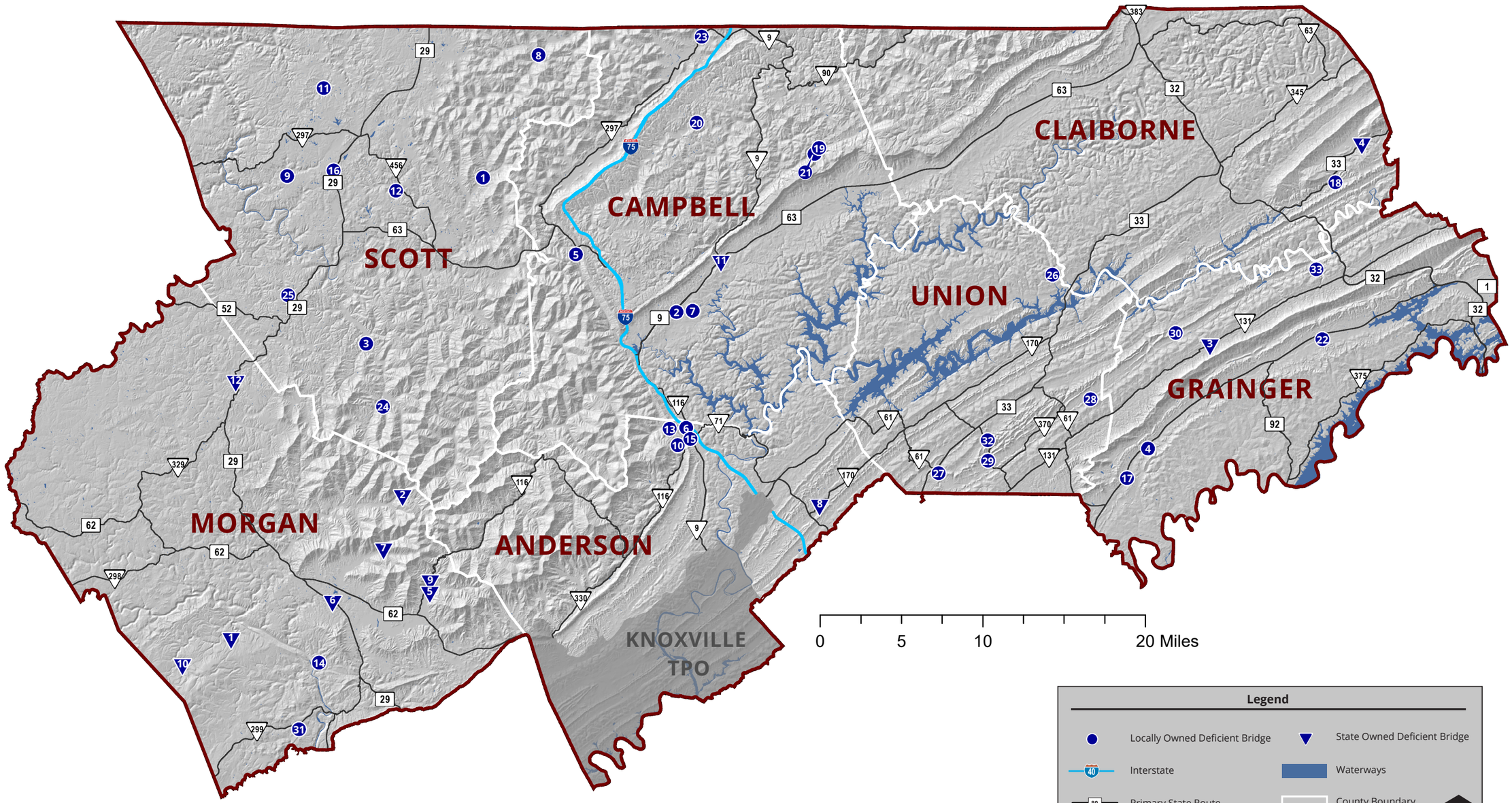
East Tennessee North Airports



Map 3.1

East Tennessee North 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	650A40900051	MORGAN	0A409	ISLAND CREEK	5/21/2019	1965	12.2
2	650A25300091	MORGAN	0A253	EMORY RIVER	5/5/2020	1975	16.5
3	29SR13100011	GRAINGER	SR131	WILLIAMS CREEK	4/2/2020	1973	18
4	13SR03300091	CLAIBORNE	SR033	SOUTH FORK SYCAMORE CREE	6/2/2020	1967	24.3
5	65SR11600031	MORGAN	SR116	STOCKSTILL CREEK	5/8/2019	1970	26
6	65SR02900151	MORGAN	SR029	CROOKED FORK CREEK	5/15/2019	1928	28
7	650A26400011	MORGAN	0A413	FLAT FORK CREEK	5/9/2019	1935	29.5
8	01S239700091	ANDERSON	SR170	BYRAMS FORK CREEK	1/3/2019	1940	33.1
9	65SR11600051	MORGAN	SR116	STOCKSTILL CREEK	5/8/2019	1970	45.8
10	650A15300051	MORGAN	0A153	ISLAND CREEK	5/21/2019	1953	49.8
11	07SR00900131	CAMPBELL	SR009	BIG CREEK	8/26/2020	1921	56.7
12	65SR02900331	MORGAN	SR029	MASSINGALE CREEK	5/6/2019	1927	59

Table 3.1

Locally Owned Structurally Deficient Bridges

Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	760A12100031	SCOTT	0A121	SMITH CREEK	8/3/2020	1920	9.1
2	070B00100011	CAMPBELL	0B001	CSX RAILROAD	5/13/2020	1915	17
3	760A22200011	SCOTT	0A249	BRIMSTONE CREEK	9/23/2020	1940	17.4
4	290A40600011	GRAINGER	0A406	RICHLAND CREEK	4/11/2019	1970	19.1
5	070242500011	CAMPBELL	02425	TITUS CREEK	5/4/2020	1930	20.9
6	010A48400011	ANDERSON	0A484	FORK COAL CREEK	6/24/2019	1965	23.6
7	07S244800031	CAMPBELL	01278	PRIVATE ROAD	5/6/2020	1940	28.1
8	760A13700011	SCOTT	0A137	JELLICO CREEK	8/25/2020	1975	28.2
9	760A04000071	SCOTT	0A040	PINE CREEK	9/2/2020	1914	30.8
10	010246200051	ANDERSON	02462	BEECH GROVE CREEK	6/24/2019	1975	30.8
11	760A00800011	SCOTT	0A008	PUNCHEONCAMP CREEK	8/3/2020	1975	35
12	760238500011	SCOTT	02385	PAINT ROCK CREEK	8/3/2020	1965	36.8
13	010246200071	ANDERSON	02462	BEECH GROVE CREEK	6/24/2019	1930	39.5
14	650237800071	MORGAN	02378	HALL BRANCH	3/5/2019	1920	42.9
15	010A46000011	ANDERSON	0A460	RIGHT FORK COAL CREEK	6/24/2019	1970	43.4
16	76S263300011	SCOTT	02400	SOUTHERN RAILWAY	8/27/2020	1937	47.4
17	290253400011	GRAINGER	02534	RICHLAND CREEK	4/10/2019	1975	47.9
18	130A25000011	CLAIBORNE	0A250	BIG SYCAMORE CREEK	6/12/2019	1989	48.3
19	07S258200051	CAMPBELL	01282	DAVIS BRANCH	4/7/2020	1977	50.2
20	070A08000051	CAMPBELL	0A080	STINKING CREEK	4/22/2020	1930	50.7
21	07S258200031	CAMPBELL	01282	DAVIS BRANCH	4/7/2020	1975	51.7
22	290254000011	GRAINGER	02540	BRANCH	4/16/2019	1935	52.8
23	070A11900011	CAMPBELL	0A119	ELK FORK CREEK	5/12/2020	1984	55.2
24	760A22000011	SCOTT	0A278	INDIAN CREEK	9/22/2020	1975	55.8
25	760A28300011	SCOTT	0A209	BRANCH	9/9/2020	1938	63.5
26	870A05500011	UNION	01345	LITTLE BARREN CREEK	7/14/2020	1976	64.6
27	870A15600031	UNION	0A156	RACCOON CREEK	7/29/2020	1981	67.9
28	870A12800011	UNION	0A128	BULL RUN CREEK	7/27/2020	1975	68
29	870A15200031	UNION	0A152	N. FK BULL RUN CREEK	7/14/2020	1976	68.7
30	290254400011	GRAINGER	02544	WILLIAMS BRANCH	4/8/2019	1980	68.9
31	650A01900011	MORGAN	0A019	WHITEOAK CREEK	6/15/2020	1984	69.9
32	870A15600051	UNION	0A156	N FORK BULL RUN CREEK	7/14/2020	1975	70.9
33	29S247800071	GRAINGER	01274	NOTCHY CREEK	4/3/2019	1975	72.9

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 total roadway miles are in rural areas, while 25% are in urban areas. 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-Travelled (DVMT) on each roadway by functional classification shows the amount of traffic experienced on each type of facility.

East Tennessee North Functional Classification		
Functional Class	**Roadway Length (Miles)**	**DVMT**
Interstate	44	1,474,729
Principal Arterial	173	2,130,426
Minor Arterial	183	1,117,753
Major Collector	354	711,822
Minor Collector	779	597,023
Local	3,685	1,069,340
Total	**5,217**	**7,101,093**

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 to no longer be 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:

New Tazewell

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

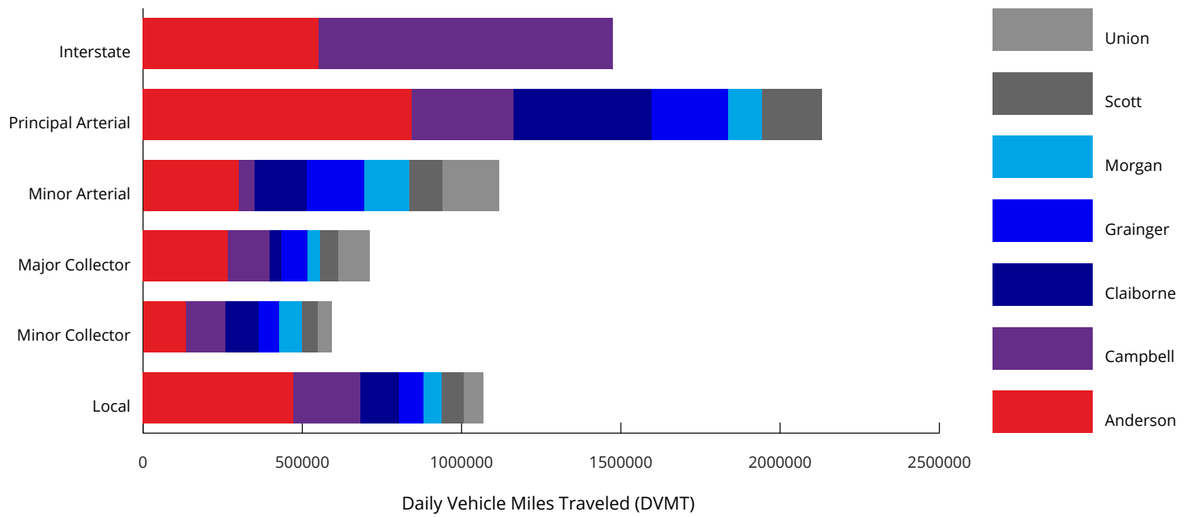


Figure 3.1

In the review of the existing functional class of roadways for the East Tennessee North 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 suggests are as follows:

1 State Route-9/US-25E in Campbell County, leaving the La Follette urban boundary (Log Mile 23.025 - 23.63), is currently classified as a Minor Arterial. It is proposed that the portion of State Route-9/US-25E from North Tennessee Avenue to the La Follette urban boundary be changed to a Major Collector, because an urban boundary is no longer a logical terminus, and AADT is relatively lower – thus, it does not warrant upgrading the entire corridor to a Minor Arterial.

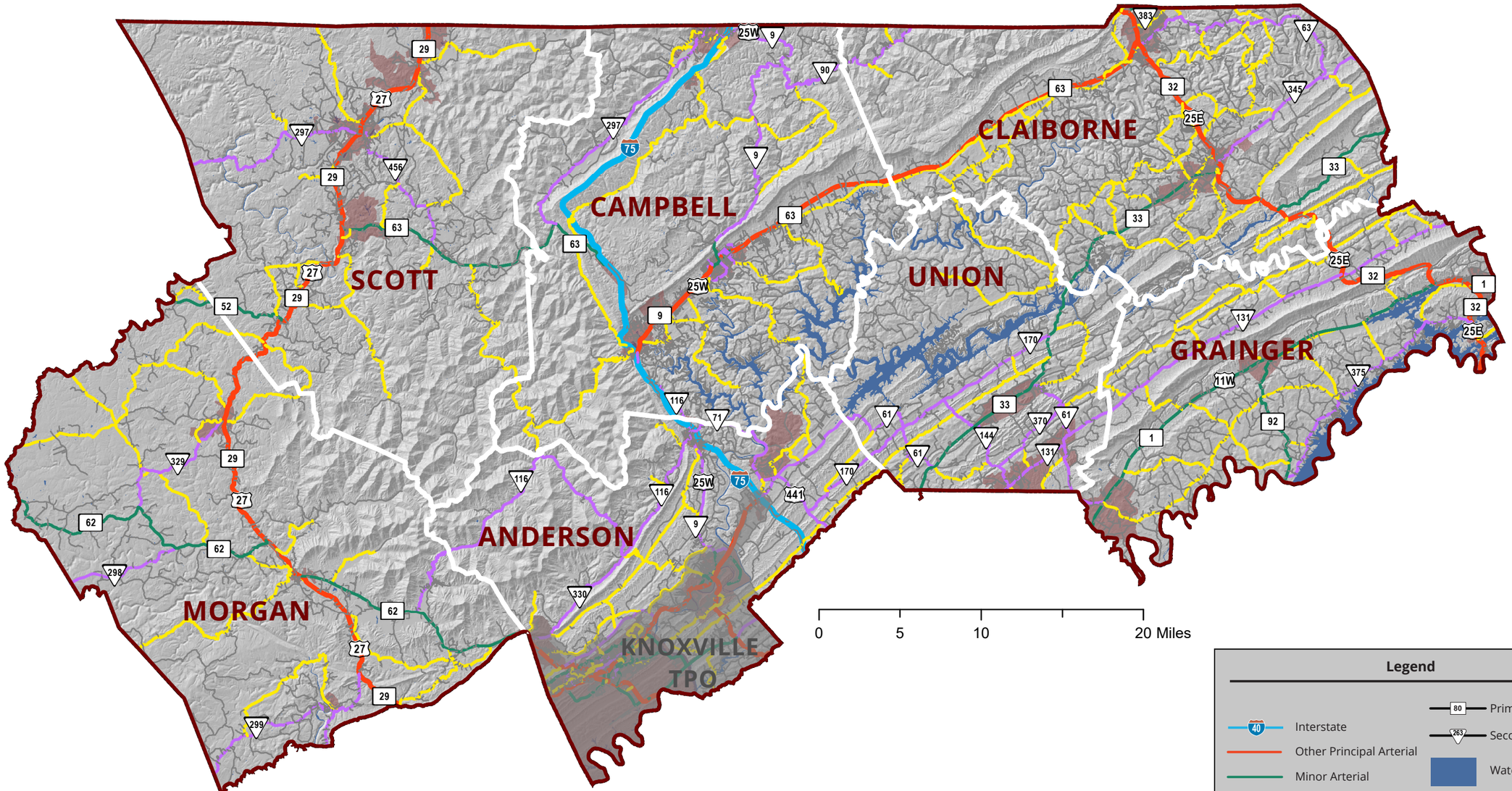
2 Cumberland Avenue in Campbell County, leaving La Follette, from East Beech Street to Long Hollow Road (Log Mile 0.14 - 0.889) is currently classified as a Major Collector. It is proposed that it be changed to a Minor Collector, because an urban boundary is no longer a logical terminus for a functional classification change. AADT is not high enough for the entire corridor to be classified as a Major Collector.

3 Towe String Road in Campbell County, from the former La Follette urban boundary to Island Road/Towe String Road (Log Mile 2.65 - 4.262), is currently classified as a Minor Collector. Because AADT is relatively high for this county, and meets FHWA's thresholds, it is proposed to be upgraded to a Major Collector.

4 Due to relatively high AADT in the area, and to complete connectivity to Towe String Road, it is proposed that the following segments in Campbell County be upgraded from a Minor Collector to a Major Collector:
Towe String Road (Log Mile 1.00 – 2.65)
Island Road (Log Mile 0.897 – 1.00)
Jacksboro Station Road (Log Mile 0.43 - 0.897)
Liberty Street (Log Mile 0.26 - 0.43)
Valley Street (Log Mile 0.159 - 0.26)
Kentucky Street (Log Mile 0.042 - 0.159)
Paris Nance Road (Log Mile 0.000 - 0.042).

Grainger County

East Tennessee North 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 North 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 decrease, yellow represents a moderate increase or decrease, and red represents a significant increase. Within the RPO, it should be noted that areas with substantial increases in traffic volume should be closely monitored for potential current and future capacity issues.

Union County

Anderson County:
Anderson County has experienced more traffic decreases than increases on the roads in the past decades. Most roads with major increases and decreases in traffic are within the Knoxville TPO and therefore are not analyzed.

The City of Clinton is adding a new Tennessee College of Applied Technology (TCAT) campus and also another major retail development, which will impact traffic on State Hwy. 61 (SR-61). The County is building a new convenience center and also opening up another single industrial/ commercial site off Norris Frwy./ US-Hwy. 441 (SR-71)

There is an ATV operation in Rocky Top which contributes to the traffic and tourism. Windrock Park near Rocky Top is a privately owned off-road recreation area used by ATV's. The ATV's are allowed on sections of US-Hwy. 25W (SR-9) and State Hwy. 116 (SR-116) in Rocky Top.

Campbell County:
There are more roads that experienced traffic decreases than increases in Campbell County which may reflect stagnant growth.

Roads with traffic decreases are: N. Tennessee Ave. in La Follette (63.4 percent), SR-297 in Jellico (25.6 percent), US-Hwy. 25W (SR-9) in Jellico (25.9 percent), Sunset Tr. (23.9 percent). State Hwy 116 (SR-116) in Caryville, from Old Vasper to Veterans Memorial Hwy. (SR-9), had an almost 30 percent traffic decrease. This roadway is used as an alternative route when some sections of I-75 in Campbell County are closed (e.g. landslide). The higher AADT in 2008 might be attributed to SR 116 being used as an alternative route if I-75 was closed.

A traffic increase occurred on Hunters Branch Rd. (40.9 percent change from 2008 to 2018). W. Central Ave./Jacksboro Pk. (SR-9) in La Follette had a 37.1 percent increase. This increase could possibly be due to this section of US-Hwy 25W (SR-9) serving as an alternative route when I-75 in Campbell County is closed due to landslides. In the Southeast of La Follette, Demory Rd. had a 22.3 percent traffic increase and Hunters Branch Rd. had a 40.9 percent increase.

Claiborne County:
Claiborne County has not experienced steep traffic increases nor decreases on its major state routes.

Steep traffic decreases occurred on State Hwy. 90 (SR-90) near the Kentucky/Tennessee State Line (45.3 percent). Some reports indicate mines and mine related plants in this area, and some possibly closed between 2008 and 2018, causing the traffic decrease. Black Valley Road near the Union County line had a 31.4 percent decrease. Bristol Rd. had a 23.6 percent decrease northwest of Tazewell.

Wartburg

There are few significant traffic increases in Claiborne County. Cedar Fork Rd. (SR-345) in Tazewell had a 20.8 percent increase from 3,725 to 4,500 AADT. US-Hwy. 25E (SR-32) in Tazewell had a 15.5 percent traffic increase to 19,140 AADT.

Union County

Scott County

Grainger County:
Grainger County had more significant traffic increases than decreases which indicates growth in the RPO.

Traffic decreased the most on Thorn Hill Rd. (SR-131) from 1,512 to 1,130 AADT (25.3 percent).

More significant traffic increases are seen within the RPO. Liberty Hill Rd. had a 33.7 percent traffic increase. Rutledge Pk. (SR-1) north and south of Blaine had traffic increases between 20.5 and 26.2 percent. More roads with traffic increases between 2008 and 2018 are: Rutledge Pk. (SR-1) west of Rutledge (22.7 percent), several sections of Lake Shore Drive (SR-375) varying between 19.4 and 22.9 percent, US-Hwy 11W (SR-1) (17.4 percent), and US-Hwy 25E (SR-32) had a 25.8 percent increase.

Morgan County:
Most of Morgan County roads experienced traffic decreases.
Petros Hwy. (SR-116) had a traffic decrease of 34.8 percent on one section and 60.3 percent on another section. Brushy Mountain State Prison was located on this section of Petros Hwy. (SR-116) just north of Petros. The prison closed in 2009 and attributed to the decrease in traffic on this section. A sharp traffic decrease occurred on Old Rugby Hwy. from 1,009 AADT in 2008 to 110 AADT in 2018.

Nashville Hwy. (SR-62) had a 46.3 percent traffic increase. This section of the roadway, from Deer Lodge Hwy. (SR-329) to Genesis Rd. (SR-298) is located in a rural area with several tourist attractions located in this general area, e.g. Obed Scenic River National Park, Deer Lodge, Catoosa Wildlife Management Area. The increase in traffic on this section could possibly be due to the increased travel to these tourist destinations.

Main St. (SR-299) experienced a 25.1 percent traffic increase.

Brushy Mountain State Prison opened July 2018 as a tourist attraction, featuring a distillery, restaurant, and museum. It is located on Petros Hwy. (SR-116). This could generate more traffic on that road and its connectors in the future years.

Scott County:
Most state routes in Scott County experienced traffic decreases. Roads with traffic decreases are: Buffalo Rd. (33.3 percent), Leatherwood Rd. (SR-297) (64.2 percent), Norma Rd. (up to 63.9 percent), and Volunteer Dr./ Old Hwy 27 (52.5 percent).

Some major traffic increases occurred on Alberta St./ Scott Hwy. (SR-29) from 8,709 to 11,000 AADT, State Hwy. 63 (SR-63) (20.9 percent), and Scott High Dr. (64.9 percent).

Union County:
Union County experienced mostly traffic increases.

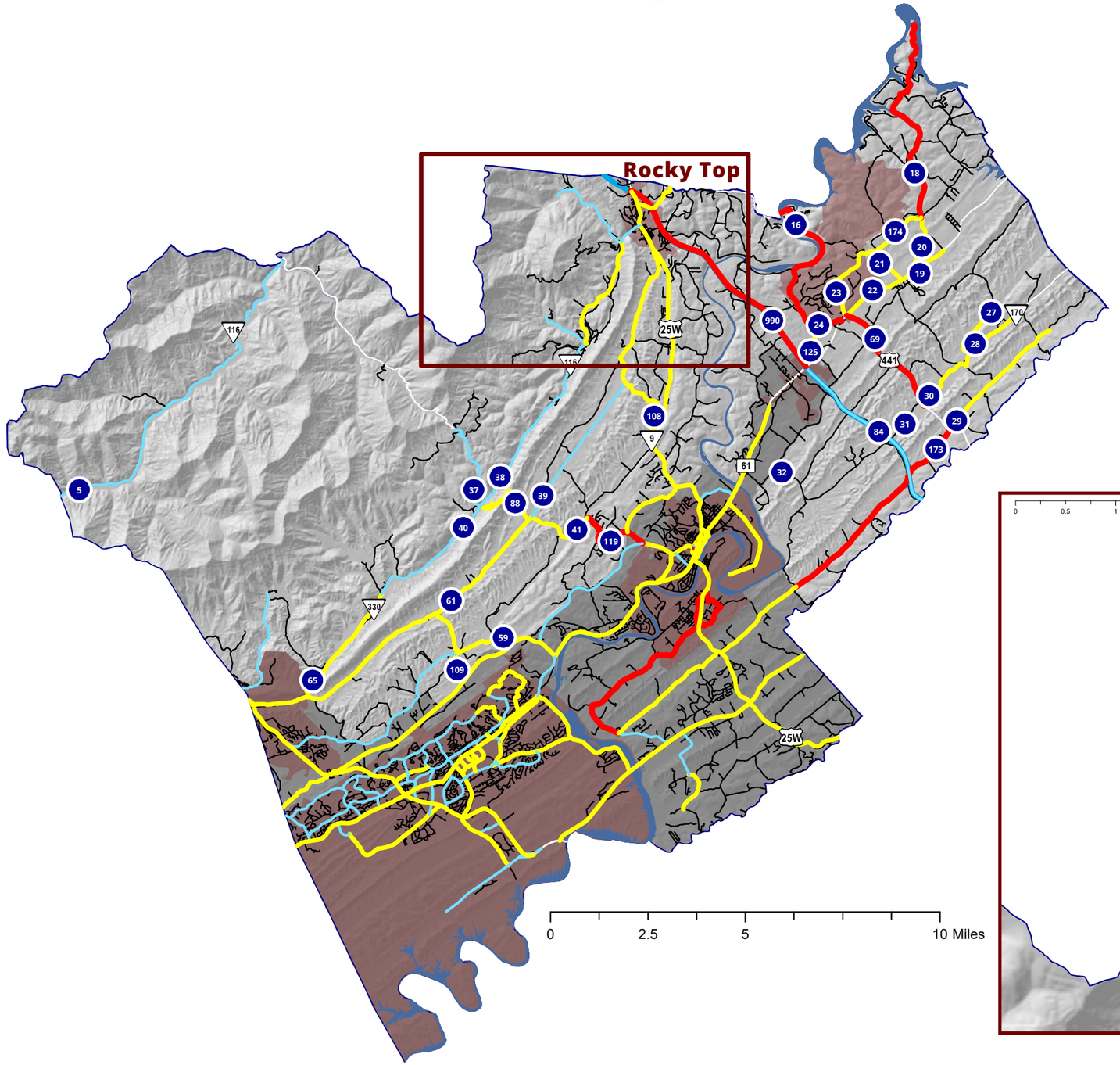
Traffic increases occurred on Sharps Chapel Rd. (22.6 percent increase) and US-Hwy. 61E (SR-61) (31.3 percent), which could be contributed to an increase in commute between southern Union County and Knox County.

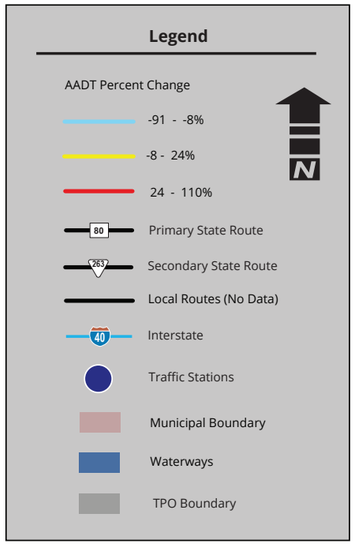
Tazewell Pike (SR-131) between Wolfe Rd. to State Hwy. 61 (SR-61) had a 18.1 percent traffic decrease.

According to Union County local officials, Maynardville Hwy. (SR-33) is the main thoroughfare to Claiborne County and Kentucky, and it goes from a four-lane road to two lanes. Paulette Elementary School is on a two-lane section of Maynardville Hwy. and traffic clogs up the road during school drop-off and pick-up times. Another area to monitor in future years is Leadmine Bend Rd. due to a growing retirement community.

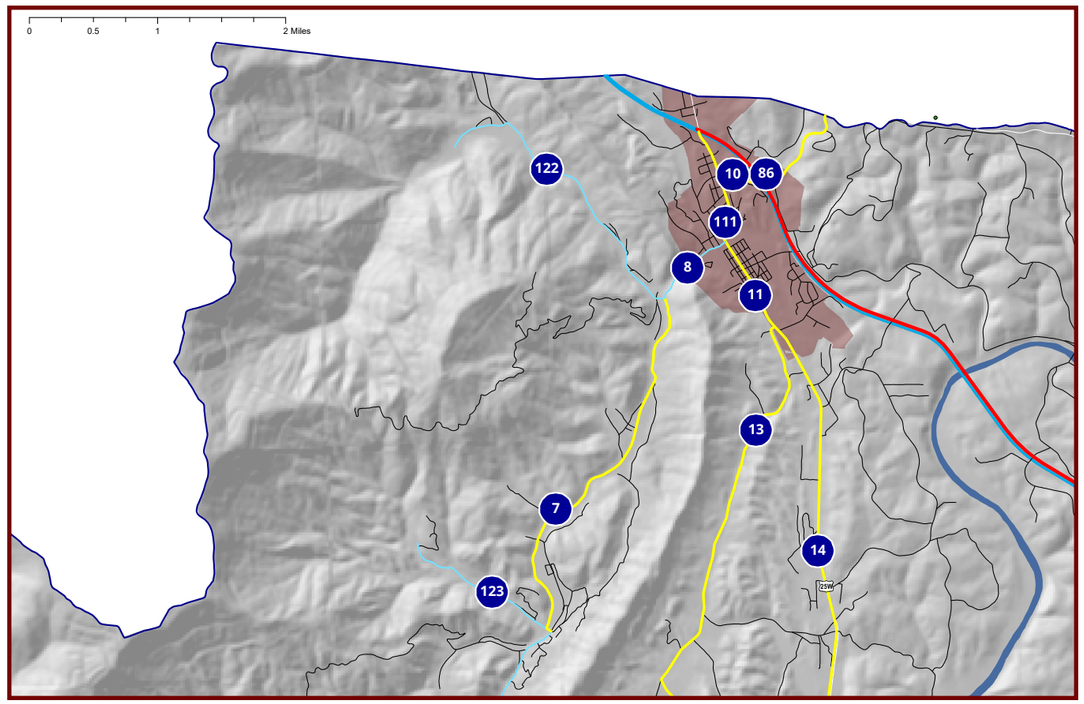
Scott County

Anderson County AADT Percent Change 2008 - 2018

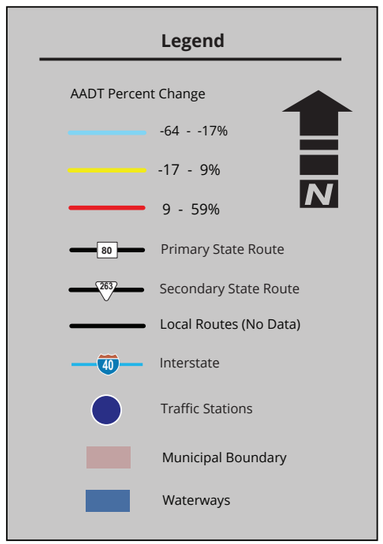




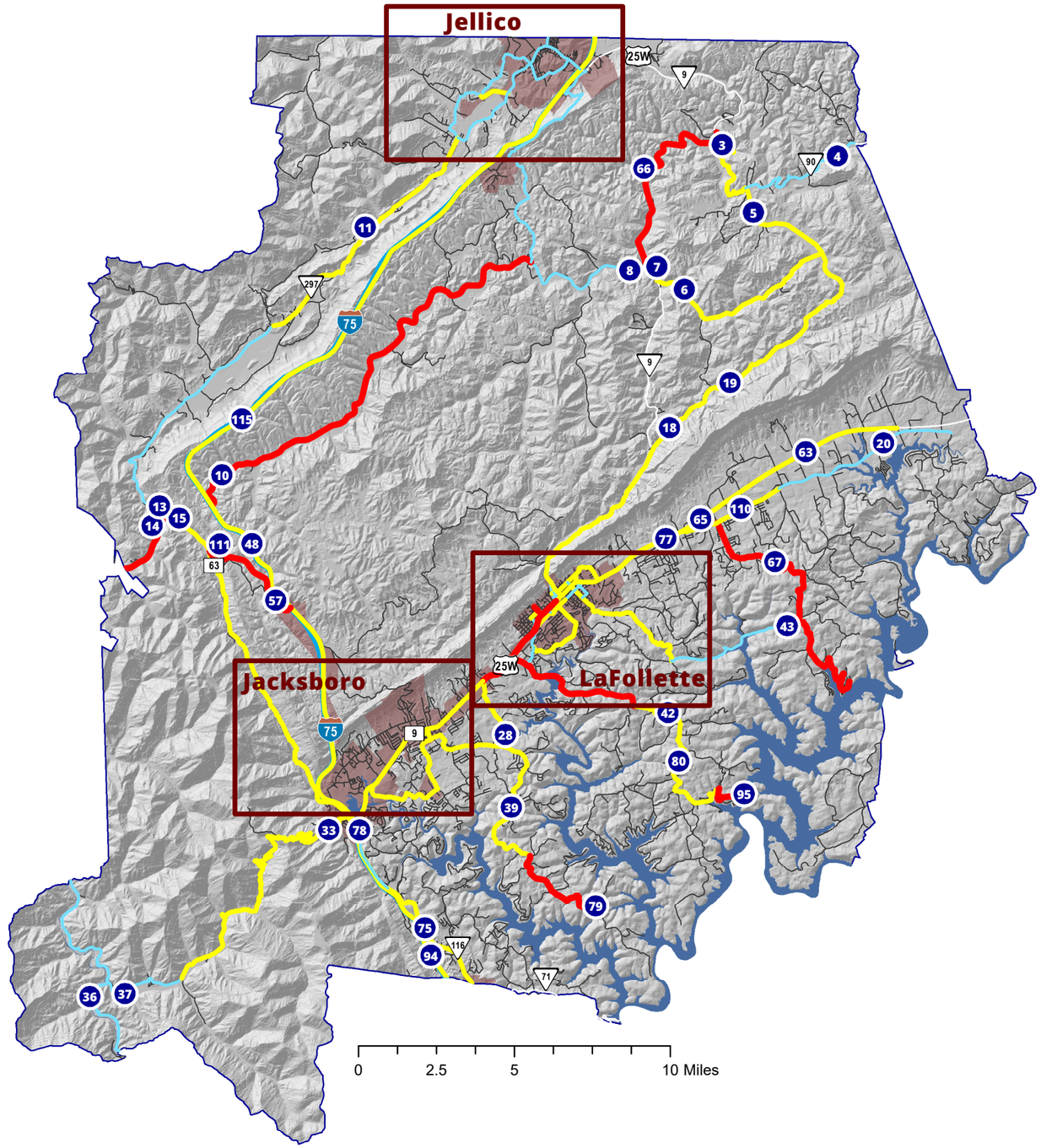
Map 3.4



Campbell County AADT Percent Change 2008 - 2018



Map 3.5



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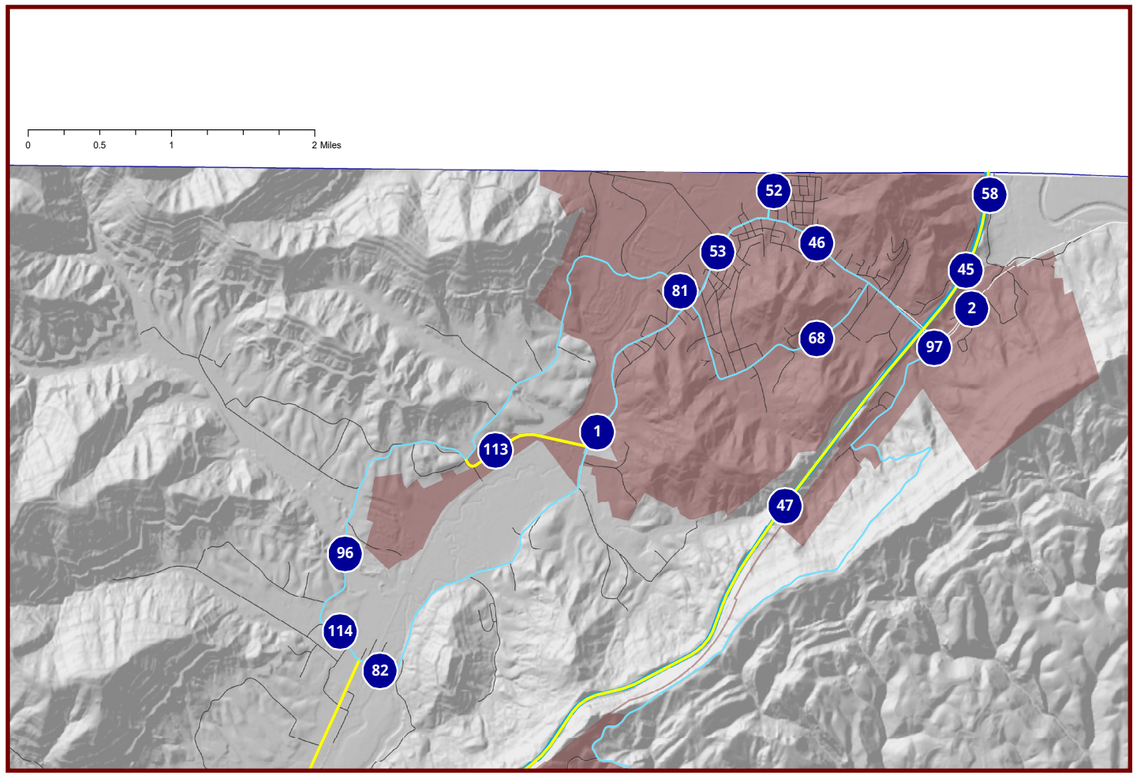
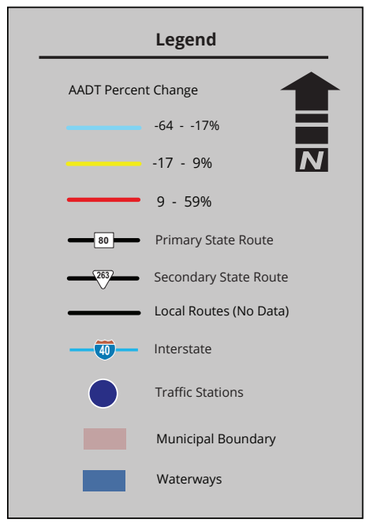
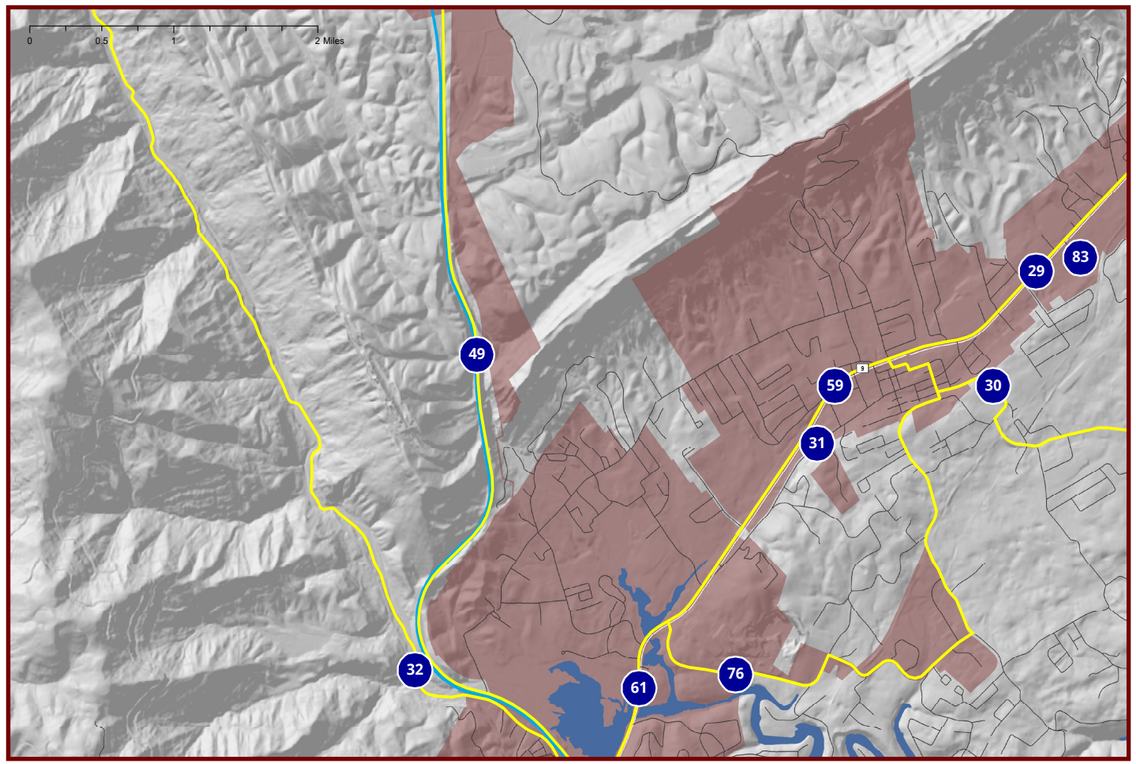
Campbell County AADT Percent Change 2008 - 2018



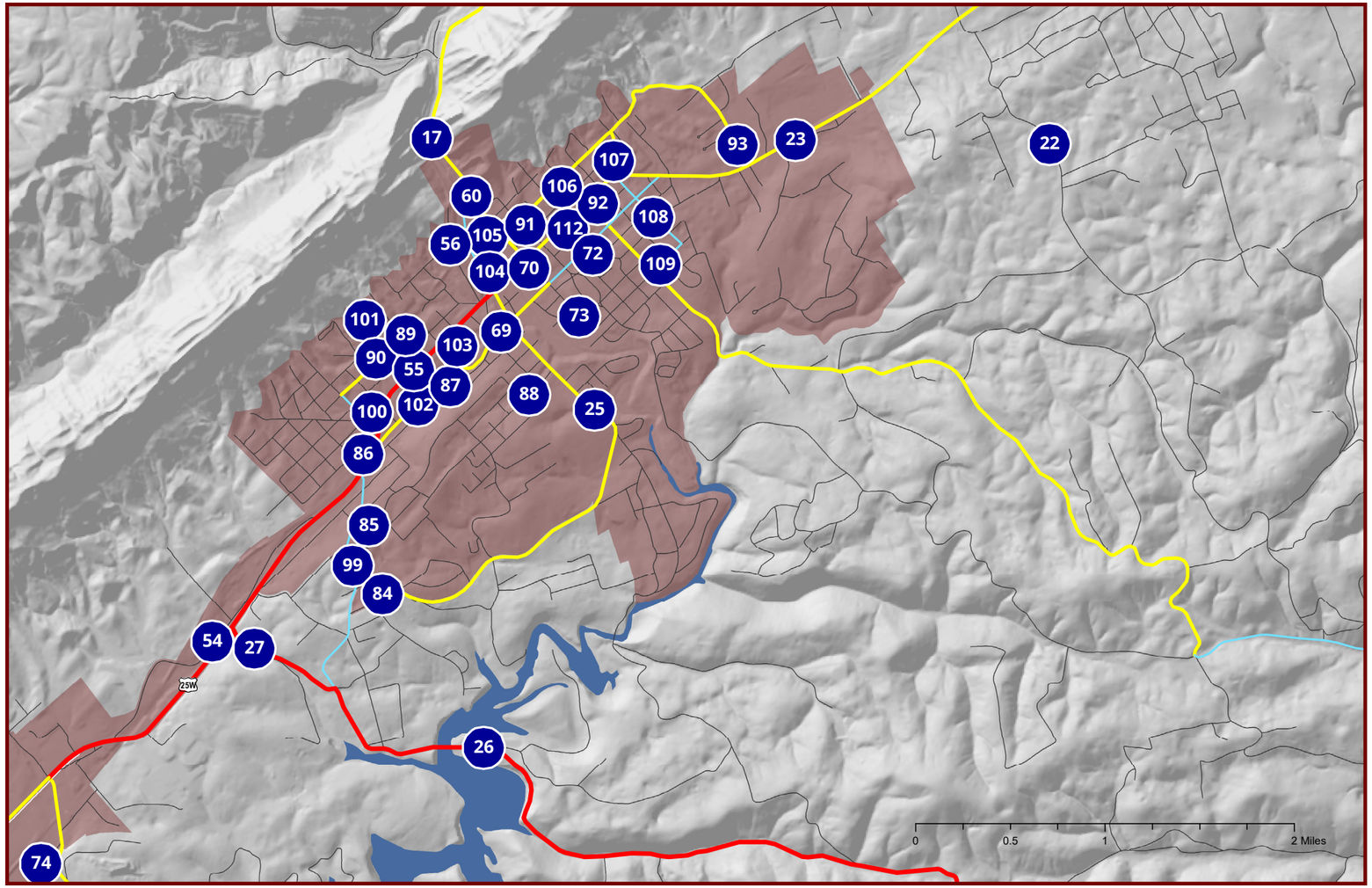
Jellico



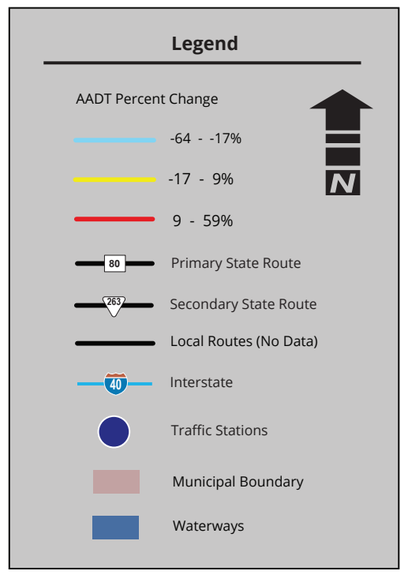
Jacksboro



Campbell County AADT Percent Change 2008 - 2018



LaFollette



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East Tennessee North Rural Planning Organization

TN TDOT Department of Transportation

Claiborne County AADT Percent Change 2008 - 2018

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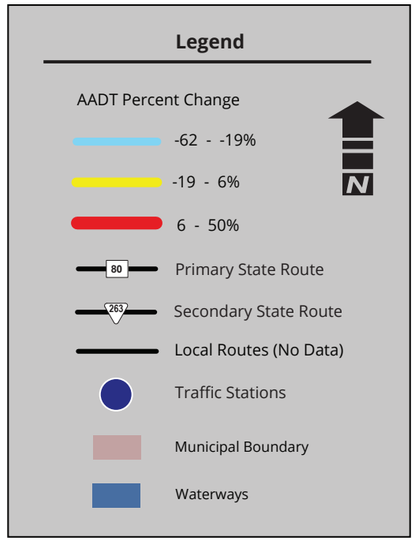
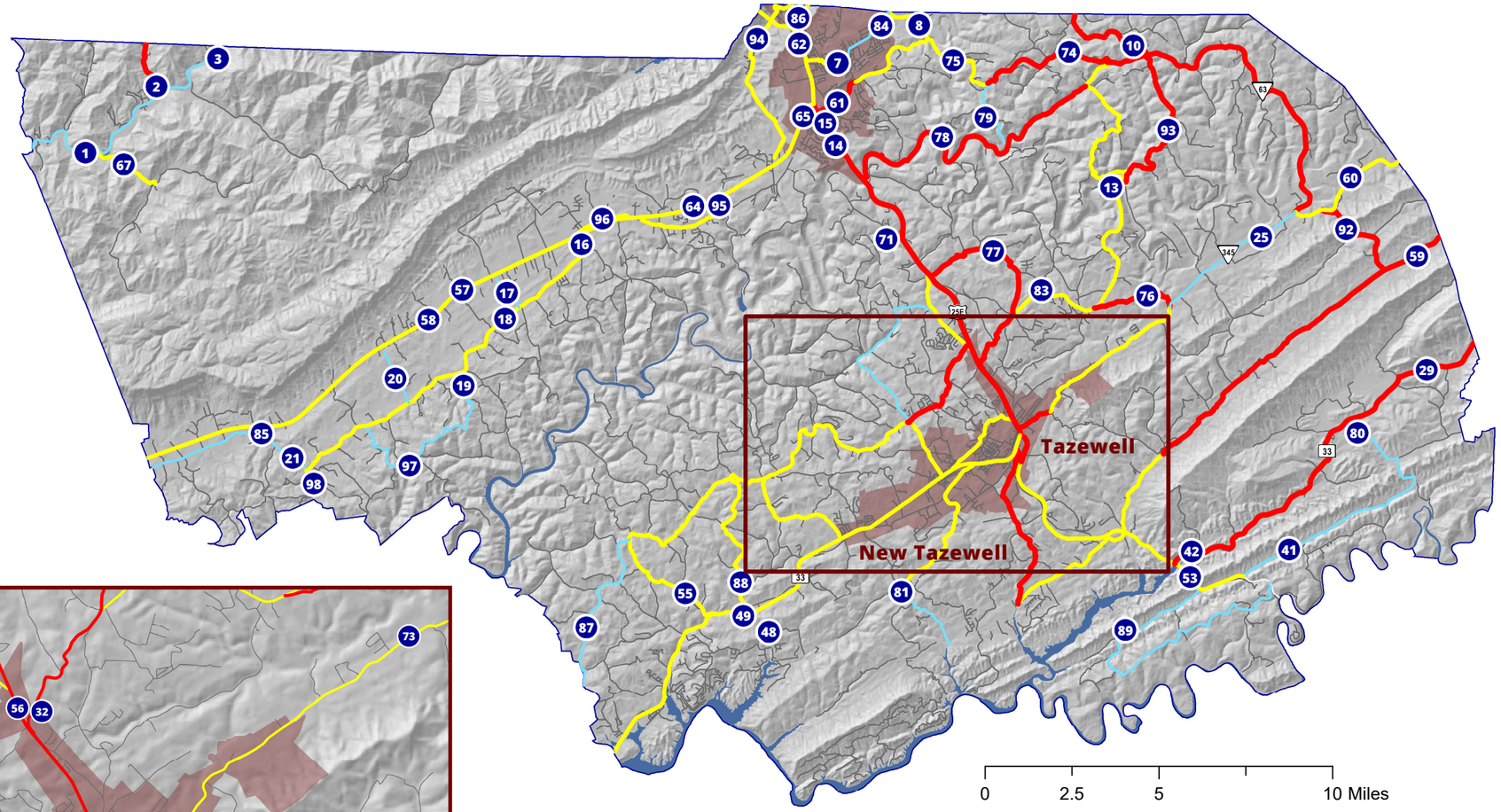
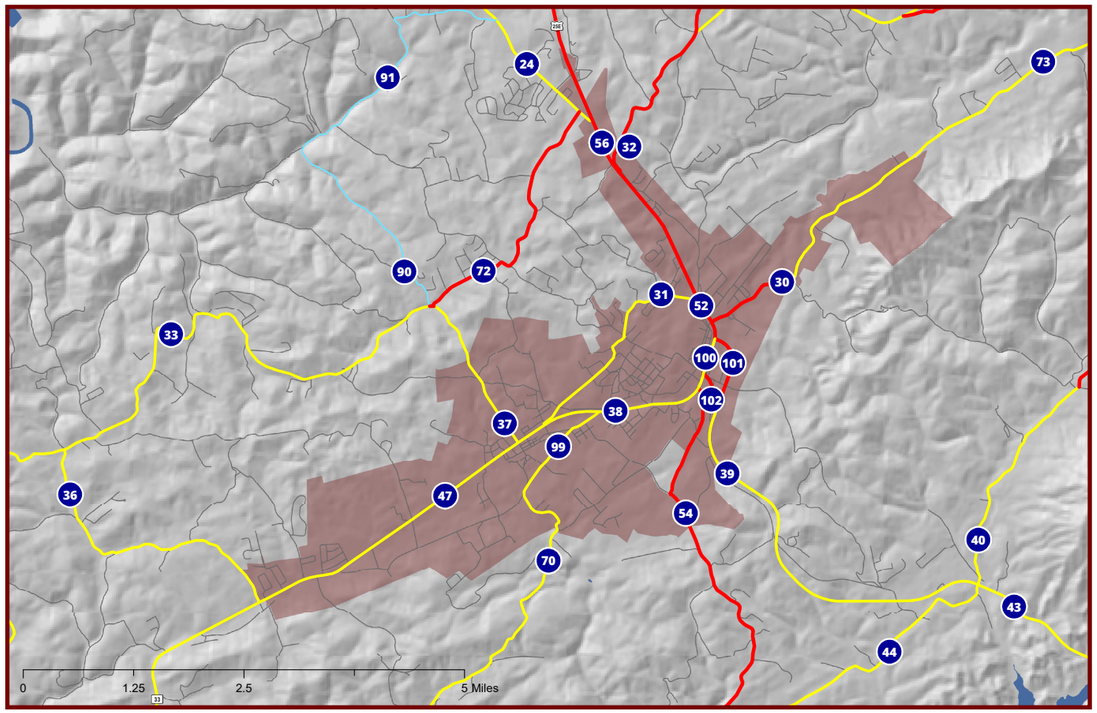
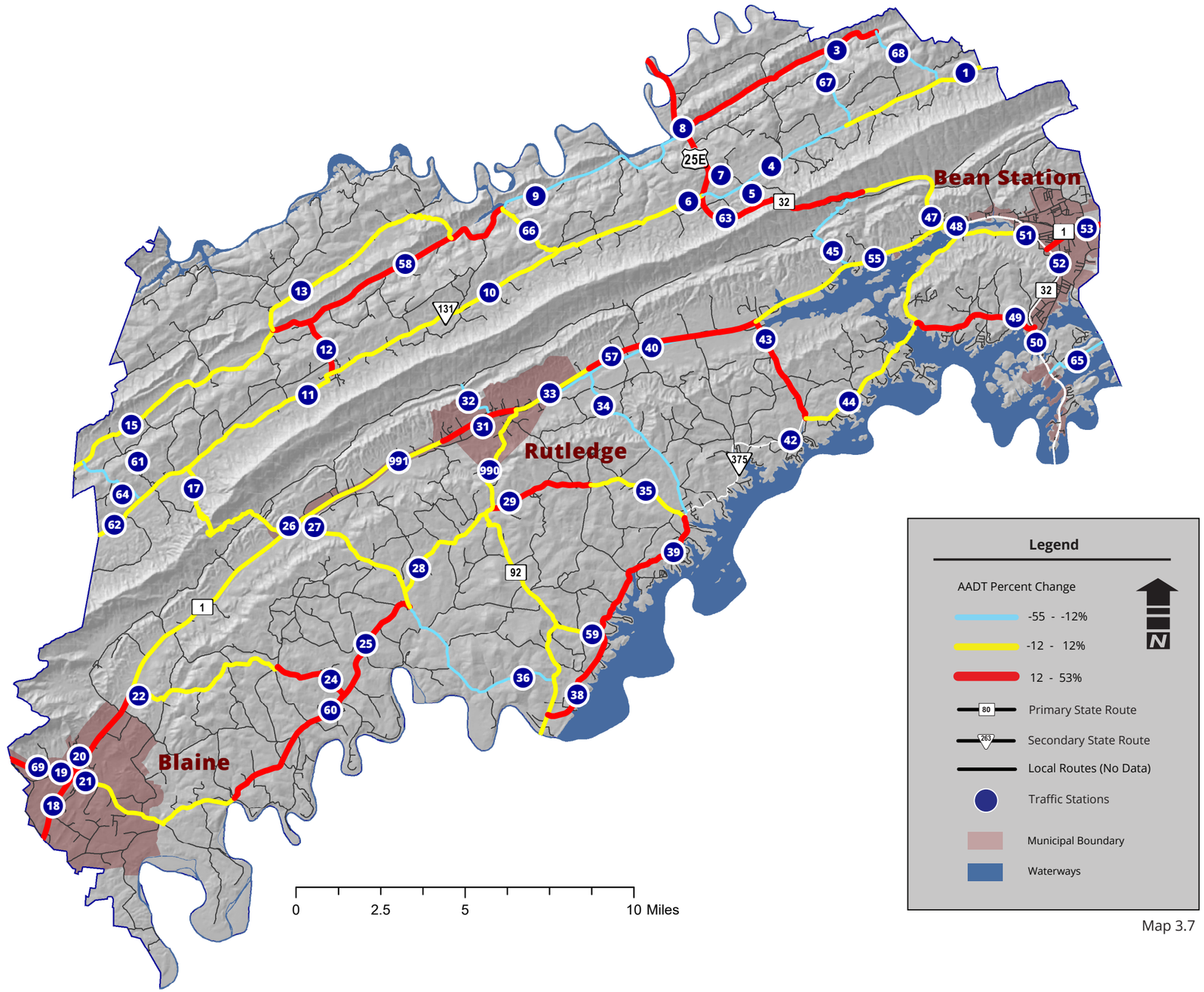


Map 3.6





Grainger County AADT Percent Change 2008 - 2018



Map 3.7

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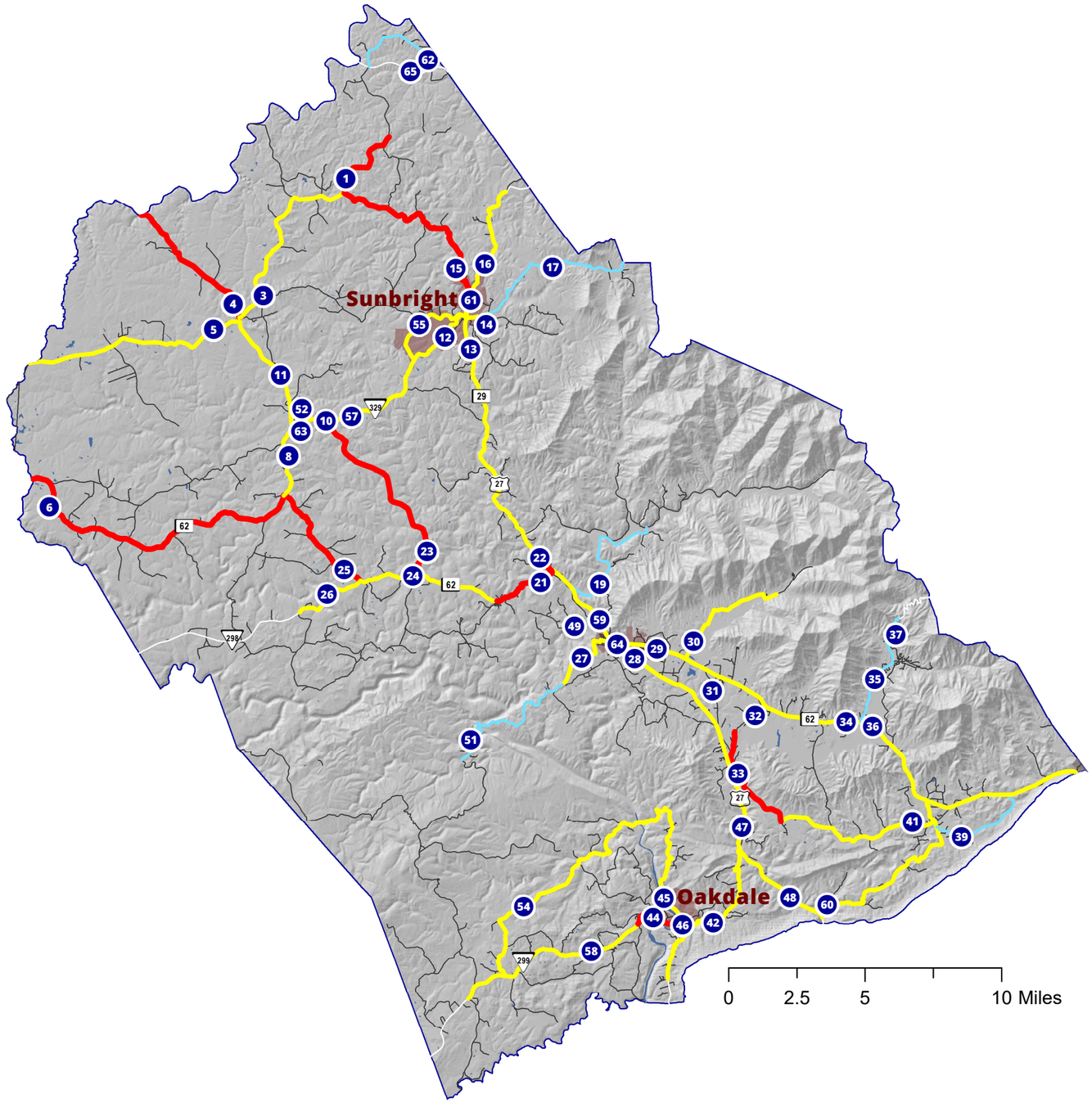
Morgan County AADT Percent Change 2008 - 2018

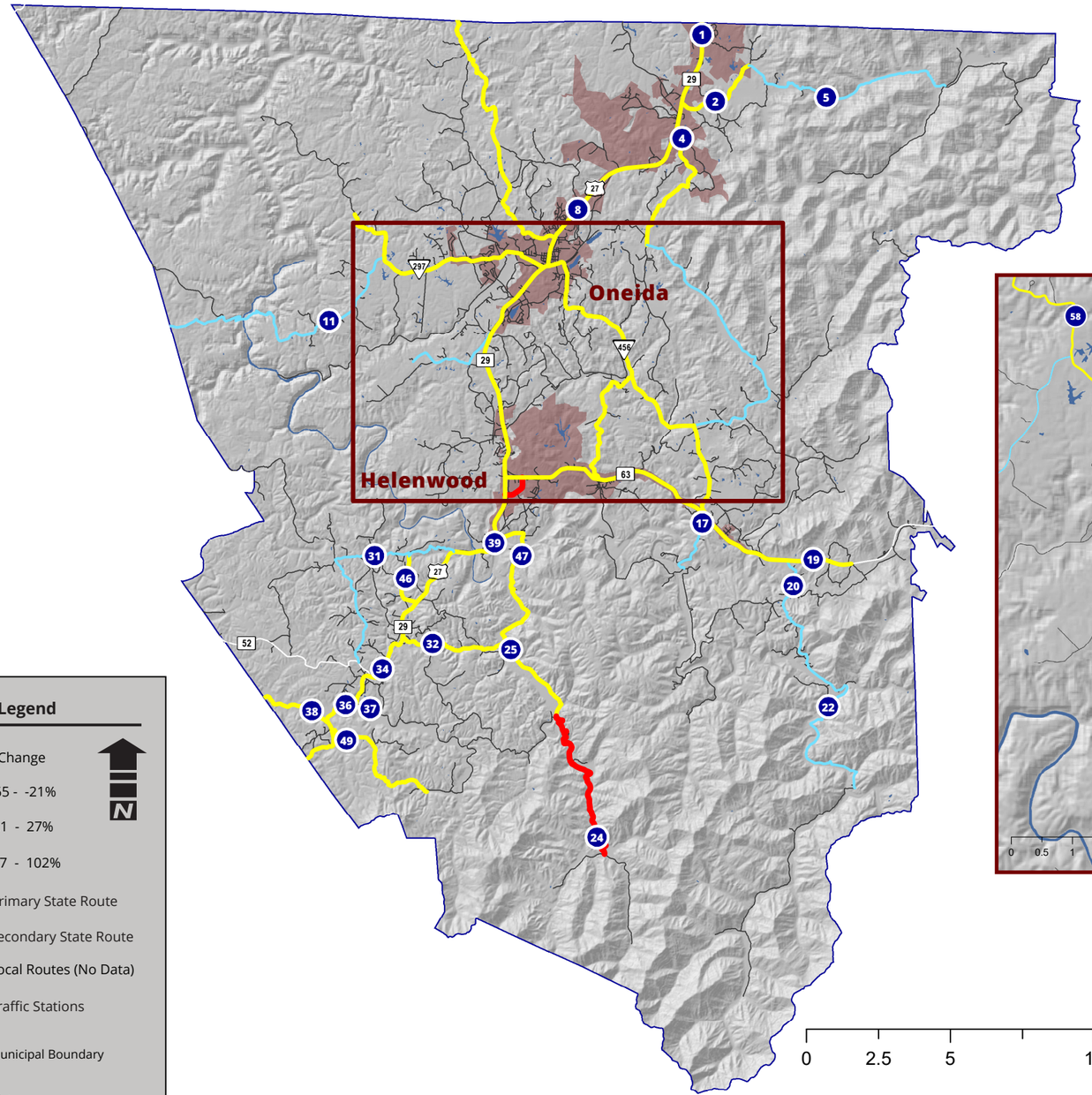


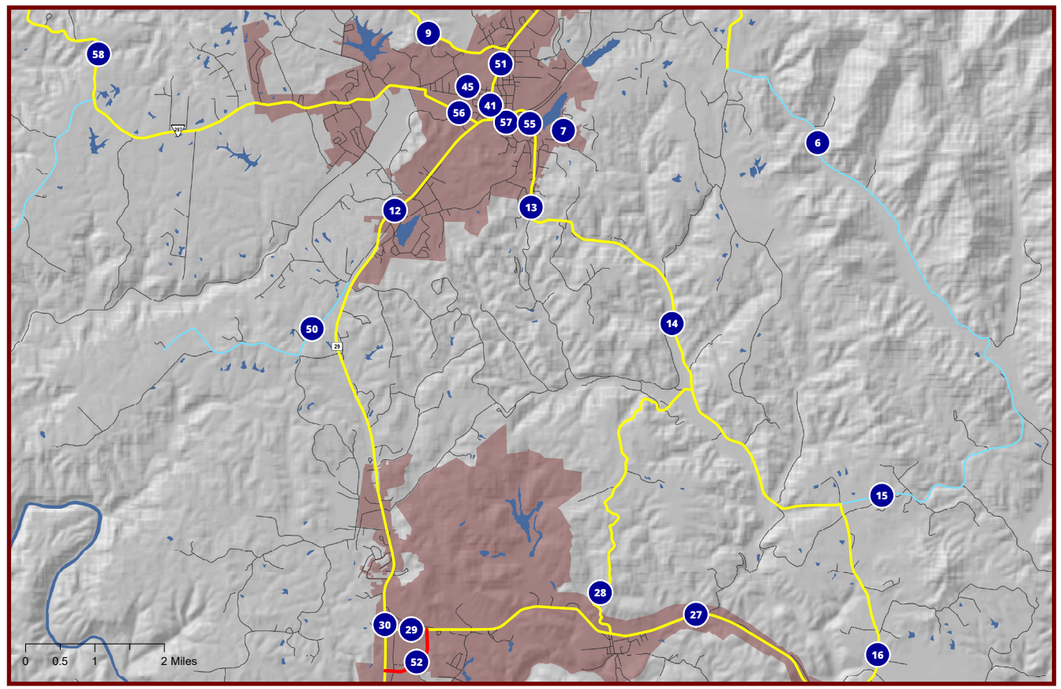
Legend

AADT Percent Change
-90 - -31%
-31 - 17%
17 - 61%
Primary State Route
Secondary State Route
Local Routes (No Data)
Traffic Stations
Municipal Boundary
Waterways

Map 3.8

Scott County AADT Percent Change 2008 - 2018





Legend

AADT Percent Change
- -65 - -21%
- -21 - 27%
- 27 - 102%
- Primary State Route
- Secondary State Route
- Local Routes (No Data)
- Traffic Stations
- Municipal Boundary
- Waterways

Map 3.9

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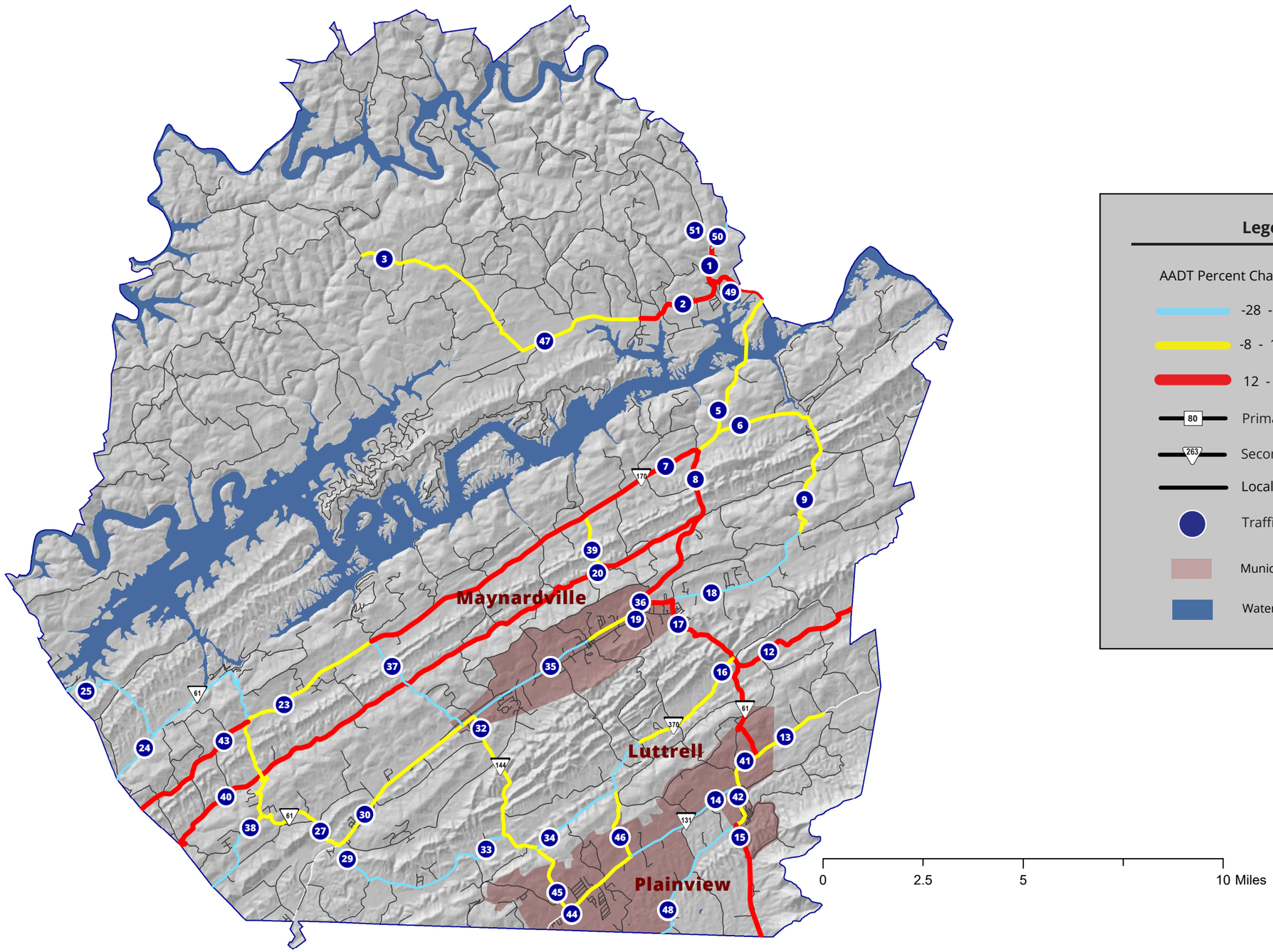
Union County AADT Percent Change 2008 - 2018



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:

Anderson County
The traffic v/c ratio in 2010 indicates there are a few intersections and interchanges with capacity issues. US-Hwy 25W (SR-9) in Rocky Top has a slightly increased v/c ratio of 0.25-0.49.

In 2040, almost the entire section of US-Hwy. 25W (SR-9) in Anderson County is forecasted to have an increased v/c ratio of 0.25-0.49. A short section of US-Hwy. 25W (SR-9) near the interchange onto I-75 is forecasted to have a v/c ratio of 0.50-0.74. State Hwy. 61 (SR-61) will have a v/c ratio of 0.25-0.49 on a section from the I-75 interchange to the intersection of Park Lane.

Campbell County
In 2010, Jacksboro Pk./Veterans Memorial Hwy. (SR-9) and E. Central Ave./ General Carl W. Stiner Hwy. (SR-63) from I-75 up to the intersection with Old Middlesboro Hwy. has a v/c ratio of 0.25-0.49, which is not of concern.

In 2040, there are a couple of sections with a v/c ratio of 0.50-0.74, which should be monitored. One section of Veterans Memorial Hwy. (SR-9) in Jacksboro, and another section of Jacksboro Pk. (SR-9), west of La Follette.

Claiborne County
There are no v/c ratio issues in 2010 in Claiborne County. Some road sections have a slightly increased v/c ratio of 0.25-0.49, such as Broad St. (SR-33) and Dixie Hwy./ US-Hwy. 25E (SR-32) in Tazwell.

Cumberland Gap Pkwy./ US-Hwy 25E (SR-32) from Harrogate to the Kentucky state line and US-Hwy. 25E (SR-63) west of Harrogate has a v/c ratio of 0.25-0.49.

In 2040, most of N. Broad St. (SR-33) west of Tazewell has a v/c ratio of 0.25-0.49, except one section in New Tazewell parallel to Old Hwy. 33 has a v/c ratio of 0.50-0.74, which should be monitored. Dixie Hwy. E./ US-Hwy. 25E (SR-32) between Tazewell and Harrogate will have a v/c ratio of 0.25-0.49.

Grainger County:
In 2010, Grainger County does not have any v/c ratio issues. Several sections of Rutledge Pike/ US-Hwy 11W (SR-1) are forecasted to have a slightly increased v/c ratio of 0.25-0.49, which does not pose any issues. One section is located throughout the city of Blaine, another section is east of Rutledge, and the last section is between the intersection of Helton Rd. and US-Hwy. 25E (SR-32).

Morgan County:
There are no capacity issues in 2010 nor 2040 in Morgan County. In 2010, there is only one section that has a v/c ratio of 0.25-0.49: Knoxville Hwy. (SR-62) from Oliver Springs to the intersection of Rock Bridge Rd.

In 2040, Knoxville Hwy. (SR-62) from Oliver Springs to the intersection with Petit Ln. is forecasted to have a v/c ratio of 0.25-0.49. One section of Flat Fork Rd. to the Morgan County Corrections Department will have a v/c ratio of 0.25-0.49. A small section of Morgan County Hwy. (SR-29) north of Wartburg is forecasted to have a v/c ratio of 0.25-0.49.

Scott County:
In 2010 and in 2040, Alberta St./ US-Hwy. 27 (SR-29) in Oneida between intersections W. 3rd Ave. and Litton Rd. has a v/c ratio of 0.50-0.74. That section should be monitored regarding any capacity issues.

There are no capacity issues in Scott County. In 2010, Alberta St. had a v/c ratio of 0.25-0.49 in South Oneida and between Oneida and Winfield. In 2040, there are a couple more streets with a slightly increased v/c ratio of 0.25-0.49, such as Howard H. Baker Hwy. (SR-63) and Scott Hwy./ US-Hwy. (SR-29).

Union County:
There are no capacity issues in Union County in 2010 or 2040. In 2010, there are a couple of road sections that have a slightly increased v/c ratio of 0.25-0.49. Those road sections are Maynardville Hwy. (SR-61) from the Knox County line to the intersection with Hickory Star Rd. and Maynardville Hwy. (SR-33) from the intersection with Buckner Rd. to Hickory Valley Rd.

In 2040, Maynardville Hwy. (SR-61 and SR-33) is forecasted to have a slightly increased v/c ratio of 0.25-0.49, except the section in Maynardville. The road is two lanes throughout the county except in Maynardville where it has four lanes and a median.

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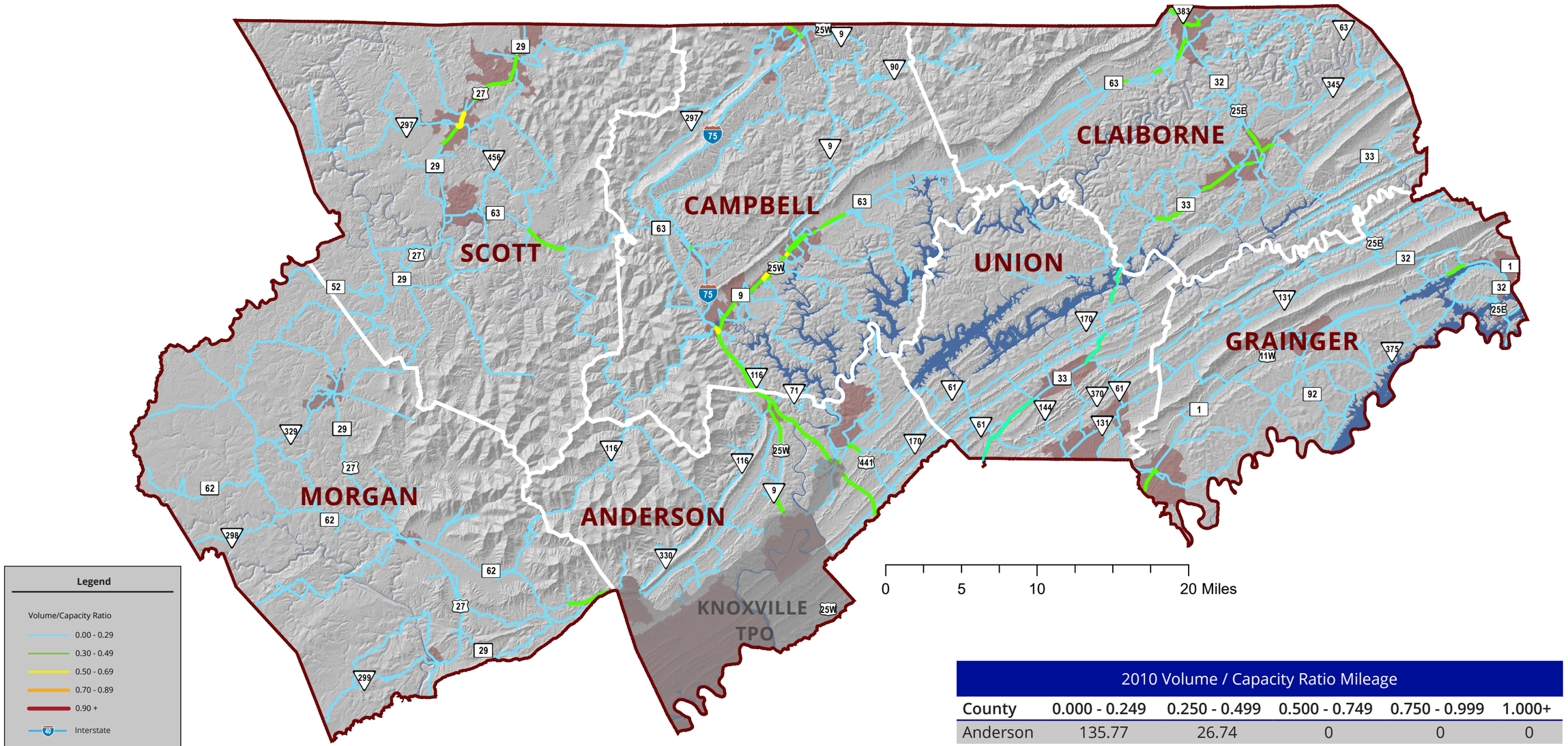
East Tennessee North Volume / Capacity Ratio - 2010



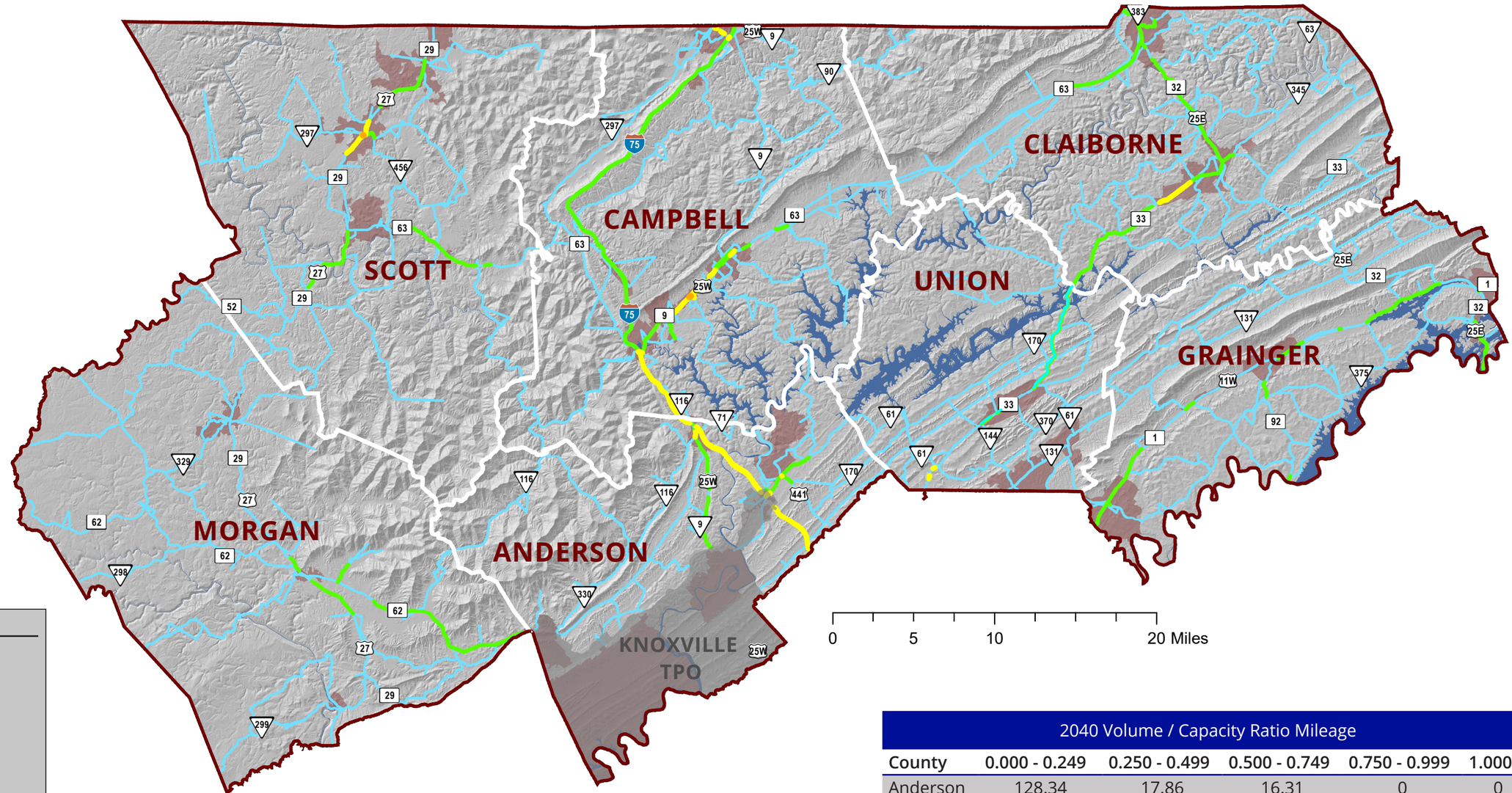
Map 3.11

2010 Volume / Capacity Ratio Mileage					
County	**0.000 - 0.249**	**0.250 - 0.499**	**0.500 - 0.749**	**0.750 - 0.999**	**1.000+**
Anderson	135.77	26.74	0	0	0
Campbell	266.22	28.99	0.68	0	0
Claiborne	255.59	15.74	0	0	0
Grainger	224.40	3.32	0	0	0
Morgan	214.28	2.77	0	0	0
Scott	148.34	8.76	1.08	0	0
Union	120.95	9.70	0	0	0

Table 3.4

See Table 6.3 on page 80 in appendix

East Tennessee North 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+**
Anderson	128.34	17.86	16.31	0	0
Campbell	210.67	74.24	10.86	0.12	0
Claiborne	235.95	33.07	2.29	0	0
Grainger	205.49	22.23	0	0	0
Morgan	200.50	16.55	0	0	0
Scott	139.09	16.48	2.57	0.04	0
Union	121.95	8.34	0.35	0	0

Table 3.5

See Table 6.4 on page 80 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 North RPO consists of 7 counties: Anderson, Campbell, Claiborne, Grainger, Morgan, Scott, and Union. Proximity to Knoxville and the I-75 corridor provide tangible benefits for the region. I-75 and US-Hwy. 25E (SR-32) are the most important truck freight corridors in terms of both total truck volume and percent of truck volume. I-75 runs through Anderson and Campbell counties connecting Knoxville and Chattanooga to the south to Lexington, KY and Cincinnati, OH to the north. US-Hwy. 25E (SR-32) runs through Claiborne and Grainger counties with access into Kentucky near the Cumberland Gap.

There are three primary railroad companies operating in the region: Norfolk Southern, CSX, and RJ Corman/Bardstown Line. Rail lines carry freight between ports and intermodal facilities in the Knoxville region and Kentucky.

Railroads

Anderson County
Anderson County is serviced by three railroad companies – CSX Transportation (CSX), Norfolk Southern (NS), and RJ Corman / Bardstown Line (RJCR). These lines are active and on average run 4 to 35 daily trips combined. The CSX rail line has a total of 70 crossings – 36 public at-grade crossings, 9 public grade-separated crossings, and 25 private crossings. The NS line has a total of 104 crossings – 48 public at-grade crossings, 11 public grade-separated crossings, and 45 private crossings. RJCR has 4 crossings – 3 public at-grade crossings and 1 private crossing.

Campbell County
Campbell County is serviced by three railroad companies – CSX Transportation (CSX), Norfolk Southern (NS), and RJ Corman / Bardstown Line (RJCR). These lines are active and, on average, run 4 to 66 daily trips combined. The CSX rail line has a total of 33 crossings – 16 public at-grade crossings, 13 public grade-separated crossings, and 4 private crossings. The NS rail line has 54 crossings – 23 public at-grade crossings, 6 public grade-separated crossings, and 25 private crossings. RJCR has 3 public at-grade crossings in the county.

Claiborne County
Claiborne County is serviced by one railroad company – Norfolk Southern (NS). The NS line is active and on average runs 2 to 66 daily trips. This rail line has a total of 66 crossings – 33 public at-grade crossings, 8 public grade-separated crossings, and 25 private crossings.

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%		2.6%	2.0%	2.1%	1.8%
Multi Unit	27.05%		7.4%	3.9%	2.1%	1.2%
Urban System						
Type Trucks	Interstate	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	1.75%	3.01%	3.1%	2.0%	1.3%	1.7%
Multi Unit	14.22%	5.2%	7.1%	4.3%	1.9%	1.2%

Table 3.6

Grainger County
Grainger County is serviced by one railroad company – Norfolk Southern (NS). The NS line is active and on average runs 2 to 66 daily trips. This rail line has a total of 45 crossings – 10 public at-grade crossings, 3 public grade-separated crossings, and 32 private crossings.

Morgan County
Morgan County is serviced by one railroad company – Norfolk Southern (NS). The NS line is active and on average runs 20 to 70 daily trips. The NS rail line has a total of 26 crossings – 4 public at-grade crossings, 10 public grade-separated crossings, and 12 private crossings.

Scott County
There are two railroad companies serving Scott County – Norfolk Southern (NS) and RJ Corman/ Bardstown Line (RJCR). The two lines are active and on average run 30 to 70 daily trips combined. The NS rail line has a total of 34 crossings – 7 public at-grade crossings, 12 public grade-separated crossings, and 14 private crossings, while the RJCR rail line has 32 crossings – 14 public at-grade crossings, 2 public grade-separated crossings, and 16 private crossings.

Union County
Union County is serviced by one railroad company – Norfolk Southern (NS). The NS line is active and on average runs 2 to 36 daily trips. This rail line has a total of 19 crossings – 6 public at-grade crossings and 13 private crossings.

Freight Traffic

Main travel routes for freight are State Routes 29, 32, 61, 63 in the East Tennessee North RPO.

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 on the traffic are compared to the statewide averages per functional class based on 2016 AADTs.

Rocky Top

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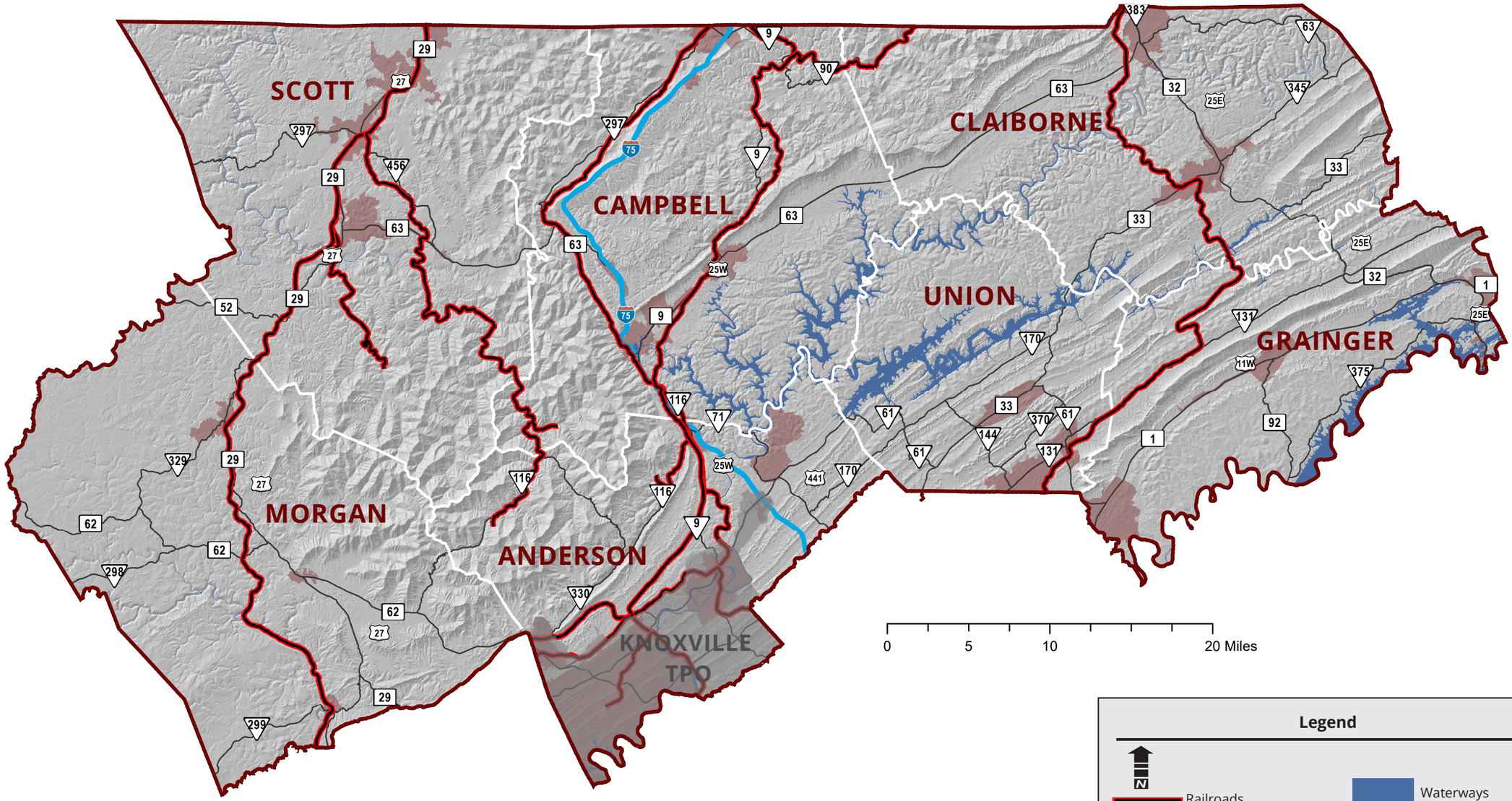
East Tennessee North Railroads



Map 3.13

Truck Traffic

Anderson County
The main freight travel routes are SR-95, US-Hwy. 441 (SR-61), US-Hwy. 25W (SR-9), Norris Frwy. (US-Hwy. 441S). The upper section of Creek St. (SR-116) and a section of Hickory Valley Rd. (SR-170) are also used by trucks but are not main travel routes.

Campbell County
Interstate 75, US-Hwy. 25W (SR-9), and Howard Baker Hwy./ E. Central Ave./ General Carl Stiner Hwy. (SR-63) are the main travel routes for truck traffic. Newcomb Pk./ S. Main St. (SR-297), State Hwy. 116/ John McGhee Blvd. (SR-116) are also travel routes for trucks.

Small sections of US-Hwy. 441 (SR-71) have high single-unit (10 percent) and multi-unit (20 percent) truck shares compared to about 2 percent statewide average on rural major collectors.

Claiborne County
State Route 63, Cumberland Gap Pkwy./ US-Hwy. 25E (SR-32), Broad St./ State Hwy. 33 (SR-33) are the main travel routes for trucks in Claiborne County. Lone Mountain Rd., Blue Top Rd., State Hwy. 90 (SR-90) are used by trucks often.

US-Hwy 25E (SR-32) has higher multi-unit truck shares, between 10 and 13 percent compared to the statewide average of 7.36 for rural principal arterials and 5.21 for urban principal arterials.

Grainger County
US-Hwy. 11W (SR-1) and US-Hwy. 25E (SR-32) are the main routes for trucks to travel on. US-Hwy. 25E (SR-32) has multiple-unit truck traffic between 9 and 12 percent compared to a statewide average of 7.36 percent for principal arterials.

Thorn Hill Rd. (SR-131) and Lake Shore Rd. (SR-375) are secondary routes for truck traffic.

Morgan County
US-Hwy. 27 (SR-29) and Knoxville Hwy. (SR-62) are the main travel routes in Morgan County. Part of Nashville Hwy. (SR-62) in the western side of the county and Flat Fork Rd. are also used by trucks frequently. One section of Nashville Hwy. (SR-62) has 15 percent multi-unit truck traffic compared to 3.86 percent statewide average for minor arterials. Also, a section of Rugby Hwy. (SR-52) (LM 0 – 2.85) has multi-unit truck traffic of 18 percent compared to 3.86 percent.

Scott County
Scott Hwy./ Alberta St. /US-Hwy. 27 (SR-29) and Howard H. Baker Hwy. (SR-63) are the main travel routes for trucks.

Paint Rock Rd./Annadell Rd. (SR-456) and Scott Hwy./ US-Hwy 27 (SR-29) up to the intersection with Howard H. Baker Hwy. (SR-63) are secondary truck routes in the county. A section of Scott Hwy. (SR-29) (LM 23.98 – 27) has an 11 percent multi-unit truck share compared to a 7.36 percent statewide average. Rugby Pk. (SR-52) has a five-mile section (LM 0 - 5.07) with 18 percent multi-unit trucks compared to 3.86 percent statewide average.

Union County
The main truck route in Union County is Maynardville Hwy. (SR-33). Maynardville Hwy. (SR-33) has multi-unit truck percentages between 5 and 8 percent compared to 3.86 statewide average on minor arterials. Several other roads are secondary truck routes such as Hickory Valley Rd. (SR-170), Maynardville Hwy. (SR-61), Tazewell Pk./ Clinch Valley Rd. (SR-131), Bull Run Rd. (SR-370), Ailor Gap Rd. (SR-144), and Sharps Chapel Rd.

Anderson County

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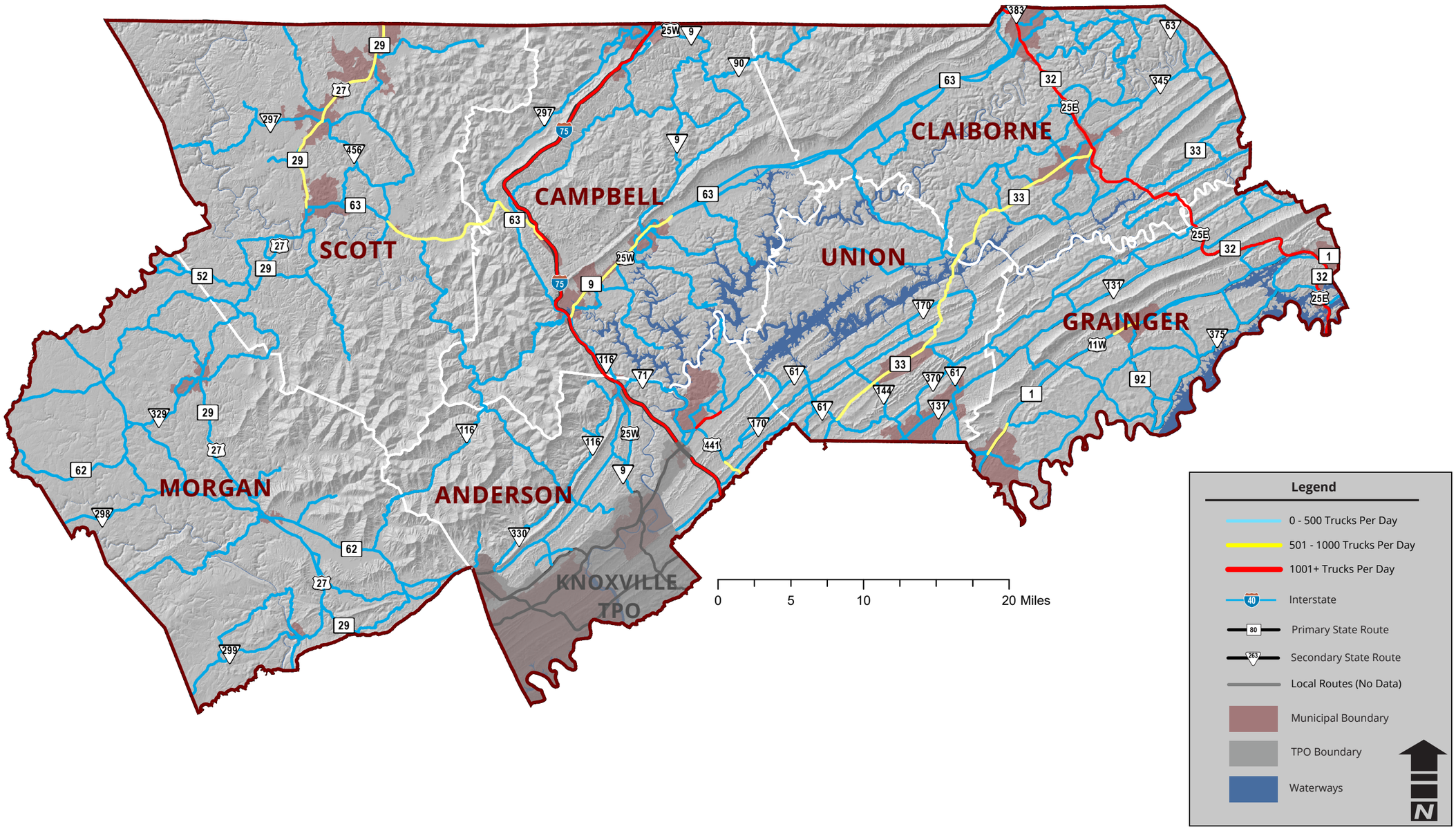
East Tennessee North Truck Annual Average Daily Traffic



Map 3.14

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 North RPO, it is possible in the foreseeable future for this RPO to have TDM options readily available.

Commuting Patterns

The East Tennessee North RPO has a commuting pattern of residents from surrounding counties journeying to adjacent or nearby counties during daily commutes. The commuting patterns are indicative of where people live and/or work throughout the region. The commuting patterns also provide an explanation of future growth along State Route corridors in the region, as well as indicating additional modes or options of transportation that may be needed in the future. The commute traffic dataset came from the U.S. Census Bureau's American Community Survey and AASHTO's Census Transportation Planning Products Program (CTPP).

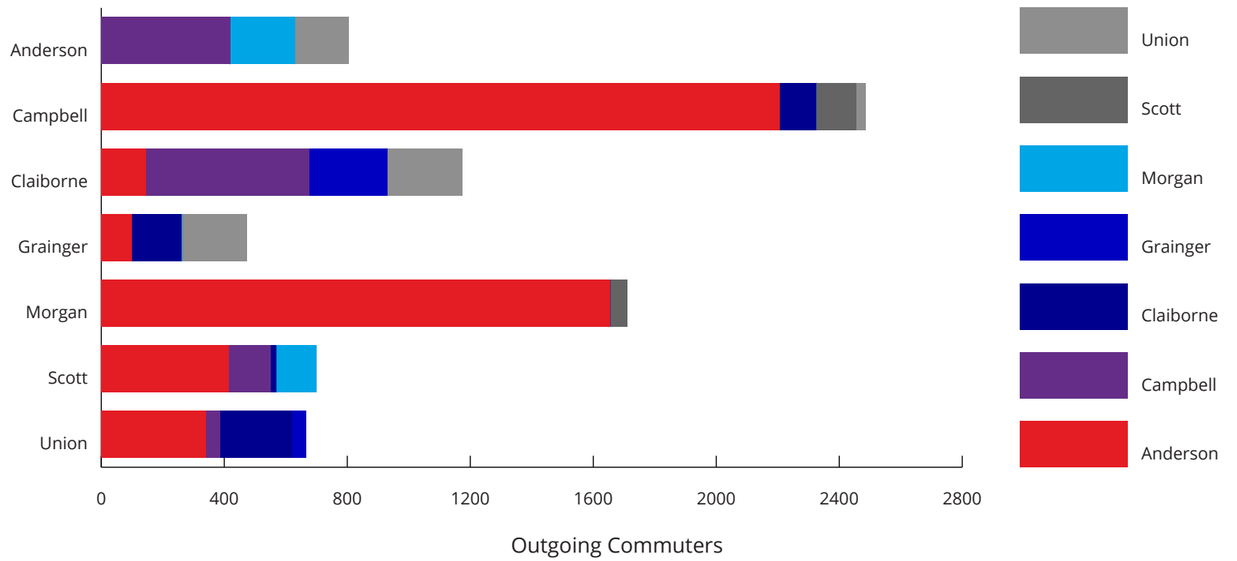
Most commuters within the East Tennessee North RPO travel to Anderson County for work. A total of 4,860 commuters travel to Anderson County. Most of those commuters reside in Campbell (2,205 commuters) and Morgan (1,655 commuters) counties. Another destination for commuters is Campbell County (1,130 commuters). The county with the most commuters leaving for work somewhere else in the region is Campbell County (2,485 commuters), followed by Claiborne and Morgan County.

The commute analysis also takes the counties of Knox and Hamblen into consideration since considerable numbers of commuters travel to those counties for work and vice versa. The majority of commuters, 48.3 percent, that work in Knox County originate from Anderson County (8,980 commuters). Many commuters working in Knox County reside in Union County (3,590 commuters), Grainger County (2,520 commuters), and Campbell County (1,840 commuters). The vast majority of commuters traveling to Hamblen County live in Grainger County (78.3 percent or 1,665 commuters). From Claiborne County, 355 commuters (16.7 percent) travel to Hamblen County for work. Many commuters (11,545) from Knox County travel to Anderson County for work. From Hamblen County, 415 commuters travel to Grainger County for work.

ORIGIN \ DESTINATION	Anderson	Campbell	Claiborne	Grainger	Morgan	Scott	Union	Origin Totals
Anderson	18,980	420	-	-	210	-	175	805
Campbell	2,205	8,515	120	-	-	130	30	2,485
Claiborne	145	530	7,465	255	-	-	245	1,175
Grainger	100	-	160	2,920	4	-	210	474
Morgan	1,655	-	-	-	3,175	55	-	1,710
Scott	415	135	20	-	130	6,130	-	700
Union	340	45	235	45	-	-	2,820	665
Destination Totals	4,860	1,130	535	300	344	185	660	8,014

Table 3.7

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



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ETN County	Hamblen County Residence - Origin	Hamblen County Place of Work - Destination	Knox County Residence - Origin	Knox County Place of Work - Destination
Anderson	10	20	11,545	8,980
Campbell	15	10	285	1,840
Claiborne	55	355	150	595
Grainger	415	1,665	190	2,520
Morgan	0	10	90	765
Scott	0	55	30	285
Union	0	10	340	3,590
Total	**495**	**2,125**	**12,630**	**18,575**

Table 3.8

Commute by Industry

Commuters from the East Tennessee North RPO, including the counties of Hamblen and Knox, work mostly in the education (21.3 percent), trade (21.0 percent), and manufacturing (20.2 percent) sectors. For example, 1,725 commuters (35.5 percent) travel to Anderson County to work in the manufacturing industry. About 40.5 percent of commuters traveling to Hamblen County work in manufacturing. From the East Tennessee North RPO, 4,255 (22.9 percent) commute to Knox County to work in the education sector and 4,410 (23.7 percent) work in the trade sector.

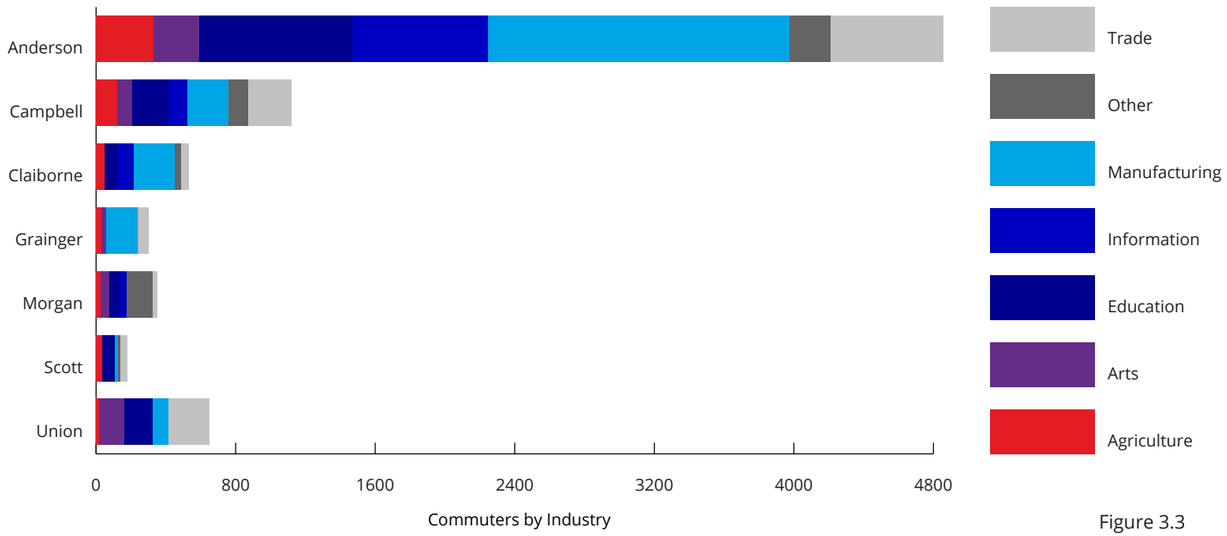


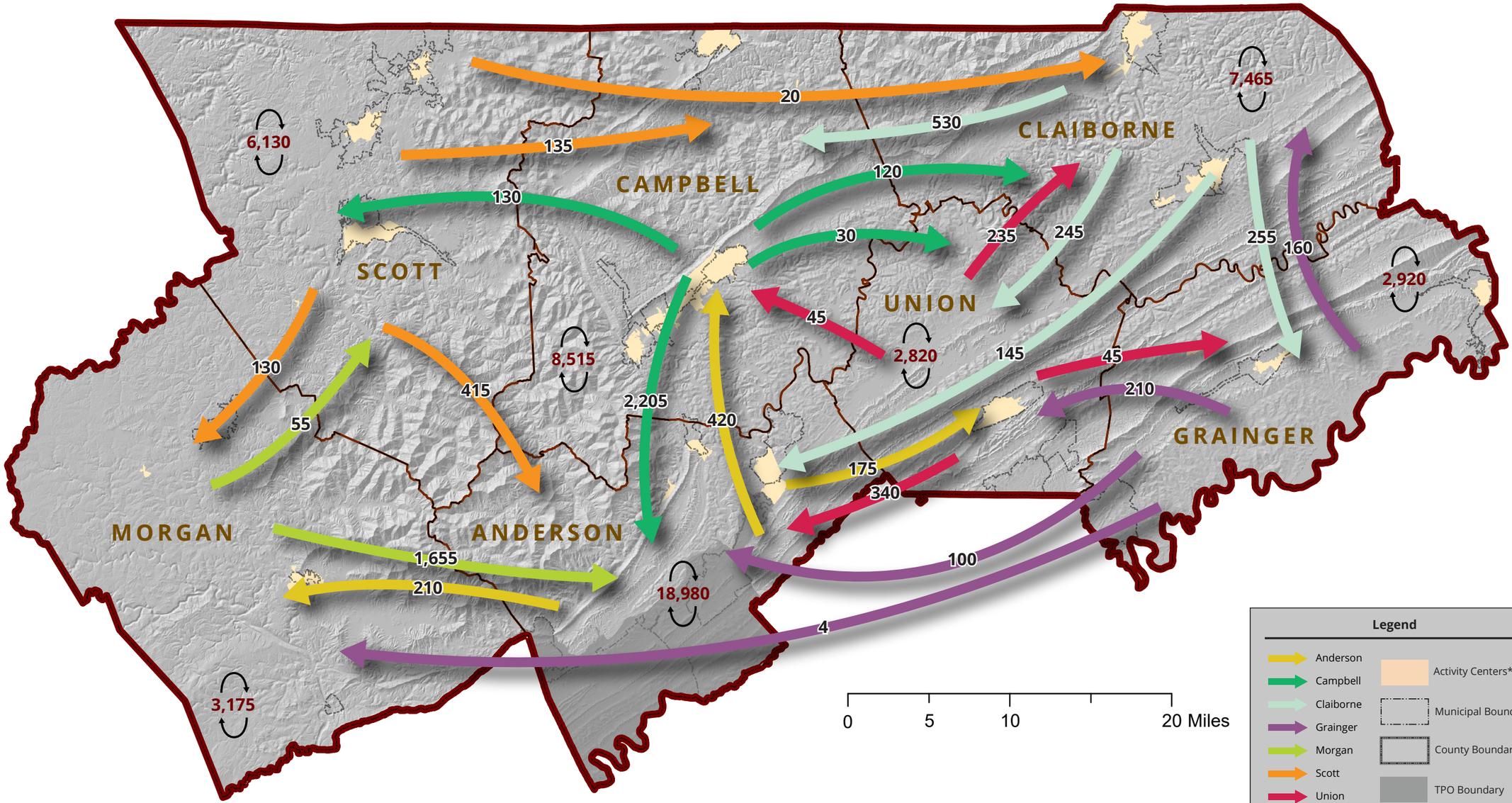
Figure 3.3

Morgan County

DESTINATION \ INDUSTRY	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Anderson	329	260	879	780	1,725	239	645	4,857
Campbell	119	85	210	109	235	110	250	1118
Claiborne	49	0	70	95	235	40	45	534
Grainger	30	25	0	0	184	0	59	298
Morgan	24	50	65	35	0	150	25	349
Scott	35	0	70	0	19	14	40	178
Union	15	145	164	0	90	0	235	649
*Hamblen	190	85	379	155	835	125	295	2,064
*Knox	2,390	855	4,255	2,965	2,465	1,225	4,410	18,565
Industry Totals	**3,181**	**1,505**	**6,092**	**4,139**	**5,788**	**1,903**	**6,004**	**28,612**

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 North RPO, there have been a total of 110 Safety projects performed in 2011-2016. These projects include Local Roads Safety Initiative (LRSI), Road Safety Audit (RSA), and Spot Safety Improvements. The Local Roads Safety Initiative provides assistance to local governments outside of the 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 98 of the appendix.

East Tennessee North Crashes

County	Vehicular Crash Count	Percent within RPO
Anderson	2,102	14.86
Campbell	5,433	38.40
Claiborne	2,168	15.32
Grainger	1,565	11.06
Morgan	934	6.60
Scott	1,047	7.40
Union	899	6.35

Table 3.10

Morgan County

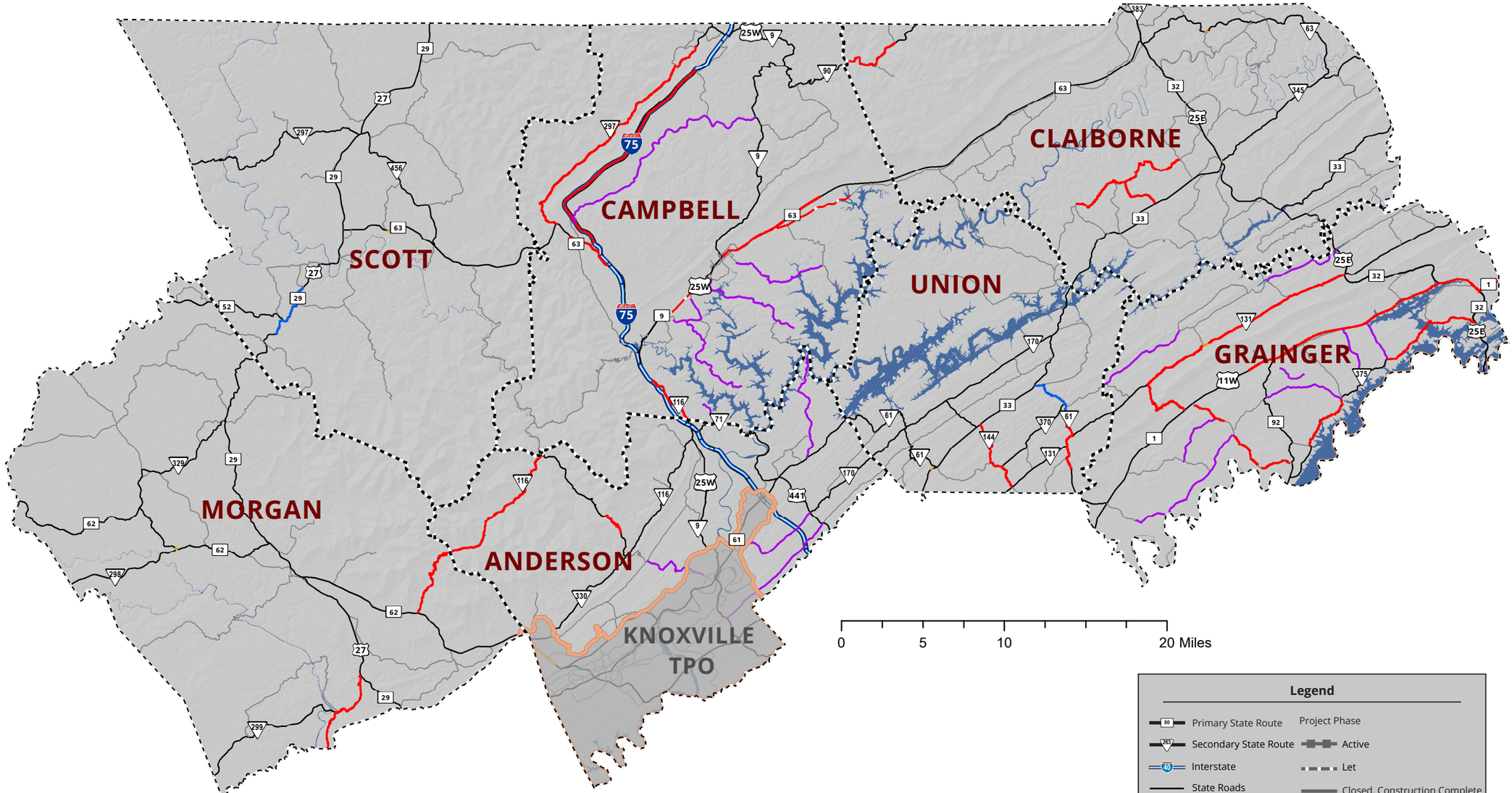
Crash Data

According to the Tennessee Department of Safety and Homeland Security, there were a total of 14,148 vehicle crashes from 2014-2018, and 261 bicycle and pedestrian- related crashes in the East Tennessee North 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. Campbell County has the highest total and percentage of crashes within the RPO at 5,433. One of the main reasons for the higher crash rate is due to I-75 running through the entire county to the Kentucky border. The lowest total of crashes is in Union County at 899.

Bicycle and pedestrian- related crashes were included in this analysis. There were a total of 261 pedestrian-related crashes. Of the 261 crashes, 50 of those individuals were on foot while 211 were cycling. The majority of these crashes occurred during the day and during clear weather conditions. Campbell County had 107 of these crashes, while Anderson had 36, and Claiborne County had 35.

Maynardville

East Tennessee North Safety Projects



Map 3.16

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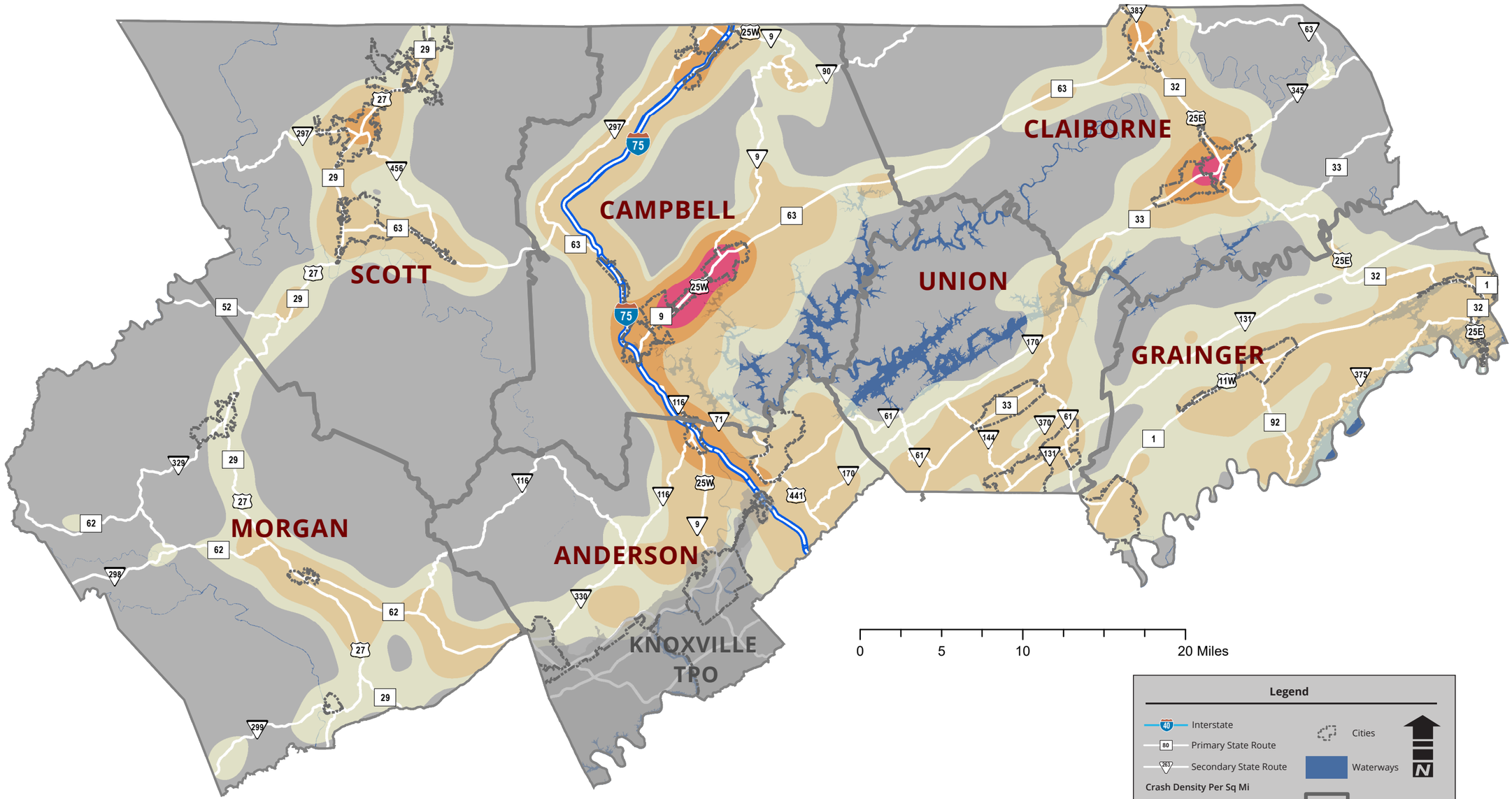
East Tennessee North Crash Density



Map 3.17
Source: TITAN database, Tennessee Department of Safety & Homeland Security, crash years 2014-2018.

Bicycle and Pedestrian Crashes in East TN North

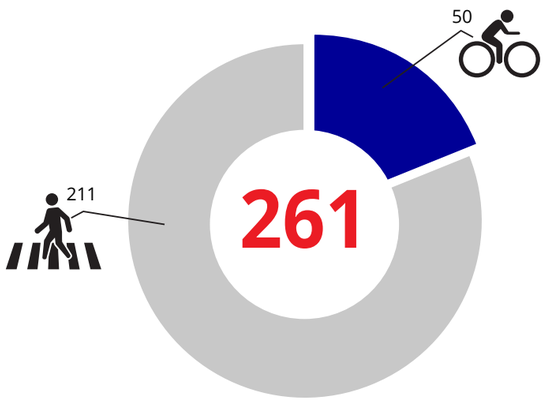


Figure 3.4

Bicycle and Pedestrian Crashes by Location

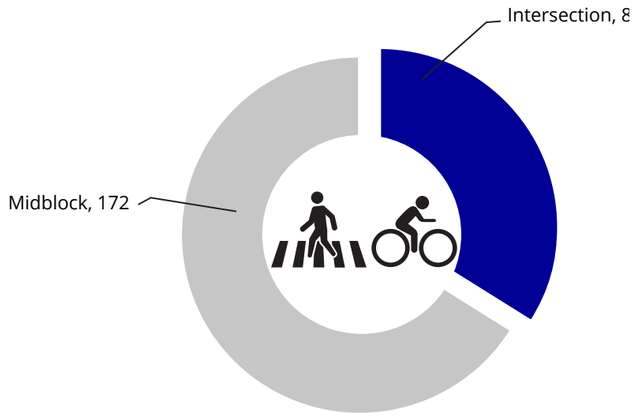


Figure 3.5

Bicycle and Pedestrian Crashes by County

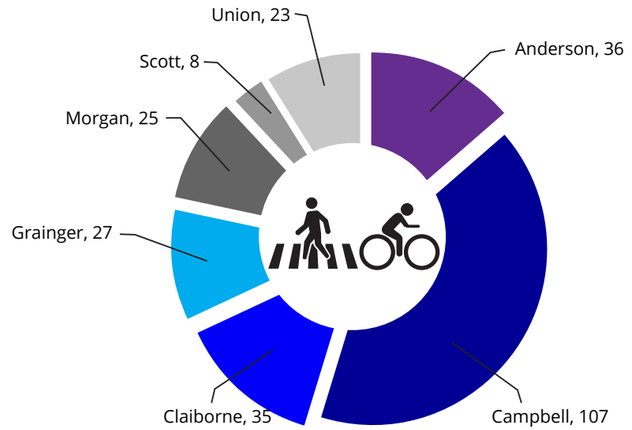


Figure 3.6

Bicycle and Pedestrian Crashes by Weather Conditions

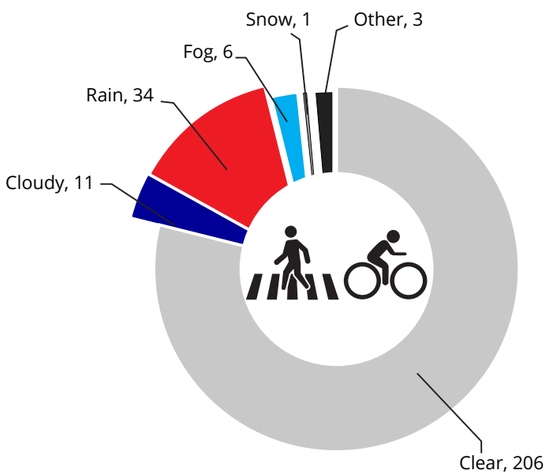


Figure 3.7

Bicycle and Pedestrian Crashes by Light Conditions

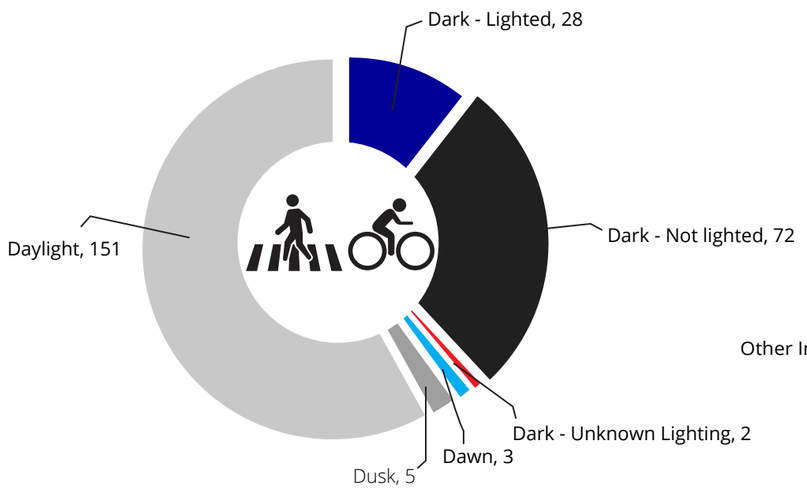


Figure 3.8

Bicycle and Pedestrian Crashes by Severity

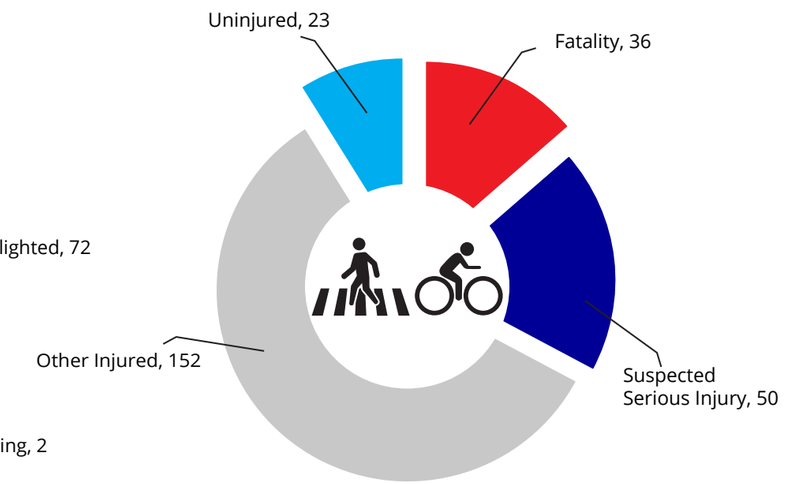


Figure 3.9

Source: TITAN database, Tennessee Department of Safety & Homeland Security, crash years 2014-2018.

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Multimodal Facilities

Bicycle and Pedestrian Facilities

The East Tennessee North RPO is a predominately rural region, with areas that are becoming more suburbanized along certain State Routes. State Routes have been designated as Bicyclist Routes. Bicyclist Route designation allows for cycling along the State Route. 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 127 miles of existing designated bike routes along State Routes, and 12.14 miles of designated bike lanes within the RPO. Within the East Tennessee North RPO, there are approximately 10.9 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.

The majority of roadways - 402 miles or 66.7 percent - in the East TN North RPO have a LOS A through D and therefore are suitable for bicycle travel. A large share of roads (31.4 percent) has LOS D which is at the margin of not being suitable for bicycle travel.

There are 200.8 miles (33.3 percent) of roadways in the East TN North RPO that are not suitable for bicycle travel, which have the LOS E and F.

State Routes suitable for bicycle travel in the East TN North RPO:

- State Route 63 in the counties of Campbell, Claiborne, and Scott (BLOS A and B)
- State Route 32 (US-25E) in the counties of Claiborne and Grainger (BLOS A and B)
- State Route 29 (US-27) in the counties of Morgan and Scott (BLOS A and B)
- State Route 33 in the counties of Claiborne and Union (BLOS A)
- State Route 9 (US-25W) in the counties of Campbell and Anderson (BLOS A and B)

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

- State Route 131 in the counties of Union and Grainger (BLOS E)
- State Route 63 in the counties of Campbell and Claiborne (BLOS E)
- State Route 375 in Grainger County (BLOS E)
- State Route 29 (US-27) in the counties of Morgan and Scott (BLOS E)
- State Route 170 in the counties of Anderson and Union (BLOS E)

*See appendix page 99

Bike Lanes in ETN		
County	**Termini**	**Length (mi)**
Claiborne	0.00 to 0.19	0.19
Grainger	0.15 to 0.27	0.12
Grainger	0.15 to 0.27	0.12
Grainger	0.27 to 1.00	0.73
Grainger	0.27 to 1.00	0.73
Grainger	1.00 to 2.17	1.17
Grainger	1.00 to 2.17	1.17
Grainger	2.17 to 2.23	0.06
Grainger	2.17 to 2.23	0.06
Grainger	2.23 to 2.41	0.18
Grainger	2.23 to 2.41	0.18
Grainger	2.41 to 6.12	3.71
Grainger	2.41 to 6.12	3.71

Table 3.11

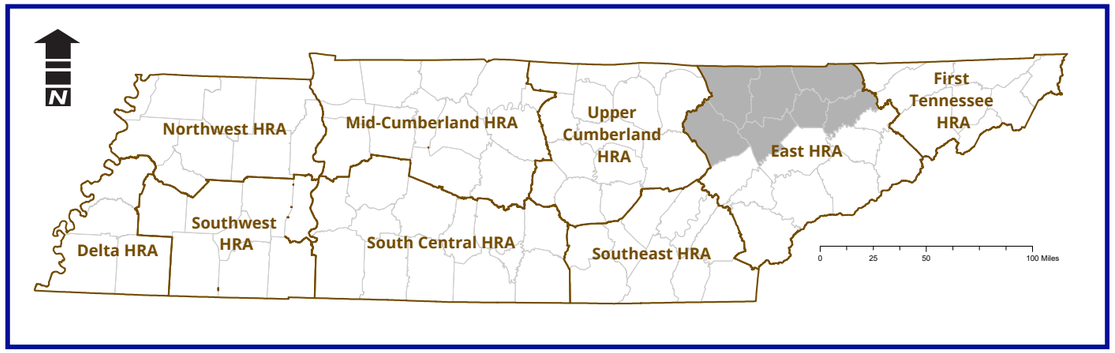
Public Transportation

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 North RPO. Fixed-route service is currently not available. Demand-response transit is provided throughout the region with at least 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. Total ridership for the East Tennessee Human Resource Agency slightly increased by 1.47 percent from fiscal year 2016-2017 to 2017-2018.

ETHRA

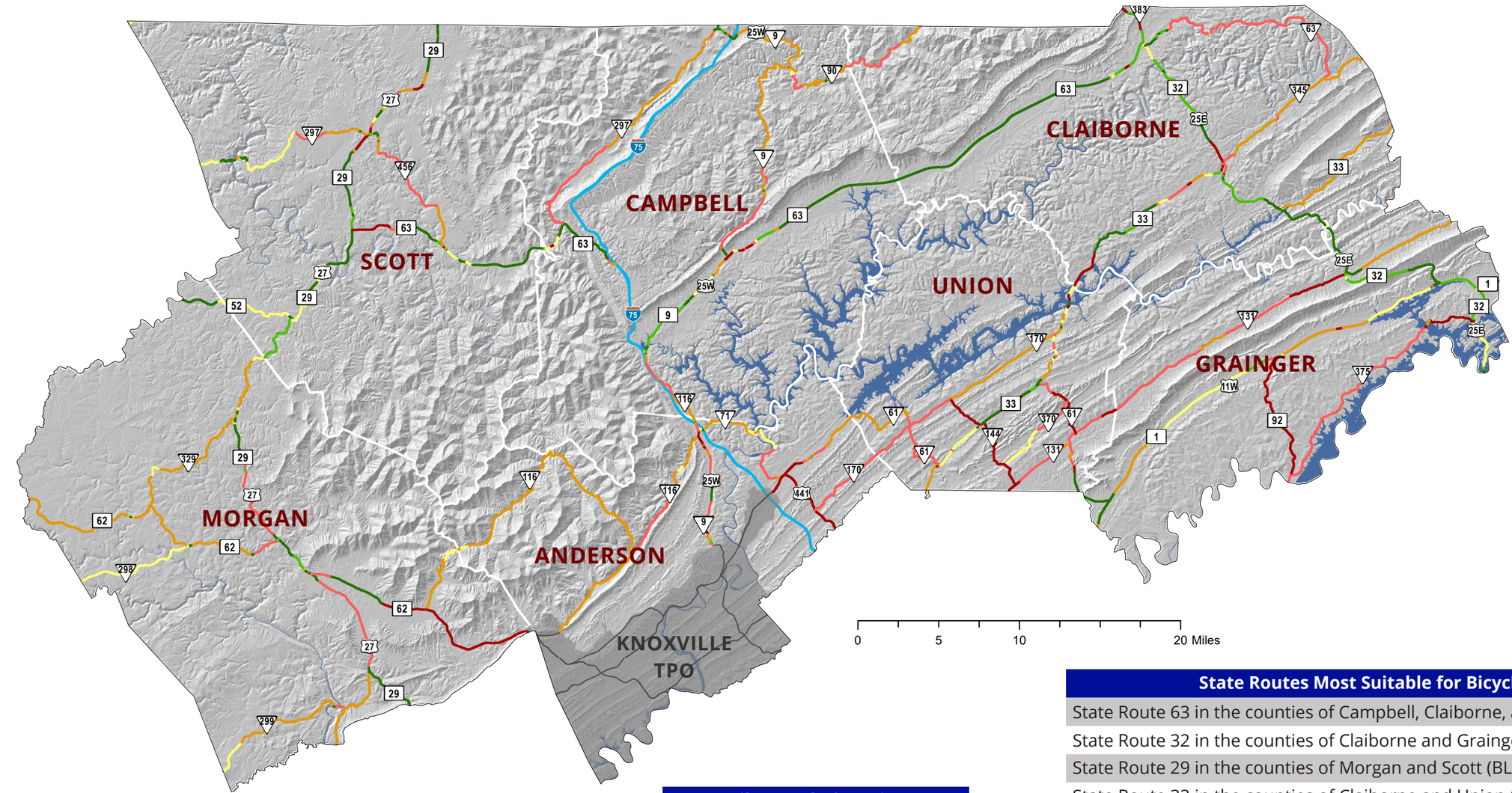
ETNHRA FY 2017-2018 Ridership Per County			
County	**Total Trips 2016-2017**	**Total Trips 2017-2018**	**% Change**
Morgan	4,300	5,059	17.6
Scott	10,460	11,599	10.8
Campbell	17,858	17,606	-1.41
Anderson	28,664	31,379	9.47
Union	4,722	4,677	-0.95
Claiborne	8,274	6,143	-25.7
Grainger	6,505	5,508	-15.3
Total	**80,783**	**81,971**	**1.47**

Table 3.12



East Tennessee North HRA Boundaries

East Tennessee North 2016 Bicycle Level of Service



Legend

- Interstate
- Grade A
- Grade B
- Grade C
- Grade D
- Grade E
- Grade F
- Waterways
- County Boundary
- TPO Boundary
- N

Map 3.18

Bike Level of Service		
Grade	Mileage	Percentage
A	106.89 mi	17.73%
B	38.19 mi	6.33%
C	67.76 mi	11.24%
D	189.27 mi	31.39%
E	137.68 mi	22.83%
F	63.15 mi	10.47%

Table 3.14

State Routes Most Suitable for Bicycle Travel
State Route 63 in the counties of Campbell, Claiborne, and Scott (BLOS A and B)
State Route 32 in the counties of Claiborne and Grainger (BLOS A and B)
State Route 29 in the counties of Morgan and Scott (BLOS A and B)
State Route 33 in the counties of Claiborne and Union (BLOS A)
State Route 9 in the counties of Campbell and Anderson (BLOS A and B)
State Routes Least Suitable for Bicycle Travel
State Route 131 in the counties of Union and Grainger (BLOS E)
State Route 63 in the counties of Campbell and Claiborne (BLOS E)
State Route 375 in Grainger County (BLOS E)
State Route 29 in the counties of Morgan and Scott (BLOS E)
State Route 170 in the counties of Anderson and Union (BLOS E)

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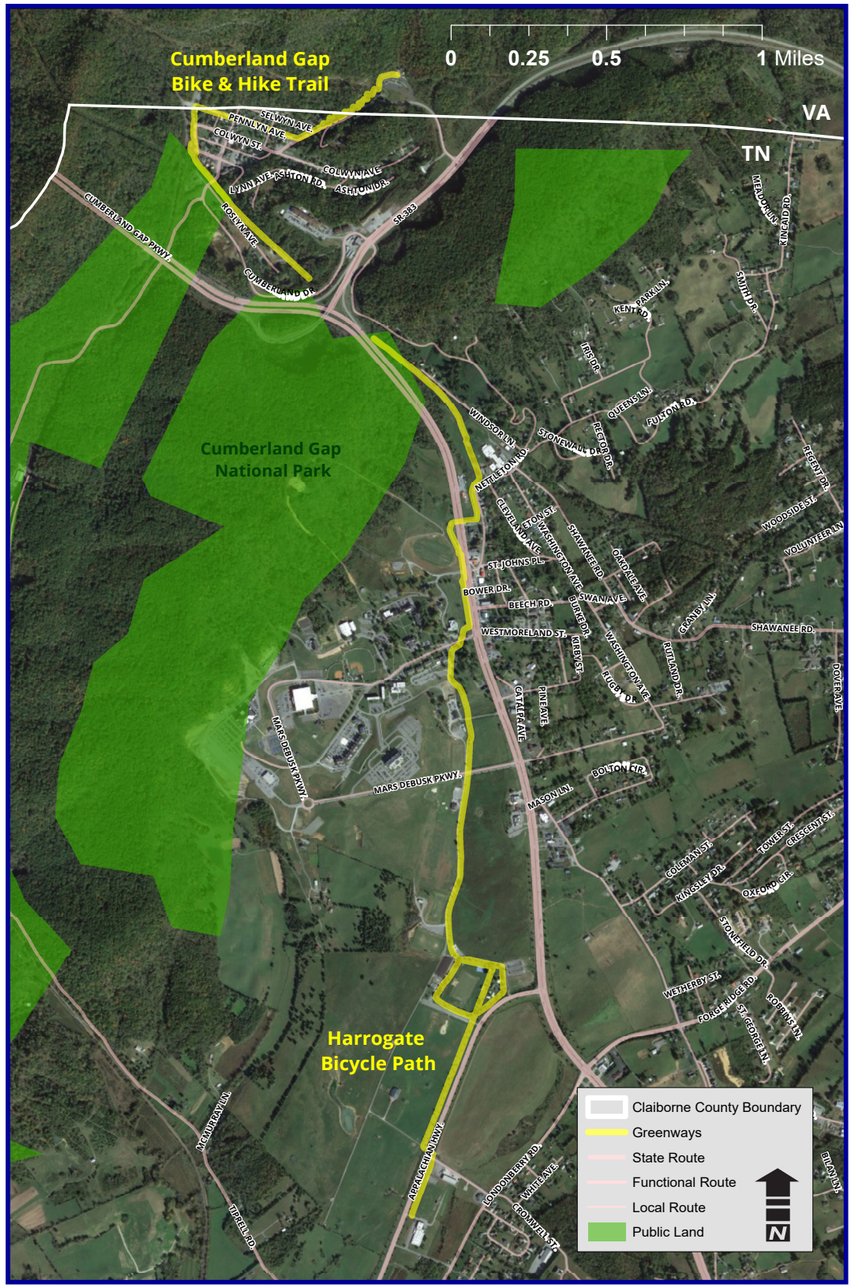
East Tennessee North Greenways



Map 3.24

The East Tennessee North RPO has a total of approximately 3.20 miles of greenway throughout the region. The Harrogate Bicycle Path is in Claiborne County. This path functions as recreational or an alternative transportation mode 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 North RPO stressed the importance of multimodal access. Greenways and trails can spur economic and community development, while also serving the local communities around it.

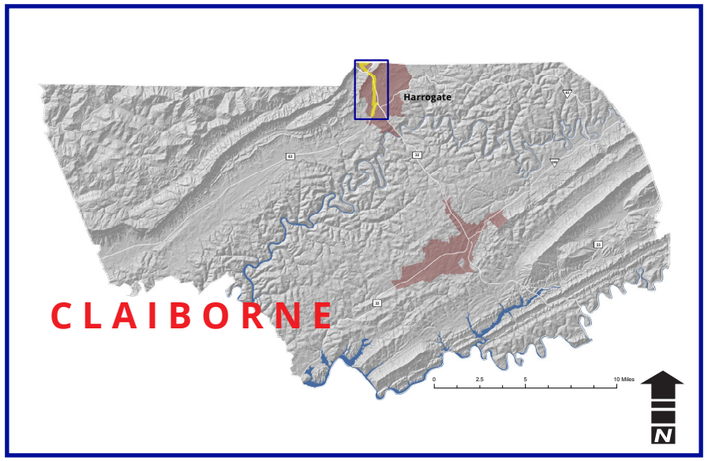
Although residents in rural communities are more likely to live longer distances from services, most small towns provide a compact center appropriate for walking and bicycling trips. Small and rural communities have great potential for creating viable networks that serve residents and visitors. The positive 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

Claiborne County: Harrogate Bicycle Path

Harrogate City Park is under the management of Lincoln Memorial University.



Map 3.23

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, who 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.

There were a total of seven input meetings held at various locations within each county in the East Tennessee North RPO. The feedback and input from these 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. County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives from the Chamber of Commerce, Public Works, Emergency Management, and School Board were invited and encouraged to attend and participate.

East Tennessee North RPO Workshop

Public Input Meetings

Date and Time	County	Location
October 24, 2017 9:00AM	Anderson County	South Bowling Street Clinton, TN 37716
October 24, 2017 1:00PM	Morgan County	3804 Morgan County Highway Wartburg, TN 37887
October 25, 2017 9:00AM	Campbell County	590 Main Street Jacksboro, TN 37757
October 25, 2017 1:00PM	Scott County	575 Scott High Drive, Suite C Hunstville, TN 37756
October 26, 2017 9:00AM	Claiborne County	1740 Main Street Tazewell, TN 37879
October 26, 2017 1:00PM	Grainger County	270 Justice Center Drive #105 Rutledge, TN 37861
October 27, 2017 9:00AM	Union County	825 Main Street Maynardville, TN 37807

Table 4.1

REGIONAL GOALS

The East Tennessee North 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 North 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 North RPO population will have a slight increase 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.

Additional considerations for transportation decisions should include low-income populations, persons over the age of 65, and persons with disabilities. Overall, due to the region's steady population, industries such as manufacturing and trade, transportation, and utilities have generated employment and freight destinations. Existing land use is largely agriculture followed by residential and public lands, which are currently compatible with the region's transportation network. With compatible networks, the area has experienced stable traffic volumes within the last decade. Overall there were more decreases but some small increases are taking place throughout the RPO.

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, Anderson and Campbell counties are forecasted to have slight capacity increases in 2040. In addition, freight traffic was analyzed, and overall truck traffic was high in comparison to state averages. Commuting patterns in the region show residents mainly commuted to Knox County outside of the RPO, and Anderson and Campbell had the most commuters within the RPO. Safety projects in the region were ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements.

It is the Long Range Planning Divisions 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.

East TN North RPO Workshop

Goal 1: IMPROVE SAFETY THROUGHOUT THE REGION

Objectives & Strategies

Objective 1: Coordinate with local Roadway Superintendents, Office of Community Transportation, and the TDOT Project Safety Office

- » Coordinate with the TDOT and Local Law Enforcement Officials
- » Provide more planning and identification of potential areas of concern (i.e. intersections, cross walks, and segments of roadway)
- » Evaluate and identify funding sources to assist in the improvements

Goal 2: PROVIDE MULTIMODAL OPTIONS

Objectives & Strategies

Objective 2: Work with local communities to encourage land use planning and development 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
- » Encourage park-and-ride facilities

Goal 3: ADDRESS FREIGHT TRAFFIC ALONG ROADS THAT ARE UNABLE TO HANDLE THE CAPACITY

Objectives & Strategies

Objective 3: Continue to identify hazardous roadway segments and intersections » Create a reporting mechanism for incidents

- » Encourage signage
- » Encourage Law Enforcement
- » Enact ordinance
- » Identify and contact local freight businesses

Goal 4: REVITALIZE COLLABORATIVE EFFORTS WITH RESURFACING AND REPAVING UNDERTAKINGS

Objectives & Strategies

Objective 4: Coordinate with local Roadway Superintendents, Office of Community Transportation, and the TDOT 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 RPO's
- » Partner with other state agencies, local governments and the development district to better collaborate on the transportation needs of local jurisdictions
- » Develop planning documents to identify transportation infrastructure needs that support economic development in local jurisdictions

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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 North 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 North RPO in the future.

These projects have been analyzed and reviewed for the purposes of the Rural Regional Transportation Plan; however, this process does not mitigate nor circumvent the Community Transportation Planning Request process or 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.

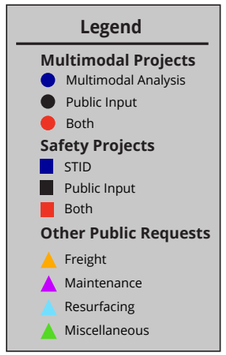


Figure 5.1

See page 78 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 North 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 counties within the East Tennessee North 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 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.

Oneida

Anderson County Recommendations

Multimodal

1. SR-61/US-441
2. City of Norris would like to see bike trails.
3. Bike signage and bike lanes are needed along US-441 South.

Safety

1. Johnson Gap Rd. from LM 0.00 to LM 1.56 LRSI
2. Offutt Spur Rd. from LM 0.94 to LM 4.20 LRSI
3. Dutch Valley Rd. from LM 0.00 to LM 7.52 LRSI
4. Joe Owen Rd./Bethel Rd. from LM 0.00 to LM 1.09 LRSI
5. East Wolf Valley Rd. from LM 1.31 to LM 8.43 LRSI
1. SR-170 issues in Claxton

LM = Log Mile

Freight

1. Heavy truck traffic was identified along SR-9/US-25W.
2. Truck traffic was identified along SR-170, with a sharp turn at Carden Gap Road.
3. Issues with at-grade crossings throughout Rocky Top.

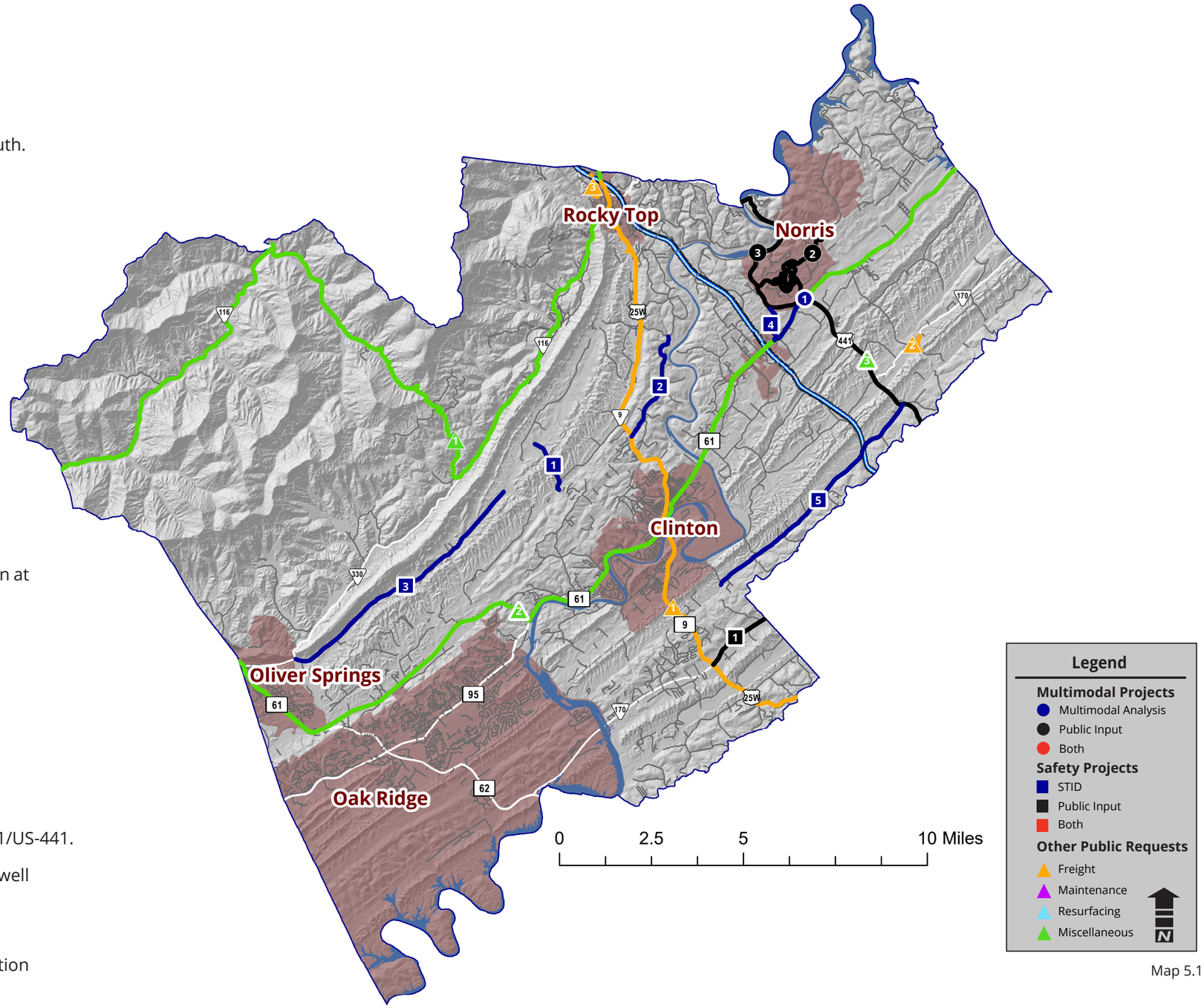
Maintenance

- Not mapped: Mowing and litter issues along state routes.

Miscellaneous*

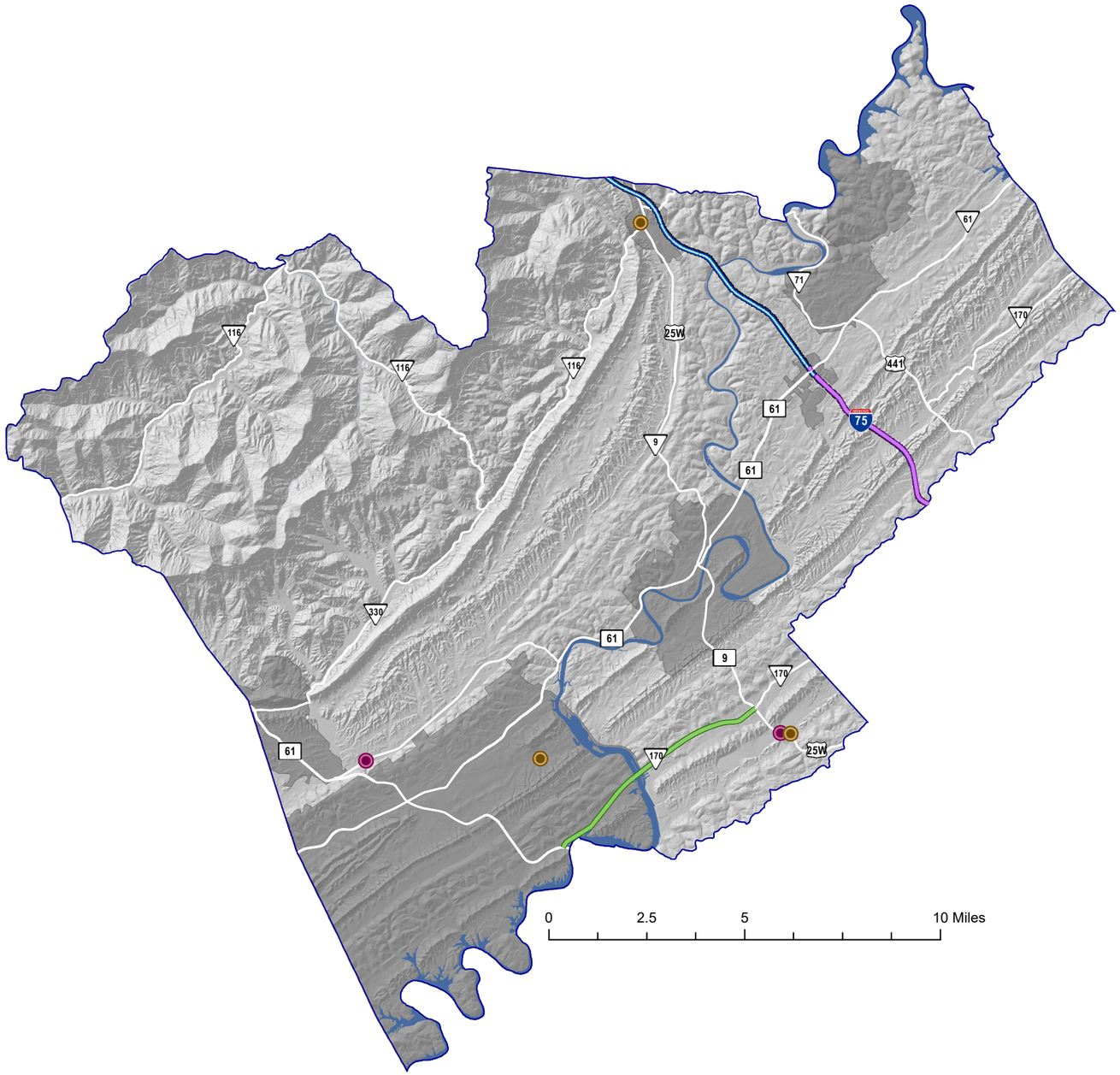
1. Widening and guardrails are requested along SR-116.
2. Four lanes through the county are requested along SR-61/US-441.
- Not mapped: Park N Ride lot requested for the county as well as fixed routes for public transportation.

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.1

Anderson County IMPROVE Act Projects



Map 5.2

For a list of IMPROVE Act Projects, see table 6.5 on page 80.

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Campbell County Recommendations

Multimodal

1. SR-9 (Jacksboro)
2. SR-9 (LaFollette)
3. LaFollette would like sidewalks throughout the city.

Safety

1. Flat Hollow Rd. from LM 0.00 to LM 3.37 LRSI
2. Sugar Hollow Rd. from LM 0.00 to LM 2.74 LRSI
3. Wool Ridge Pk./Creekmore Housley Rd from LM 0.00 to LM 2.74 & LM 3.60 to LM 4.35 LRSI
4. Long Hollow Rd./Cedar Creek Rd. from LM 0.89 to LM 7.65 LRSI
5. Duff Rd./Davis Creek Rd. from LM 0.00 to LM 11.17 LRSI
6. Crashes at the intersection of SR-63 and Mtn. Perkins Ln.
7. Traffic signal requested at intersection of SR-63 and North St./Eagle Cir.
8. Weigh station requested at the Anderson/Campbell County line.

LM = Log Mile

Freight

1. SR-9/US-25W is heavily traveled by gas tankers traveling from Kentucky and Virginia.

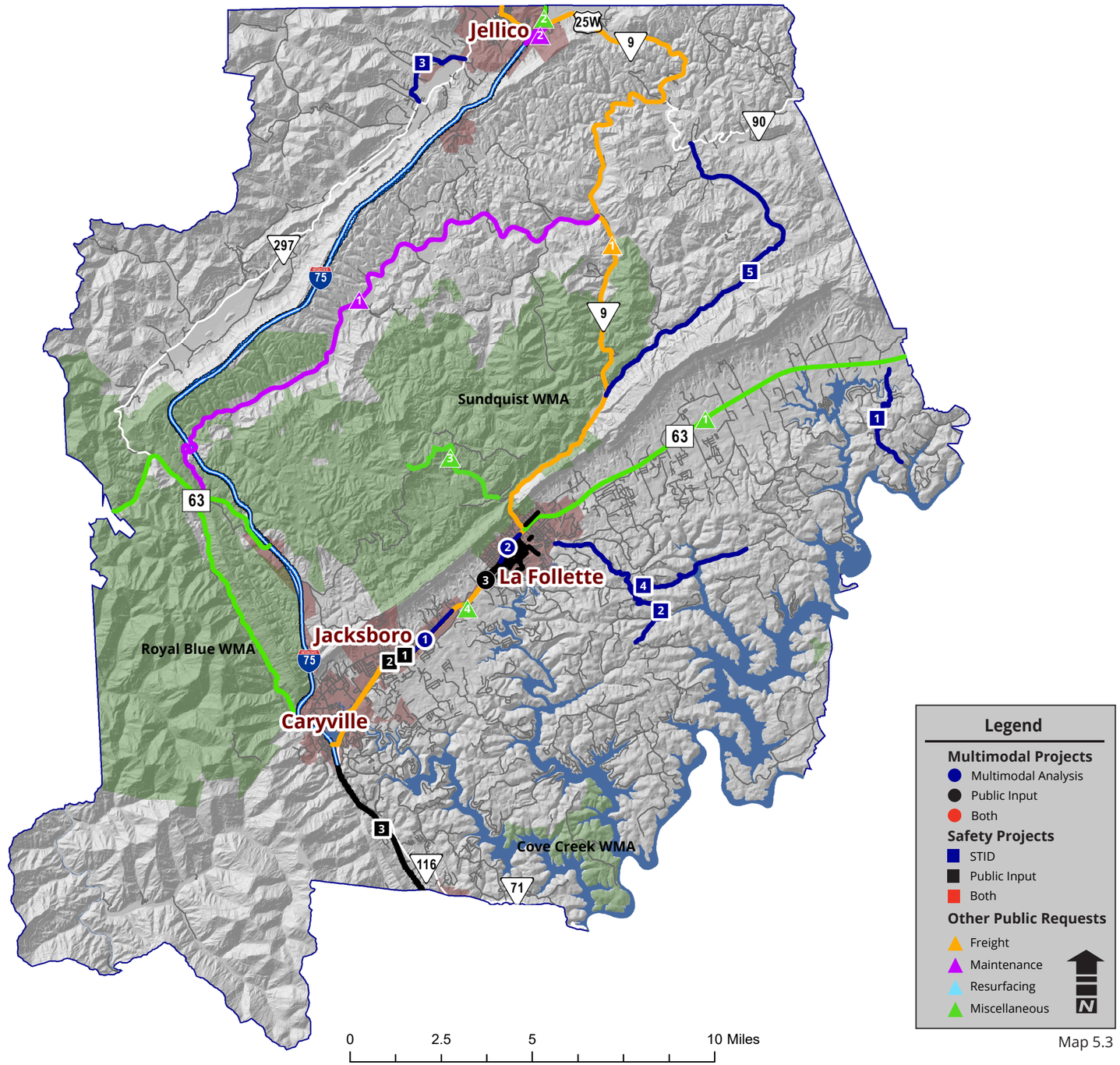
Maintenance

1. Stinking Creek Road is used as a detour when crashes happen along I-75.
2. Vegetation issues along exits at Jellico.

Miscellaneous*

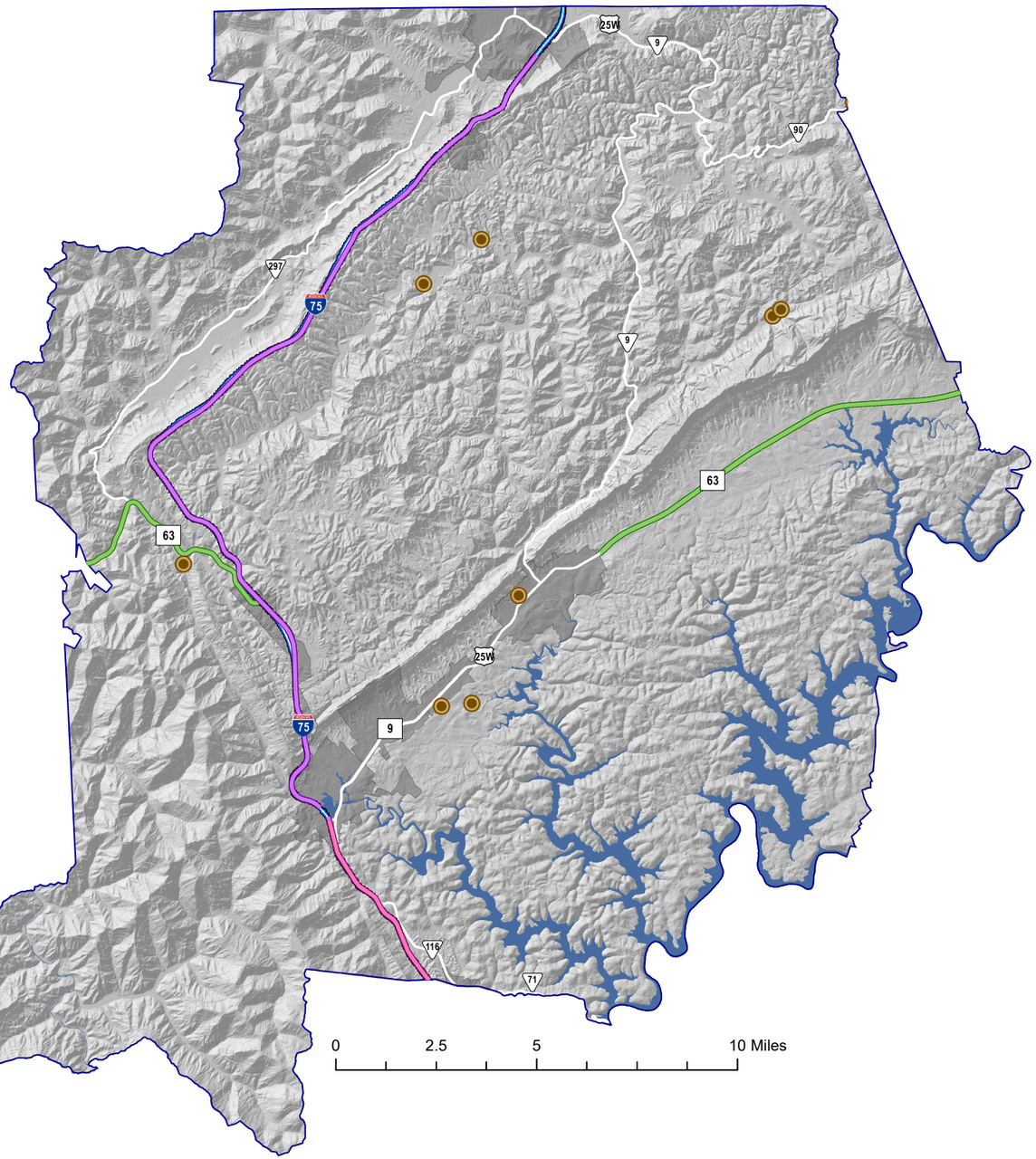
1. Signage for SR-63 and Old 63 is requested because it is a scenic byway.
2. Welcome Center in Jellico on I-75 requesting an acceleration lane for trucks.
3. Planning for a landing zone near recreational areas.
4. Connectivity with greenway and Campbell County High School.
5. Not mapped: Park N Ride lot to serve Clinton, Scott, and Oak Ridge

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.3

Campbell County IMPROVE Act Projects



Map 5.4

For a list of IMPROVE Act Projects, see table 6.5 on page 80.

Claiborne County Recommendations

Multimodal

1. SR-33 (Tazewell)
2. SR-33 (New Tazewell)
3. SR-33 near Walmart would like connectivity with Cumberland Square Apartments and neighboring mobile home park.

Safety

1. Murphy Mill Rd. from LM 0.00 to LM 2.67 LRSI
2. Blue Top Rd. from LM 0.53 to LM 3.97 LRSI
3. Cave Springs Rd. from LM 0.32 to LM 8.38 LRSI
4. Mountain Rd. from LM 0.00 to LM 2.83 LRSI
5. Londonderry Rd. from LM 4.34 to LM 4.60 LRSI
6. Clouds Rd. from LM 3.33 to LM 9.14 & LM 0.00 to LM 0.61 LRSI
7. School signage requested on SR-33 at Springdale Elementary School

LM = Log Mile

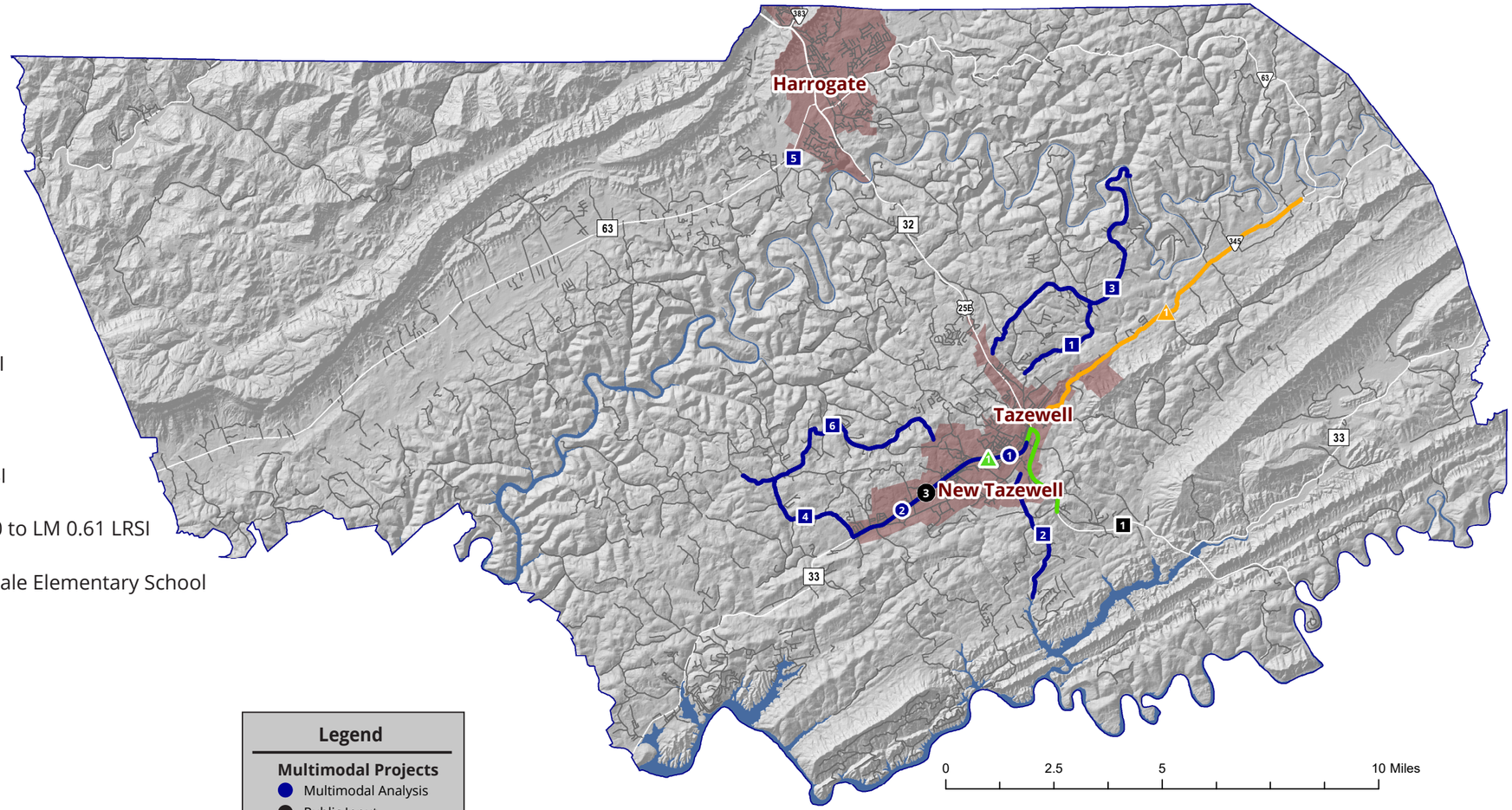
Freight

1. SR-345 safety concerns due to truck traffic.

Miscellaneous*

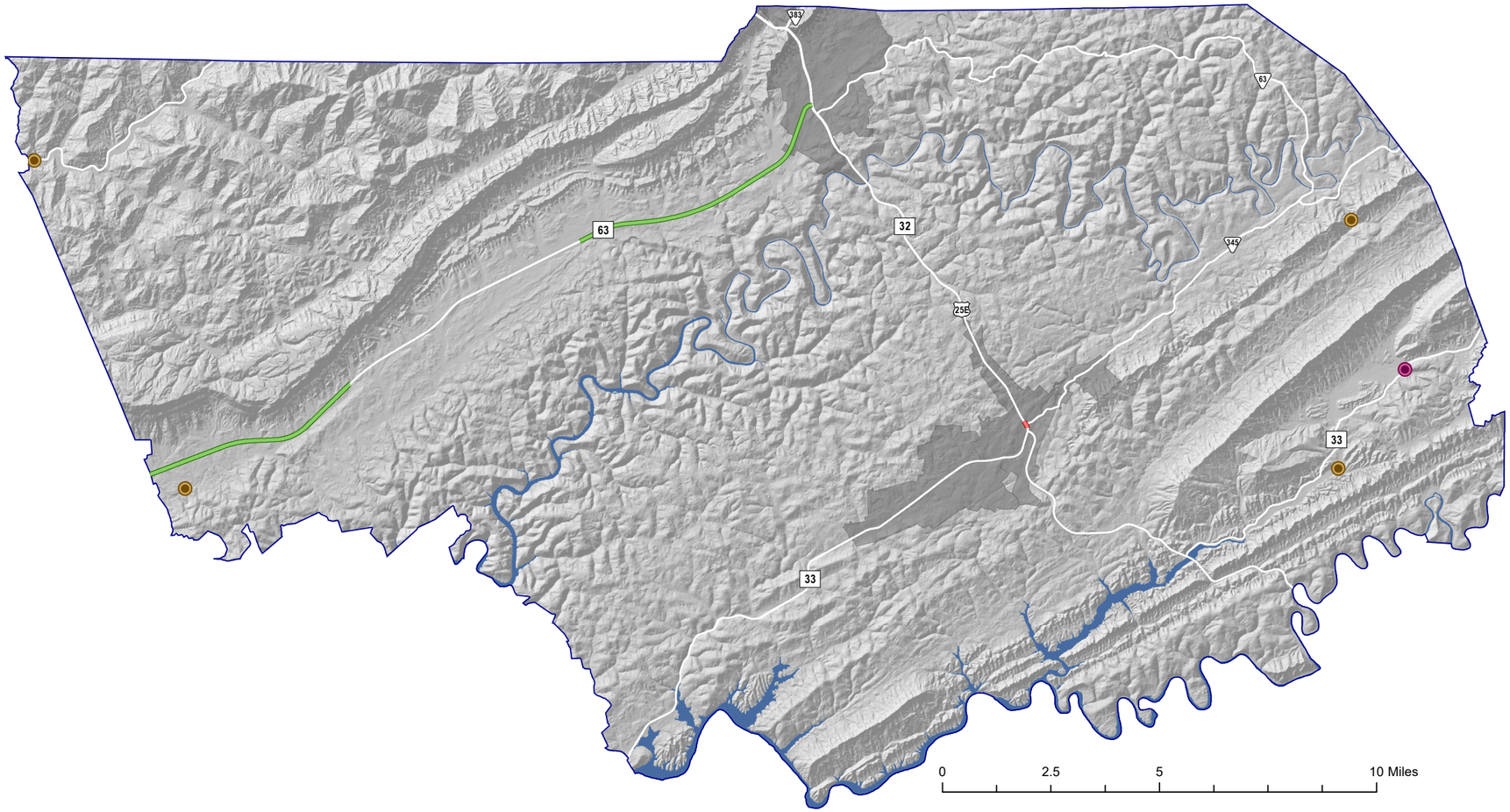
1. Request for four lanes along SR-33 where the jail will be expanded.

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.5

Claiborne County IMPROVE Act Projects



IMPROVE Act Projects

- Interstate
- Maintenance
- Rural Access
- Technology
- Trade
- Safety
- Local Bridges
- State Bridges
- 40 Interstate
- State Route
- Municipal Boundary
- Waterways

N

Map 5.6

For a list of IMPROVE Act Projects, see table 6.5 on page 80.

Grainger County Recommendations

Multimodal

1. SR-32
2. SR-375
3. Connectivity from Bean Station Elementary School to Kingswood Home for Children along SR-1/US-11W.

Safety

1. Helton Rd. from LM 0.00 to LM 2.64 LRSI
2. Owl Hole Gap Rd. from LM 3.63 to LM 0.00 & LM 11.28 to LM 16.10 LRSI
3. Safety concerns at the intersection of SR-375 and SR-32/US-25E

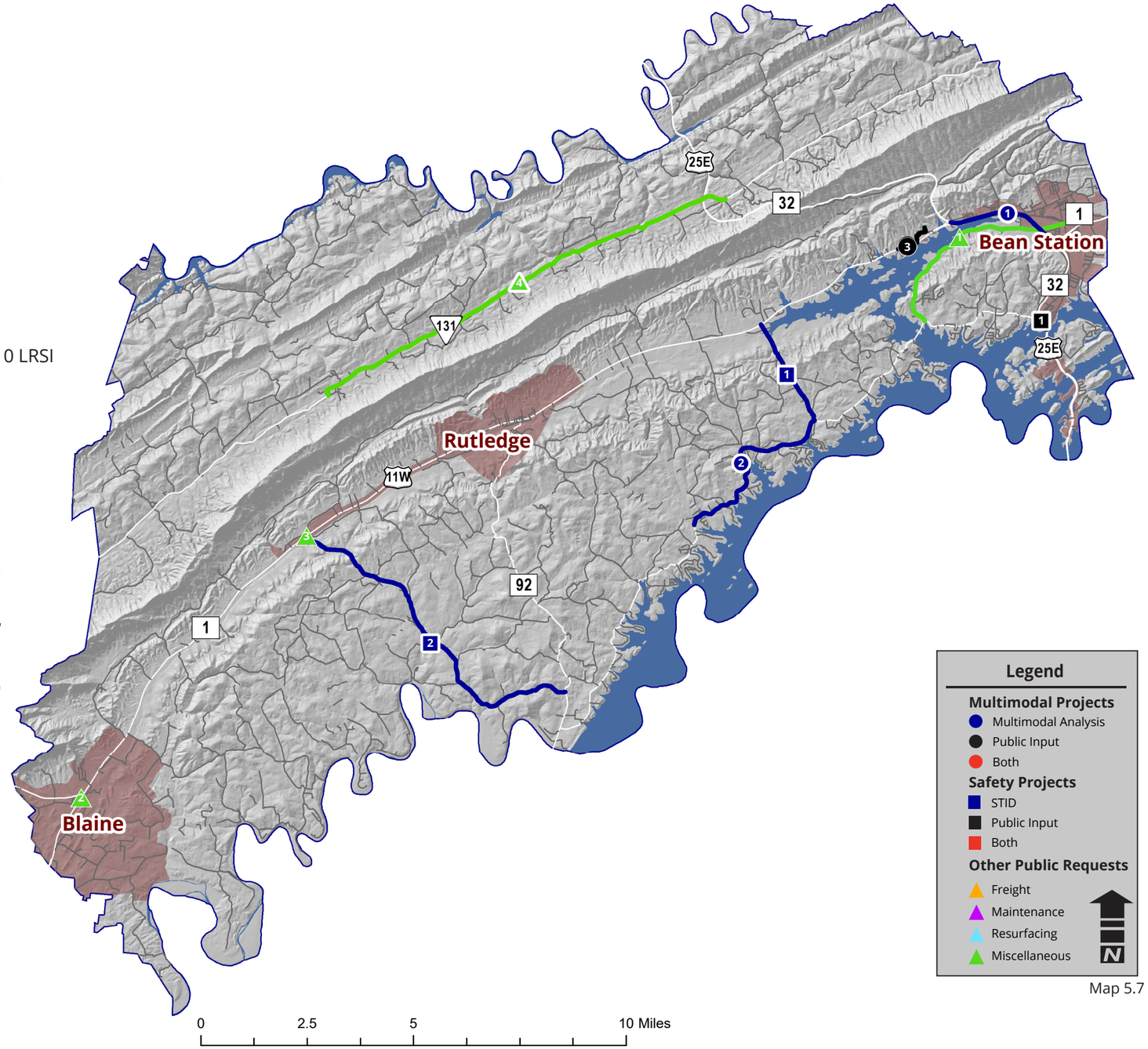
LM = Log Mile

Miscellaneous*

1. Improvements on Rocky Springs Road requested.
2. Request for a stoplight at the intersection of Indian Ridge Road and SR-11 (Rutledge Pike).
3. Request for a stoplight at the intersection of SR-1/US-11W (Rutledge Pike) and Owl Hole Gape Road.
4. Resurfacing request on SR-131 from the sawmill west to Washburn.

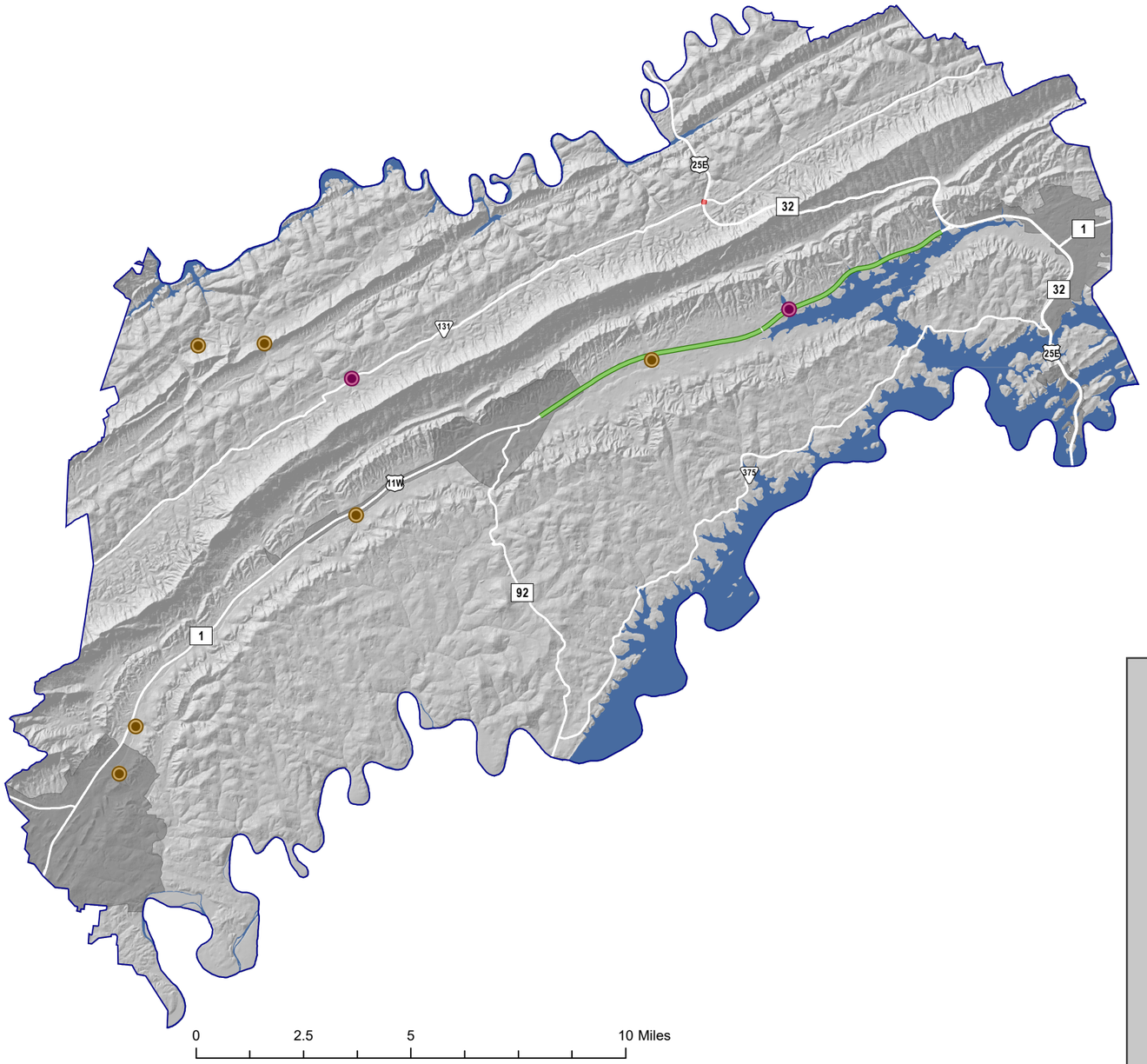
Not mapped: Park N Ride lot requested.

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.7

Grainger County IMPROVE Act Projects



Map 5.8

For a list of IMPROVE Act Projects, see table 6.5 on page 80.

Morgan County Recommendations

Multimodal

1. Main Street
2. SR-116
3. Flat Fork Road has seen an increase in biking due to the location of Frozen Head State Park.

Safety

1. Meister Hill Rd. from LM 0.34 to LM 6.75 LRSI
2. Flat Fork Rd. from LM 0.00 to LM 1.97 LRSI
3. Gobey Rd. from LM 0.00 to LM 3.01 LRSI
4. Raymond Bingham Rd./Pine Orchard Rd./Deermont Rd./ Camp Austin Rd. from LM 0.00 to LM 12.31 LRSI

LM = Log Mile

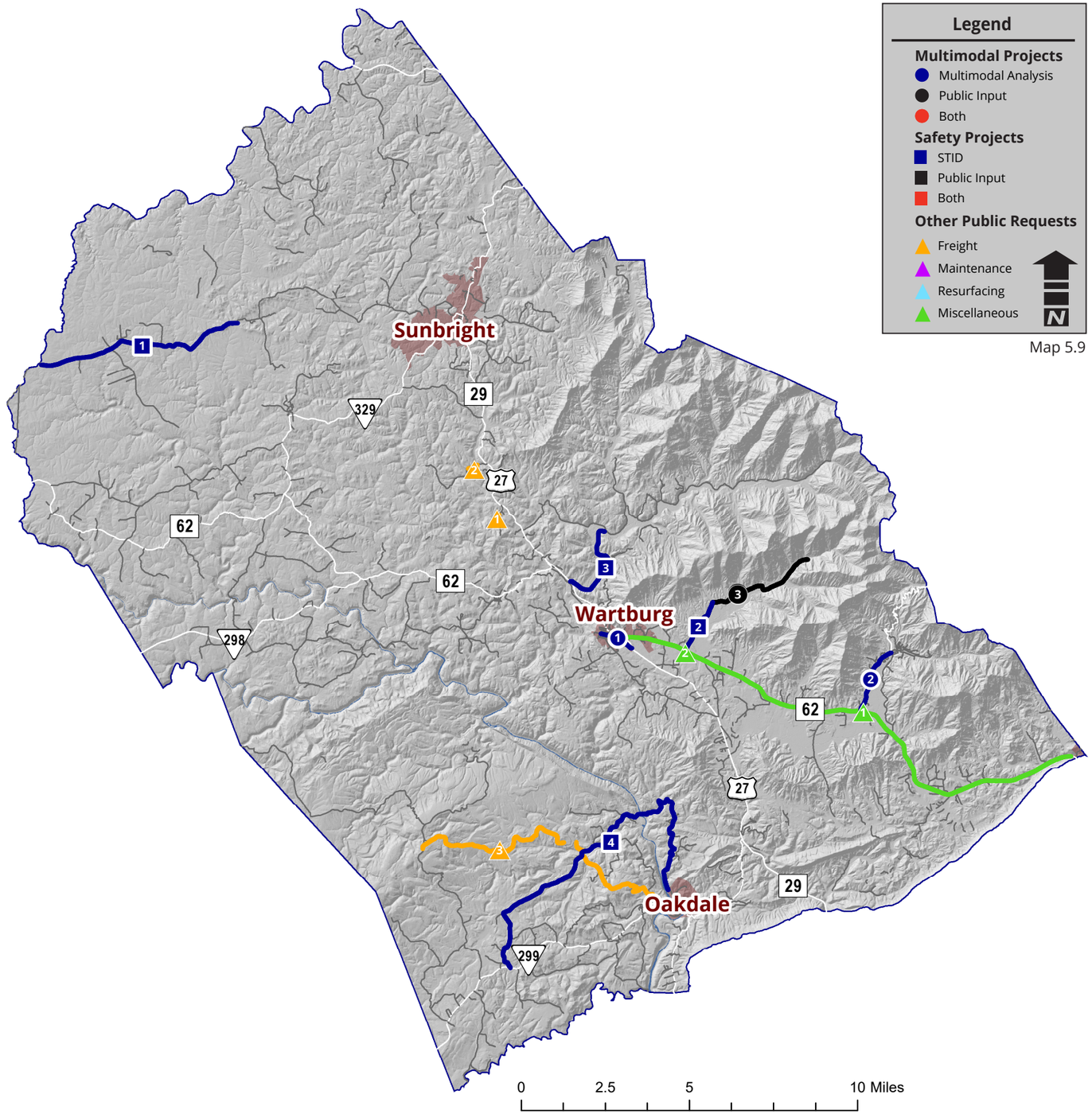
Freight

1. Railroad crossing issues at Adams Ridge.
2. Railroad crossing issues at Annadel Road.
3. Truck issues along White Oak Road in Oakdale.

Miscellaneous*

1. Congestion issues on SR-62 between Wartburg and Oliver Springs.
2. Request for signalization at the intersection of Flat Fork Road and SR-62.

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Legend

Multimodal Projects
- Multimodal Analysis
- Public Input
- Both

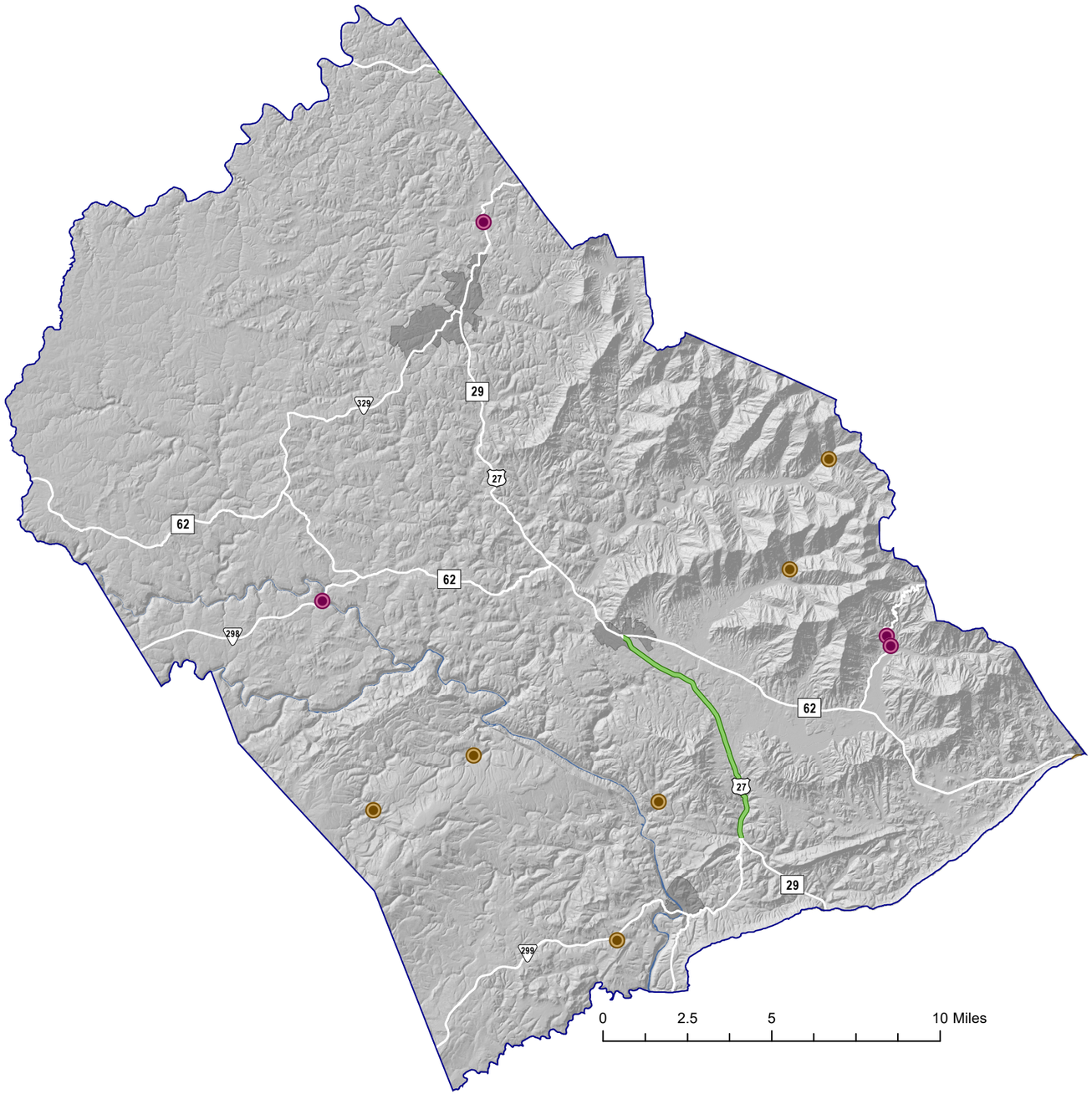
Safety Projects
- STID
- Public Input
- Both

Other Public Requests
- Freight
- Maintenance
- Resurfacing
- Miscellaneous

N

Map 5.9

Morgan County IMPROVE Act Projects



For a list of IMPROVE Act Projects, see table 6.5 on page 80.

Map 5.10

Scott County Recommendations

Multimodal

1. SR-63
2. Scott High Drive
3. SR-29/US-27

Safety

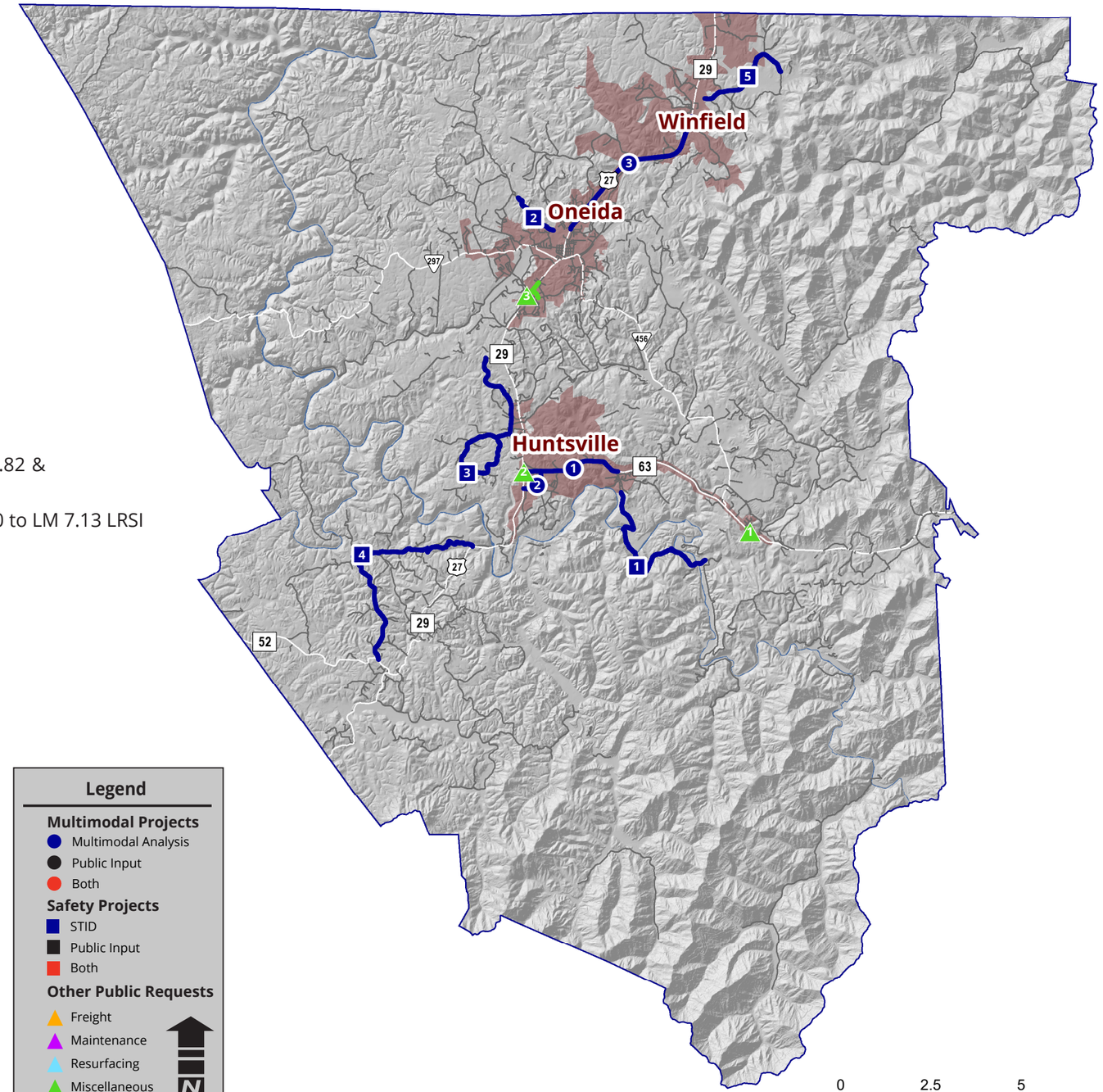
1. River Rd. from LM 0.55 to LM 4.38 & LM 1.88 to LM 0.36 LRSI
2. Grave Hill Rd. from LM 0.50 to LM 2.03 LRSI
3. Helenwood Detour Rd./Helenwood Loop Rd. from LM 0.00 to LM 3.82 & LM 0.00 to LM 2.83 LRSI
4. Old Hwy 27/Volunteer Dr./Mt. View Rd./W. Robbins Rd. from LM 0.00 to LM 7.13 LRSI
5. Pleasant Grove Rd. from LM 0.29 to LM 3.30 LRSI

LM = Log Mile

Miscellaneous*

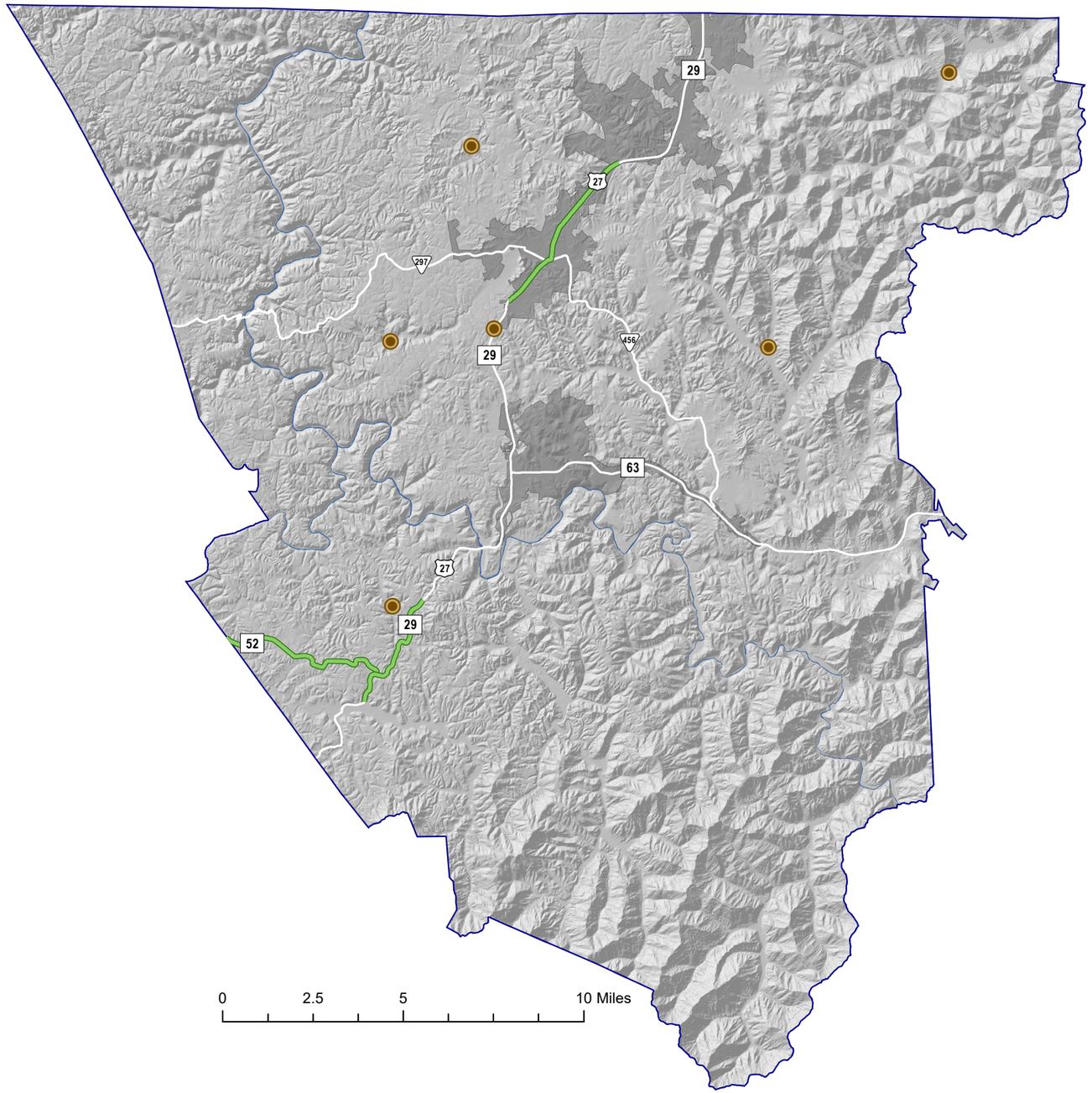
1. Turn lane requested on SR-63 at Scenic Foods grocery store.
2. Request to change the intersection of SR-63 and SR-27 to yellow flashing lights.
3. Railroad crossing signage along SR-27 and Carson Cemetery Road is not currently visible.

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.11

Scott County IMPROVE Act Projects



Map 5.12

For a list of IMPROVE Act Projects, see table 6.5 on page 80.

Union County Recommendations

Multimodal

1. SR-33
2. SR-170
3. SR-33 (Maynardville)

Safety

1. Loyston Rd. from LM 0.00 to LM 0.97 & LM 0.65 to LM 1.85 LRSI
2. Beard Valley Rd. from LM 1.67 to LM 5.53 LRSI
3. Hinds Creek Rd./Little Valley Rd. from LM 0.00 to LM 12.97 LRSI
4. Raccoon Valley Rd. from LM 0.00 to LM 0.65 & LM 0.00 to LM 1.31 & LM 0.00 to LM 0.63 & LM 0.00 to LM 1.57 LRSI
5. Intersection of Walker Ford Rd. and SR-61/US-441

LM = Log Mile

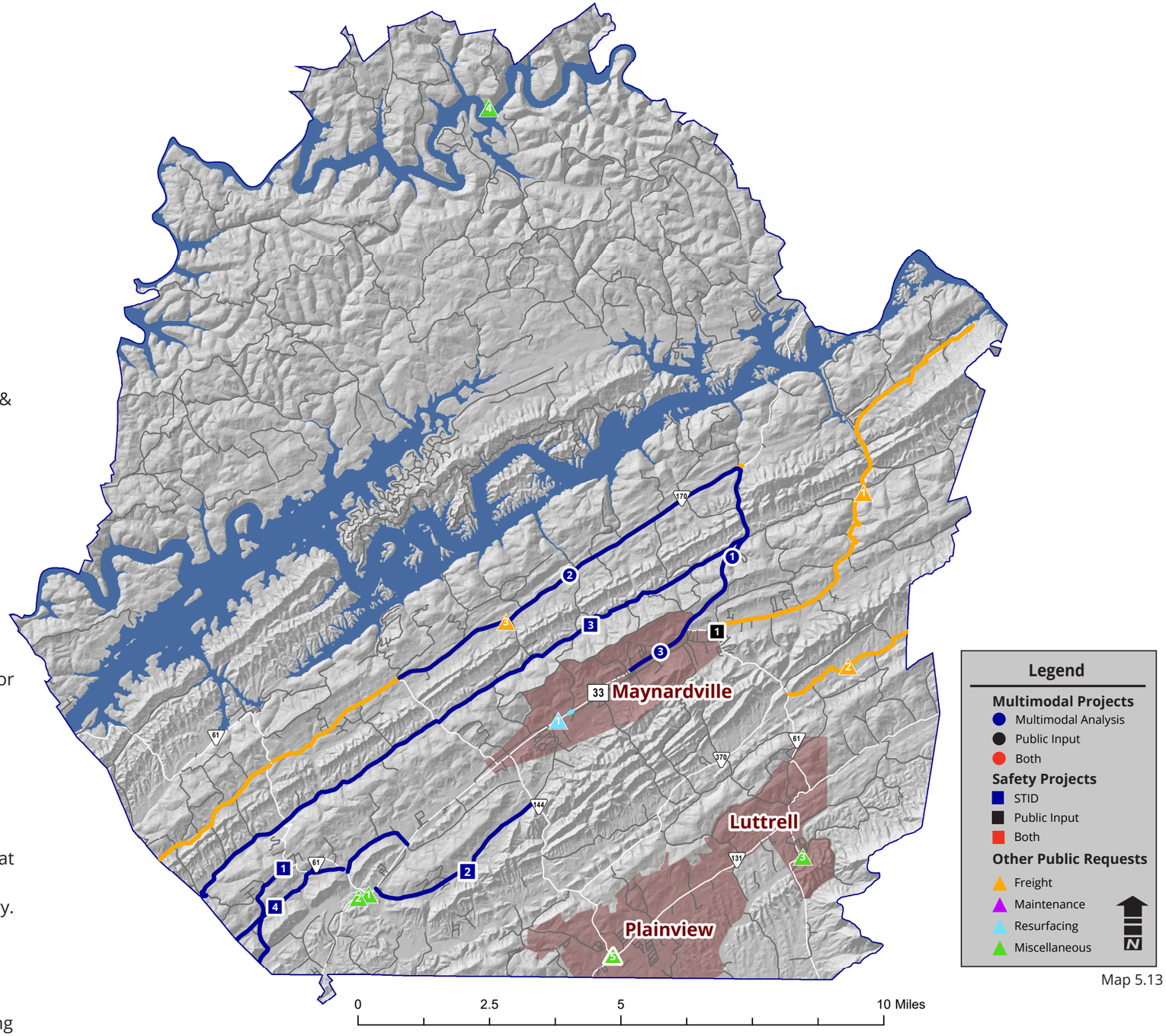
Freight

1. Truck Traffic along Walker Ford Road
2. Truck traffic along Tater Valley Road
3. Truck Traffic at SR-61/US-441 and SR-170
4. Train crossing at Luttrell on Luttrell Main Street. The train will sit for hours and block the road.

Miscellaneous*

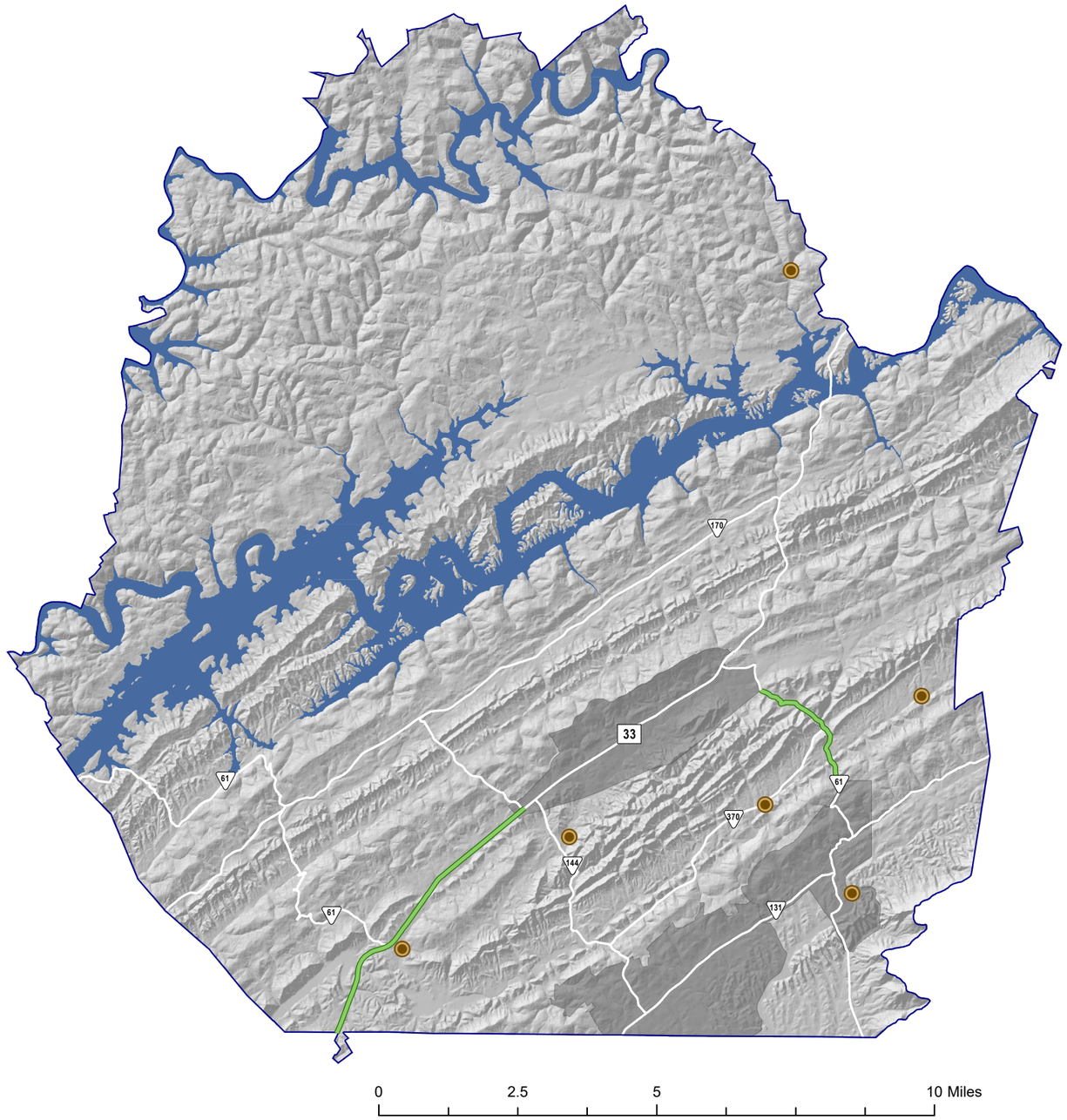
1. Request for light at the intersection of SR-61/US-441 and SR-33.
2. Request for turn lane from SR-33 to Paulette Elementary School.
3. Turn lane requested along SR-33 at Durham Drive and SR-33 at Wilson Road for Union County High School.
4. Ferry system is not reliable. Request for a bridge to replace the ferry.
5. Request for light at the intersection of Corryton Rd. and SR-131.
6. Not mapped: Request for a Park N Ride lot.

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.13

Union County IMPROVE Act Projects



Map 5.14

For a list of IMPROVE Act Projects, see table 6.5 on page 80.

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6 REFERENCES & APPENDIX

PREVIOUS PLANS

Name: Land Use and Transportation Policy Plan; Plainview, Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2001 - 2011
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use and Transportation Plan; Jacksboro, 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 and Transportation Policy Plan; Jellico, 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.

Cumberland Gap White Lighting Trail

Name: Land Use and Transportation Policy Plan; Harrogate, Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2005
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; Grainger County
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 and Transportation Policy Plan; Rutledge, Tennessee
Author: Tennessee Department of Economic and Community Development, Local Planning Assistance Office
Date: 2007 - 2017
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Union County

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 North region. 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 the table, each major category received equal weight in the scoring. See Map 3.15 on page 50.

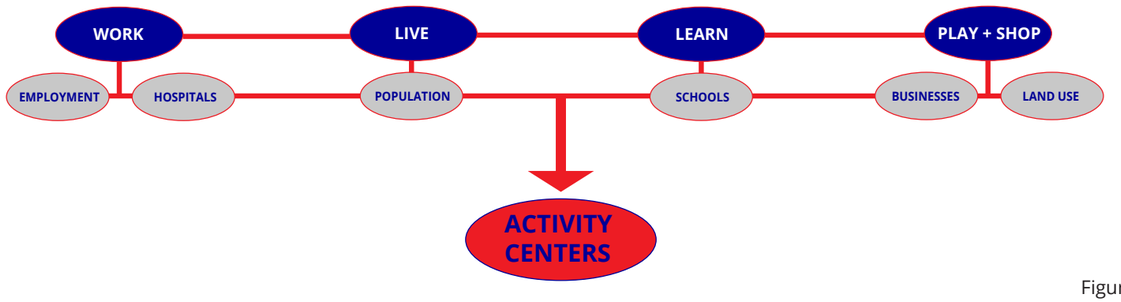

Figure 6.1

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	

Table 6.1

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**
- **Demand Analysis**
- **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.

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 Non-white Populations Zero Car Households Populations Under 18 Populations 64+	Sum of populations at the Census Block Group Level with the range of values 1 -5		**25%**
Multimodal Demand	LIVE - Population WORK - Employment LEARN - Schools PLAY + SHOP - Businesses, Land Use, Recreation	Activity Centers values classified from 1 - 5		**25%**
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 6.2

East TN North RPO Workshop

Claiborne County

2010 - V/C Ratio 0.5 and Above			
County	**Route**	**Termini**	**V/C Ratio**
Scott	Alberta St./SR-29	From W. 3rd St. to Alberta St. east of Press Ave.	0.5135
Scott	Alberta St./SR-29	From Litton Rd. to W. 3rd St.	0.5145

Table 6.3
See Map 3.4 on page 41

2040 - V/C Ratio 0.5 and Above			
County	**Route**	**Termini**	**V/C Ratio**
Campbell	Paris Nance Rd.	Paris Nance Rd. between Appalachian Hwy. and Kentucky St.	0.5007
Campbell	Valley St./ SR-1278	From Liberty St. and Kentucky St.	0.5009
Anderson	Norris Frwy./ SR-71	From State Hwy. 61 for 0.11 miles	0.5019
Anderson	I-75	I-75 between north of Mountain Side Ln. and Hwy. 116	0.5027
Campbell	Jacksboro Pk./ SR-9	Jacksboro Pk. between Towe String Rd./Independence Ln. and the South Ave. fork	0.5061
Campbell	I-75	I-75 between Old Hwy. 63/Veterans Memorial Hwy. and just past Waddell Ridge Ln.	0.5130
Scott	Alberta St./SR-29	From Depot St./Alberta St. to just past Underpass Dr.	0.5167
Campbell	Jacksboro Pk./ SR-9	Jacksboro Pk. between Paris Nance Rd./Eagle Bluff Rd. and Towe String Rd./Independence Ln.	0.5332
Anderson	I-75	I-75 between Norris Frwy. and just past Hillvale Rd.	0.5480
Campbell	Liberty St./ SR-1278	Liberty St. between Jacksboro Station Rd. and South St.	0.6257
Campbell	South St./ SR-2468	South St. between the Island Ford Rd. split and Liberty St.	0.6410
Scott	Alberta St./SR-29	From W. 3rd St. to Alberta St./Depot St.	0.6585
Scott	Alberta St./SR-29	From Litton Rd. to W. 3rd St.	0.6598
Campbell	Liberty St./ SR-1278	Liberty St. between Valley St. and Water St./Jacksboro Station Rd.	0.6892

Table 6.4
See Map 3.5 on page 42

IMPROVE Act Projects					
County	**Route**	**Project Category**	**PIN**	**Length (mi)**	**Current Phase***
Anderson	I-75	Technology	121653.00	0.01	Pending
Anderson	SR-170	Rural Access	124121.00	6.18	Preliminary Engineering
Campbell	SR-63	Rural Access	101406.04	6.50	Pending
Campbell	SR-63	Rural Access	101407.01	4.82	Pending
Campbell	SR-63	Rural Access	101407.02	5.26	Pending
Campbell	I-75	Interstate	124147.00	4.83	Pending
Campbell	I-75	Technology	124150.00	0.01	Pending
Campbell	I-75	Technology	124153.00	24.98	Pending
Campbell	I-75	Technology	124156.00	0.01	Pending
Claiborne	SR-63	Rural Access	101409.00	0.00	Preliminary Engineering
Claiborne	SR-63	Rural Access	105763.00	6.20	Preliminary Engineering
Claiborne	US-25E (SR-32)	Safety	118734.00	0.01	Preliminary Engineering
Grainger	US-11W (SR-1)	Rural Access	101410.01	5.02	Preliminary Engineering
Grainger	US-11W (SR-1)	Rural Access	101410.02	5.65	Preliminary Engineering
Grainger	US-25E (SR-32)	Safety	118733.00	0.04	Right of Way
Knox, Anderson	I-75	Technology	124453.00	0.01	Preliminary Engineering
Morgan	US-27 (SR-29)	Rural Access	101411.02	2.45	Right of Way
Morgan	US-27 (SR-29)	Rural Access	101411.03	4.93	Preliminary Engineering
Scott	US-27 (SR-29)	Rural Access	101414.00	3.70	Preliminary Engineering
Scott	SR-52	Rural Access	101415.00	4.80	Right of Way
Scott	US-27 (SR-29)	Rural Access	105764.00	2.90	Right of Way
Union	SR-33	Rural Access	101416.00	0.00	Right of Way
Union	SR-61	Rural Access	104563.00	3.30	Pending

Table 6.5
*Current Phase as of data collection on 11/21/2019

Traffic Stations in the East Tennessee North RPO

Anderson 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
5	State Hwy. 116 (SR-116)	From Morgan/Anderson County Border to Braden Flats Ln.	263	294	342	270	2.66	-8.16	-21.05
7	State Hwy. 116 (SR-116)	From Slatestone Rd. to Beech Grove Ln.	2121	2058	1900	1770	-16.55	-13.99	-6.84
8	State Hwy. 116 (SR-116)	From Beech Grove Ln. to Main St. (SR-9) and S. Main St. (SR-9)	3890	4131	3578	3240	-16.71	-21.57	-9.45
10	Norris Frwy. (SR-71)	From Campbell/Anderson County Border to Main St. (SR-9)	2199	2211	1756	1940	-11.78	-12.26	10.48
11	S. Main St. (SR-9)	From Creek St. (SR-116) to Old Lake City Hwy.	9570	10965	8867	8960	-6.37	-18.29	1.05
13	Old Lake City Hwy	From Dutch Valley Rd. to S. Main St. (SR-9)	930	1124	889	940	1.08	-16.37	5.74
14	S. Main St./US-Hwy. 25W (SR-9)	From Old Lake City Hwy. to Carroll Hollow Rd.	6904	9431	6572	6640	-3.82	-29.59	1.03
16	Norris Frwy. (SR-71)	From W. Norris Rd. to Anderson/Campbell County Border	753	1113	598	1250	66.00	12.31	109.03
18	Park Ln.	From Red Hill Rd. and Mill Creek Rd. to end	1395	1732	1218	1640	17.56	-5.31	34.65
19	State Hwy. 61 (SR-61)	From Park Ln. and Sharp Rd. to Nig Longmire Rd.	2018	2107	1987	2210	9.51	4.89	11.22
20	Park Ln.	From State Hwy. 61 to Red Hill Rd. and Mill Creek Rd.	2273	2705	2501	2950	29.78	9.06	17.95
21	Lambdin Rd.	From Red Hill Rd. to State Hwy. 61	460	518	533	550	19.57	6.18	3.19
22	State Hwy. 61 (SR-61)	From E. Norris Rd. and Norris Frwy. (SR-71) to Park Ln. and Sharp Rd.	6022	6445	6239	6940	15.24	7.68	11.24
23	E. Norris Rd./E. Circle Rd./W. Circle Rd./Resevoir Rd.	From Norris Frwy. and State Hwy. 61 to Lambdin Rd.	3540	3490	3337	3150	-11.02	-9.74	-5.60
24	Norris Frwy. (SR-71)	From N. Charles G. Seivers Blvd. (SR-61) and Norris Frwy. (SR-61) to W. Norris Rd.	1879	1605	1099	1890	0.59	17.76	71.97
27	Byrams Fork Rd.	From Hickory Valley Rd. (SR-170) to Mt. Olive Rd.	330	472	472	490	48.48	3.81	3.81
28	Hickory Valley Rd. (SR-170)	From Byrams Fork Rd. to Collins Gap Rd.	914	899	869	1040	13.79	15.68	19.68
29	Hinds Creek Rd.	From US-Hwy. 441 (SR-71) to Judson Rd.	1260	1406	1531	1830	45.24	30.16	19.53
30	Hickory Vallet Rd. (SR-170)	From Byrams Fork Rd. to US-Hwy. 441 (SR-71)	1258	1607	1470	1810	43.88	12.63	23.13
35	N. Charles G. Seivers Blvd. (SR-61)	From E. Broad St. to Longmire Rd.	27989	26199	27200	25160	-10.11	-3.97	-7.50
36	US-Hwy. 25W/N. Main St. (SR-9)	From Carroll Hollow Rd. to West Weaver Rd.	10252	11525	9266	9890	-3.53	-14.19	6.73
37	State Hwy. 166 (SR-116)	From Braden Flats. Ln. to Frost Bottom Rd. (SR-330)	634	546	609	510	-19.56	-6.59	-16.26
38	State Hwy. 166 (SR-116)	From Frost Bottom Rd. (SR-330) to Lower Briceville Rd. and Andys Ridge Rd.	789	750	879	660	-16.35	-12.00	-24.91
39	Dutch Valley Rd.	From Old Lake City Hwy. to Sulphur Springs Rd.	820	999	992	820	0.00	-17.92	-17.34
40	Frost Bottom Rd. (SR-330)	From Half Moon Rd. to State Hwy. 116 (SR-116)	817	686	818	640	-21.66	-6.71	-21.76
41	Sulphur Sprigns Rd./Dutch Valley Rd.	From Johnson Gap Rd. to Walden Ridge Rd.	540	627	500	540	0.00	-13.88	8.00
42	Sulphur Springs Rd./Hillcrest Rd./W. Broad St./E. Broad St.	From Laurel Rd to N. Charles G. Seivers Rd. (SR-61) and S. Charles G. Seivers Rd. (SR-61)	3766	3613	3265	3030	-19.54	-16.14	-7.20
43	State Hwy. 61/S. Charles G. Seivers Rd. (SR-61)	From Oak Ridge Turnpike (SR-95) to N. Main St. (SR-9) and Clinch Ave. (SR-9)	19933	20069	18234	18570	-6.84	-7.47	1.84
44	Clinch Ave./US-Hwy. 25W (SR-9)	From S. Charles G. Seivers Blvd. to E. Wolf Valley Rd.	21949	20744	18374	21760	-0.86	4.90	18.43
45	Hi-Way Dr.	From Clinch Ave. (SR-9) to Blockhouse Valley Rd.	2468	2301	1562	2030	-17.75	-11.78	29.96
46	Hi-Way Dr./Blockhouse Valley Rd./Old Emory Rd.	From Clinch Ave. (SR-9) to W. Wolf Valley Rd.	1028	1191	880	1130	9.92	-5.12	28.41
47	E. Wolf Valley Rd.	From US-Hwy. 25W (SR-9) to Mountain View Rd.	2020	2172	1792	1690	-16.34	-22.19	-5.69
48	W. Wolf Valley Rd.	From Old Emory Rd. to US-Hwy. 25W (SR-9)	1398	1483	1219	1380	-1.29	-6.95	13.21
49	US-Hwy. 25W (SR-9)	From E. Wolf Valley Rd. to Edgemoor Rd. (SR-170) and Raccoon Valley Rd. (SR-170)	15910	17878	14144	14910	-6.29	-16.60	5.42
50	Raccoon Valley Rd. (SR-170)	From US-Hwy. 25W (SR-9) to Herrell Ln.	3676	4606	4003	4480	21.87	-2.74	11.92
51	US-Hwy. 25W (SR-9)	From Raccoon Valley Rd. (SR170) and Edgemoor Rd. (SR170) to Anderson/Knox County Border	17652	16497	16196	16370	-7.26	-0.77	1.07
53	Edgemoor Rd. (SR-170)	From Lakeview Cir. to US-Hwy. 25W (SR-9)	15522	16553	14693	15200	-2.07	-8.17	3.45
55	Old Emory Rd.	From W. Wolf Valley Rd. to Edgemoor Rd. (SR-170)	1510	1734	2116	1710	13.25	-1.38	-19.19

Anderson 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	Edgemoor Rd. (SR-170)	From S. Illinois Ave. (SR-62) to Lakeview Cir.	12492	15469	14207	15110	20.96	-2.32	6.36
57	State Hwy. 95 (SR-95)	From Elza Gate to Oak Ridge Turnpike (SR-95)	20554	21207	23009	18930	-7.90	-10.74	-17.73
58	State Hwy. 61 (SR-61)	From Laurel Rd. to Oak Ridge Turnpike (SR-95)	6591	6822	5863	5620	-14.73	-17.62	-4.14
59	Marlow Cir.	From Marlow Rd. to State Hwy. 61 (SR-61)	930	956	777	860	-7.53	-10.04	10.68
60	State Hwy. 61 (SR-61)	From Marlow Cir. and Ford Rd. to Laurel Rd.	4513	4832	3819	4240	-6.05	-12.25	11.02
61	Dutch Valley Rd.	From Frost Bottom Rd. (SR-330) to Walden Ridge Rd.	1120	1234	1198	1100	-1.79	-10.86	-8.18
62	State Hwy. 61 (SR-61)	From N. Illinois Ave. (SR-62) and State Hwy. 61 (SR-61) to Ford Rd. and Marlow Cir.	4275	4537	4558	4950	15.79	9.10	8.60
63	S. Illinois Ave. (SR-62)	From State Hwy. 61 (SR-61) to Oak Ridge Turnpike (SR-95)	20246	20149	19316	19220	-5.07	-4.61	-0.50
65	Frost Bottom Rd. (SR-330)	From Dutch Valley Rd. (SR-330) to Half Moon Rd.	1601	1589	1642	1600	-0.06	0.69	-2.56
66	Windrock Rd.	From Morgan/Anderson County Border to Old Winrock Rd.	1350	1340	913	620	-54.07	-53.73	-32.09
67	S. Main St./E. Spring St./Dutch	From near Roane St. to Frost Bottom Rd. (SR-330)	2617	2506	2480	2430	-7.15	-3.03	-2.02
68	E. Tri-County Blvd./State Hwy.	From Roane/Anderson County Border to State Hwy. 61 (SR-61)	21092	23103	20907	19510	-7.50	-15.55	-6.68
69	US-Hwy. 411/Norris Frwy.	From Hickory Valley Rd. (Sr-170) to Norris Frwy. (SR-61) to State Hwy. 61 (SR-61)	3753	4520	4239	6650	77.19	47.12	56.88
70	Oak Ridge Turnpike (SR-95)	From Louisana Ave. to Rutgers Ave.	23098	21727	23986	24350	5.42	12.07	1.52
71	S. Illinois Ave. (SR-62)	From Oak Ridge Turnpike (SR-95) to Lafayette Dr. and Scarboro Rd.	28323	26482	28431	29060	2.60	9.73	2.21
74	N. Main St. (SR-9)	From West Weaver St. to S. Charles G. Seivers Blvd. (SR-61)	11169	11674	9811	10800	-3.30	-7.49	10.08
76	Sunset Dr.	From Hillcrest Dr. to S. Charles G. Seivers Blvd. (SR-61)	2833	3051	2886	2520	-11.05	-17.40	-12.68
77	Oak Ridge Turnpike (SR-95)	From Administration Rd. to Melton Lake Dr.	23115	22953	20490	21950	-5.04	-4.37	7.13
78	Lafayette Dr.	From Oak Ridge Turnpike (SR-95) to S. Illinois Ave. (SR-62)	18574	16816	17225	18730	0.84	11.38	8.74
79	Rutgers Ave.	From Oak Ridge Turnpike (SR-95) to S. Illinois Ave. (SR-62)	11876	12261	12013	10320	-13.10	-15.83	-14.09
80	Oak Ridge Turnpike (SR-95)	From Roane/Anderson County Border to Louisana Ave.	13612	16163	16257	15760	15.78	-2.49	-3.06
81	Outer Dr.	From W. Outer Dr. to New York Ave.	2426	2197	1954	1710	-29.51	-22.17	-12.49
82	Bethel Valley Rd.	From Pumphouse Rd. and Scarboro Rd. to end	10003	9073	8007	7020	-29.82	-22.63	-12.33
83	Longmire Rd.	From N. Charles G. Seiviers Blvd. (SR-61) to N. Main St. (SR-9)	5427	6592	5790	4600	-15.24	-30.22	-20.55
84	I-75	From Knox/Anderson County Border to N. Charles G. Seivers Rd. (SR-61)	33051	46236	42784	38700	17.09	-16.30	-9.55
86	I-75	From near Norris Frwy. (SR-71) to Hwy. 116 (SR-116)	36797	44593	38703	52510	42.70	17.75	35.67
87	N. Charles G. Seivers Blvd.	From Longmire Rd. to Miller Rd.	19723	22015	23104	27030	37.05	22.78	16.99
88	Walden Ridge Rd.	From Frost Bottom Rd. (SR-330) to Dutch Valley Rd.	115	119	148	170	47.83	42.86	14.86
89	J.D. Yarnell Ind. Pkwy.	From N. Charles G. Seivers Blvd. (SR-61) to end	6938	8391	6129	6670	-3.86	-20.51	8.83
90	Melton Lake Dr.	From Oak Ridge Turnpike (SR-95) to Edgemoor Rd. (SR-170)	8084	8303	7409	7550	-6.61	-9.07	1.90
91	Fairbanks Rd.	From Briarcliff Ave. and Briar Cliff Ave. to Emory Valley Rd.	4602	3911	3482	2630	-42.85	-32.75	-24.47
92	Emory Valley Rd.	From Melton Lake Dr. to Fairbanks Rd.	8521	9525	6922	6770	-20.55	-28.92	-2.20
93	Outer Dr.	From New York Ave. to Michigan Ave.	2462	2183	2035	1600	-35.01	-26.71	-21.38
94	Providence Rd./Pennsylvania Ave./W. Tennessee Ave.	From N. Tulane Ave. to Georgia Ave.	8323	7084	5690	5000	-39.93	-29.42	-12.13
95	New York Ave.	From Oak Ridge Turnpike (SR-95) to Outer Dr.	9799	10499	8471	6990	-28.67	-33.42	-17.48
96	N. Tulane Ave.	From Oak Ridge Turnpike (SR-95) to Providence Rd.	3966	3202	3591	1830	-53.86	-42.85	-49.04
97	S. Tulane Ave.	From S. Illinois Ave. (SR-62) to Oak Ridge Turnpike (SR-95)	9411	6583	8021	6890	-26.79	4.66	-14.10
98	Tuskegee Dr.	From Tulsa Rd. and E. Tulsa Rd. to S. Illinois Ave. (SR-62)	2570	1730	1702	1320	-48.64	-23.70	-22.44

Anderson 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
99	W. Outer Dr.	From Roane/Anderson County Border to N. Illinois Ave. (SR-62)	1311	920	942	860	-34.40	-6.52	-8.70
100	E. Melbourne Rd./Robertsville Rd.	From Montana Ave. to Jefferson Ave.	2582	1718	2053	1370	-46.94	-20.26	-33.27
101	Louisana Ave.	From Oak Ridge Turnpike Rd. (SR-95) to W. Outer Dr.	2373	1903	1976	1600	-32.57	-15.92	-19.03
102	S. Illinois Ave./Kerr Hollow Ave. (SR-62)	From Lafayette Dr. and Scarboro Rd. to Bethel Valley Rd.	26810	29984	31959	33680	25.62	12.33	5.39
103	Scaraboro Rd.	From Bethel Valley Rd. to S. Illinois Ave. (SR-62)	11304	10999	11467	11070	-2.07	0.65	-3.46
106	New Henderson Rd.	From Knox/Anderson County Border to Henderson Hollow Rd.	928	1044	863	910	-1.94	-12.84	5.45
107	Laurel Rd.	From State Hwy. 61 (SR-61) to Sulphur Springs Rd.	2270	2252	1959	1680	-25.99	-25.40	-14.24
108	Old Lake City Hwy.	From US-Hwy. 25W (SR-9) to Dutch Valley Rd.	691	726	720	690	-0.14	-4.96	-4.17
109	Marlow Cir./Marlow Rd.	From State Hwy. 61 (SR-61) to Dutch Valley Rd.	910	1012	886	860	-5.49	-15.02	-2.93
110	Midway Dr./Airport Dr./Batley Rd./Pine Ridge Rd.	From E. Tri-County Blvd. (SR-61) to Marlow Cir.	685	855	1094	990	44.53	15.79	-9.51
111	Main St. (SR-9)	From I-75 to Creek St. (SR-116)	10850	9898	10855	10910	0.55	10.22	0.51
113	East Dr.	From Outer Dr. to Alger Rd.	912	891	651	710	-22.15	-20.31	9.06
115	Oak Ridge Turnpike (SR-95)	From Rutgers Ave. to Tyler Rd. and Administration Rd.	28020	27450	28050	26250	-6.32	-4.37	-6.42
116	Robertsville Rd.	From N. Illinois Ave. (SR-62) to Providence Rd.	4504	4099	3258	1830	-59.37	-55.35	-43.83
117	Wiltshire Dr.	From Oak Ridge Turnpike (SR-95) to Wiltshire Dr.	253	181	295	260	2.77	43.65	-11.86
118	New Henderson Rd.	From Old Blacksferry Ln. to Edgemoor Rd. (SR-170)	1470	1629	1505	1270	-13.61	-22.04	-15.61
119	Sulphur Springs Rd.	From Laurel Rd. to Johnson Gap Rd.	1340	1468	1229	1850	38.06	26.02	50.53
122	Beech Grove Ln.	From State Hwy. 116 (SR-116) to end	692	727	385	160	-76.88	-77.99	-58.44
123	Slatestone Rd.	From State Hwy. 116 (SR-116) to end	460	386	428	190	-58.70	-50.78	-55.61
125	Joe Owen Rd./Bethel Rd.	From N. Charles G. Seivers Rd. (SR-61) to Norris Frwy. (SR-71)	590	897	871	930	57.63	3.68	6.77
126	Mahoney Rd.	From Roane/Anderson County Border to E. Tri-Country Blvd. (SR-61)	1102	1183	1069	1150	4.36	-2.79	7.58
127	E. Tennessee Ave./California Ave.	From Georgia Ave. to Oak Ridge Turnpike (SR-95)	2802	2675	2073	1800	-35.76	-32.71	-13.17
128	Yarnell Rd./Lee Rd.	From Clinch Ave. (SR-9) then loops back to Clinch Ave (SR-9) .85 miles down the road	104	90	59	80	-23.08	-11.11	35.59
130	Hillcrest St.	From S. Charles G. Seivers Blvd. (SR-61) to Sulphur Springs Rd. and Hillcrest St.	1635	1911	1700	1590	-2.75	-16.80	-6.47
132	S. Hicks St./N. Hicks St.	From N. Main St. (SR-9) to Cedar St.	846	921	905	1000	18.20	8.58	10.50
133	N. Hicks St.	From Cedar St. to N. Main St. (SR-9)	2288	1915	1617	1660	-27.45	-13.32	2.66
138	Carroll Hollow Rd.	From Sulphur Springs Rd. to US-Hwy. 25W (SR-9)	936	1014	900	1050	12.18	3.55	16.67
141	Warehouse Rd./Fairbanks Rd.	From Melton lake Dr. to Briarcliff Ave. and Briar Cliff Ave.	1758	1677	1275	1360	-22.64	-18.90	6.67
142	Algier Rd./Arkansas Ave.	From East Dr. to Oak Ridge Turnpike (SR-95)	2769	2898	2297	2160	-21.99	-25.47	-5.96
143	California Ave.	From Delaware Ave. to Outer Dr.	2828	2248	1937	1770	-37.41	-21.26	-8.62
144	Delaware Ave./California Ave.	From Outer Dr. to California Ave.	1323	1358	1140	1070	-19.12	-21.21	-6.14
146	Outer Dr.	From Michigan Ave. to Delaware Ave.	2201	2071	1749	1470	-33.21	-29.02	-15.95
148	Fairbanks Rd.	From Oak Ridge Turnpike (SR-95) to Warehouse Rd.	4145	2997	2411	2120	-48.85	-29.26	-12.07
149	Laboratory Rd.	From Oak Ridge Turnpike (SR-95) to Bus Terminal Rd.	4241	6212	5559	6890	62.46	10.91	23.94
151	New York Ave.	From Pennsylvania Ave. and W. Tennessee Ave. to Outer Dr.	4761	4816	4186	3300	-30.69	-31.48	-21.17
152	Emory Valley Rd.	From Fairbanks Rd. to Lafayette Dr.	15354	14001	14691	12580	-18.07	-10.15	-14.37
153	Gettysburg Ave.	From Lafayette Dr. to Manhattan Ave.	4998	4484	4834	4140	-17.17	-7.67	-14.36
154	Manhattan Ave.	From Rutgers Ave. then loops back to Rutgers Ave.	3339	3378	3732	3290	-1.47	-2.61	-11.84
155	Providence Rd.	From Robertsville Rd. to N. Tulane Ave.	4985	4417	4309	2430	-51.25	-44.99	-43.61

Anderson 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
156	N. Tulane Ave./Pennsylvania Ave.	From Providence Rd. to E. Pawley Ln.	6495	5910	5997	4640	-28.56	-21.49	-22.63
157	Pennsylvania Ave.	From E. Pawley Ln. to W. Outer Dr.	2998	2710	2530	2000	-33.29	-26.20	-20.95
158	Orau Way/Robertsville Rd.	From S. Illinois Ave. (SR-62) to Providence Rd.	5645	5490	5070	3480	-38.35	-36.61	-31.36
159	Highland Ave.	From Robertsville Rd. to W. Outer Dr.	2745	2104	2038	1730	-36.98	-17.78	-15.11
160	Hillside Rd.	From N. Illinois Ave. (SR-62) to Pennsylvania Ave.	2795	2451	2291	2250	-19.50	-8.20	-1.79
161	Robertsville Rd.	From Jefferson Ave. to S. Illinois Ave. (SR-62)	4639	4845	3719	2510	-45.89	-48.19	-32.51
162	Jefferson Ave.	From Oak Ridge Turnpike (SR-95) to Robertsville Rd.	5262	4015	4128	3590	-31.77	-10.59	-13.03
163	Jefferson Ave.	From Robertsville Rd. to W. Outer Dr.	1854	1918	2043	1580	-14.78	-17.62	-22.66
165	W. Outer Dr.	From N. Illinois Ave. (SR-62) to Outer Dr. and Pennsylvania Ave.	3529	3124	2814	2530	-28.31	-19.01	-10.09
166	Montana Ave.	From W. Outer Dr. to Oak Ridge Turnpike (SR-95)	1563	1596	1880	1560	-0.19	-2.26	-17.02
171	S, Charles G. Seivers Blvd. (SR-61)	From N. Main St. (SR-9) and Clinch Ave. (SR-9) to E. Broad St.	22541	23541	21636	23150	2.70	-1.66	7.00
173	E. Wolf Valley Rd.	From Mountain View Rd. to Us-Hwy. 441 (SR-71)	0	703	686	890		26.60	29.74
174	Red Hill Rd.	From Reservoir Rd. and Lambdin Rd. to Park Ln.	0	452	477	570		26.11	19.50
175	East Weaver St./West Weaver St.	From Eagle Bend Rd. to N. Main St. (SR-9)	0	3580	3367	3690		3.07	9.59
176	Market St./Eagle Bend Rd.	From N. Main St. (SR-9) to East Weaver St.	0	1917	1520	1530		-20.19	0.66
177	Cedar St.	From N. Hicks Ave. to N. Main St. (SR-9)	0	355	382	360		1.41	-5.76
178	Leinart St.	From N. Hicks St. to N. Main St. (SR-9)	0	1256	786	590		-53.03	-24.94
179	Bowling St.	From W. Broad St. to Cedar St.	0	671	620	780		16.24	25.81
180	Administration Rd.	From Laboratory Rd. to Oak Ridge Turnpike (SR-95)	0	2729	2405	2400		-12.06	-0.21
181	Bus Terminal Rd.	From Oak Ridge Turnpike (SR-95) to Laboratory Rd.	0	2365	1916	2180		-7.82	13.78
182	E. Division Rd.	From Laboratory Rd. to Oak Ridge Turnpike (SR-95)	0	1327	1371	1650		24.34	20.35
183	Laboratory Rd.	From Lafayette Dr. to Bus Terminal Rd.	0	5414	5251	6360		17.47	21.12
184	Union Valley Rd.	From Kerr Hollow Rd. (SR-62) to Scarboro Rd.	0	1770	1734	1440		-18.64	-16.96
186	Briar Cliff Ave.	From Fairbanks Rd. to Emory Valley Rd.	0	1947	1862	1490		-23.47	-19.98
187	E. Tulsa Rd./Tuskegee Dr./ Wiltshire Dr.	From S. Illinois Ave. (SR-62) to Wiltshire Rd.	0	3532	3498	3510		-0.62	0.34
188	Georgia Ave.	From W. Tennessee Ave. and E. Tennessee Ave. to Oak Ridge Turnpike (SR-95)	0	3359	4033	3450		2.71	-14.46
189	Florida Ave.	From E. Tennessee Ave. to Oak Ridge Turnpike (SR-95)	0	2094	1946	2070		-1.15	6.37
190	Bethel Valley Rd.	From S. Illinois Ave. (SR-62) to union with opposite Bethel Valley Rd. lane	35670	34291	32157	3100	-91.31	-90.96	-90.36
191	Bethel Valley Rd.	From Bethel Valler Rd. split to S. Illinois Ave. (SR-62)	0	4473	4451	3890		-13.03	-12.60
192	Bus Terminal Rd.	From Laboratory Rd. to Emory Valley Rd.	0	3252	3232	3460		6.40	7.05
193	Bethel Valley Rd.	From Scarboro Rd. and Pumphouse Rd. to Bethel Valley Rd. split	0	9289	9219	6780		-27.01	-26.46
990	I-75	From N. Charles G. Seivers Blvd. (SR-61) to Norris Frwy. (SR-71)	37830	45666	41434	52400	38.51	14.75	26.47

Campbell 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	S. Main St. (SR-297)	From Creekmore Housley Dr. to N. Florence Ave. and S. Florence Ave.	2633	4004	3597	2960	12.42	-26.07	-17.71
3	SR-90	From I-75 to Shonda Ln.	1600	1783	1209	1270	-20.63	-28.77	5.05
4	SR-90	From US-25W (SR-9) to Davis Creek Rd.	1232	1506	1196	960	-22.08	-36.25	-19.73
5	David Creek Rd.	From Davis Creek Rd. to Roses Creek Rd.	1050	1002	1034	890	-15.24	-11.18	-13.93
6	W. Bourne Ln./Habersham Rd.	From W. Bourne Ln. to SR-90	205	305	500	540	163.41	77.05	8.00
8	Stinking Creek Rd.	From Davis Creek Rd. to US-25W (SR-9)	1083	1178	997	720	-33.52	-38.88	-27.78
10	Stinking Creek Rd.	From Stinking Creek Rd. to Duff Rd.	824	690	421	540	-34.47	-21.74	28.27
11	State Hwy. 297 (SR-297)	From Wool Ridge Pk.to Elk Fork Rd.	1312	1187	1014	1020	-22.26	-14.07	0.59
13	State Hwy. 297 (SR-297)	From Elk Fork Rd. to Howard Baker Hwy. (SR-63)	1524	1014	1441	1140	-25.20	12.43	-20.89
14	Howard Baker Hwy. (SR-63)	From Scott/Campbell County Border to State Hwy. 297 (SR-297)	4375	5235	5402	6110	39.66	16.71	13.11
15	Howard Baker Hwy. (SR-63)	From State Hwy. 297 (SR-297) to Old Hwy. 63	5903	5933	6334	6550	10.96	10.40	3.41
17	US-25W/N. Indiana Ave. (SR-9)	From Duff Rd. to N. Tennessee Ave.	3841	3915	3340	2980	-22.42	-23.88	-10.78
18	Duff Rd.	From US-25W (SR-9) to Cotula Rd.	668	733	971	900	34.73	22.78	-7.31
19	Davis Creek Rd.	From Cotula Rd. to W. Bourne Rd.	300	310	592	570	90.00	83.87	-3.72
20	Middlesboro Hwy.	From Bethlehem Rd. to Flat Hollow Rd.	1098	1113	1139	920	-16.21	-17.34	-19.23
23	E. Central Ave./Gen. Carl Stiner Hwy. (SR-63)	From N. Cumberland Ave. and Cumberland Ave. to Middleboro Rd. and Wildwood Cir.	14833	16031	15125	14800	-0.22	-7.68	-2.15
25	S. Tennessee Ave.	From Woodlawn Dr. to E. Central Ave. and W. Central Ave.	2362	2273	2269	1910	-19.14	-15.97	-15.82
26	Demory Rd.	From Summers Rd. and Hunters Branch Rd. to Whitman Hollow Rd.	3115	2630	2575	3150	1.12	19.77	22.33
27	Hunters Branch Rd.	From Jacksboro Pk. (SR-9) to Demory Rd.	1997	1693	1930	2720	36.20	60.66	40.93
28	Towe String Rd.	From River Rd. and Towe Spring Rd. to Jacksboro Pk. (SR-9)	4452	4827	4338	3890	-12.62	-19.41	-10.33
29	Jacksboro Rd. (SR-9)	From Towe Spring Rd. and Independence Ln. to Eagle Bluff Rd. and Paris Nance Rd.	29035	30063	33839	30530	5.15	1.55	-9.78
30	Paris Nance Rd./Kentucky St./Valley St./ Liberty St./Jacksboro Station Rd./Island Rd./Towe Spring Rd.	From Jacksboro Pk. (SR-9) and Applachian Hwy. (SR-9) to Towe Spring Rd.	3120	3483	5351	4760	52.56	36.66	-11.04
32	Old Hwy. 63	From I-75 to Howard Baker Hwy. (SR-63)	202	229	528	510	152.48	122.71	-3.41
33	Stoney Fork Rd./Mountain Rd./Main St.	From Clinchmore Rd. to Old Hwy. 63	500	553	564	480	-4.00	-13.20	-14.89
36	New River Rd./Stoney Fork Rd.	From Anderson/Campbell County Border to Scott/Campbell County Border	131	190	226	130	-0.76	-31.58	-42.48
37	Stoney Fork Rd.	From New River Rd. to Clinchmore Rd.	180	152	159	110	-38.89	-27.63	-30.82
39	River Rd./Pinecrest Rd.	From Towe Spring Rd. to Reed Ln.	1440	1502	1657	1460	1.39	-2.80	-11.89
42	Demory Rd.	From Whitman Hollow Rd. to Grantsboro Rd.	2029	2006	2172	1920	-5.37	-4.29	-11.60
43	Cedar Creek Rd.	From Long Hollow Rd. and Sugar Hollow Rd. to Alder Springs Rd.	580	872	801	410	-29.31	-52.98	-48.81
45	I-75	From 5th St. (SR-09) to Campbell County/Kentucky Border	30989	31702	29171	28330	-8.58	-10.64	-2.88
46	5th St. (SR-9)	From S. Main St. (SR-297) to I-75	8720	8345	7691	5700	-34.63	-31.70	-25.89
47	I-75	From near Rarity Mountain Rd. to near 5th St. (SR-9)	28428	31057	29183	27950	-1.68	-10.00	-4.23
48	I-75	From near Howard Baker Hwy. to Stinking Creek Rd.	27386	30707	28712	26890	-1.81	-12.43	-6.35
49	I-75	From near Veteran's Memorial Hwy. to Howard Baker Hwy.	33163	34944	34726	34490	4.00	-1.30	-0.68
52	N. Main St. (SR-9)	From Kentucky/Campbell County Border to S. Main St. (SR-297) and 5th St. (SR-9)	3952	5189	5250	4310	9.06	-16.94	-17.90
53	S. Main St. (SR-297)	From N. Florence Ave. and S. Florence Ave. to N. Main St. (SR-09)	5564	5530	5283	3930	-29.37	-28.93	-25.61
54	Jacksboro Pk. (SR-9)	From South Ave. to Independence Ln. and Towe Spring Rd.	29700	27390	27628	31190	5.02	13.87	12.89
55	W. Central Ave./Jacksboro Pk. (SR-9)	From S. Tennessee Ave. and N. Tennessee Ave. to Cherry St. and South Ave.	18349	17321	18824	25800	40.61	48.95	37.06

Campbell 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	N. Tennessee Ave.	From E. Central Ave. (SR-9) and W. Central Ave (SR-9) to N. Indiana Ave. (SR-9)	1818	2093	2019	740	-59.30	-64.64	-63.35
57	Howard Baker Hwy. (SR-63)	From Old Hwy. 63 to I-75	5389	5651	5783	6610	22.66	16.97	14.30
59	Veteran's Memorial Hwy./ Appalachian Hwy. (SR-9)	From Paris Nance Rd. to Queener Rd.	22144	21413	21820	22080	-0.29	3.11	1.19
60	N. Indiana Ave. (SR-9)	From N. Tennessee Ave. to E. Central Ave. (SR-63/SR-9)	3042	2276	2291	2490	-18.15	9.40	8.69
61	Veteran's Memorial Hwy. (SR-9)	From Queener Rd. to I-75	20707	22708	22015	19730	-4.72	-13.11	-10.38
63	Gen. Carl Stiner Hwy. (SR-63)	From Frontier Rd. to Campbell/Claiborne County Border	4821	4691	4783	4230	-12.26	-9.83	-11.56
65	Gen. Carl Stiner Hwy. (SR-63)	From Middlesboro Hwy. to Frontier Rd.	6583	6543	7425	6500	-1.26	-0.66	-12.46
66	5th St./US-25W (SR-9)	From I-75 to Shonda Ln.	1658	1319	851	970	-41.50	-26.46	13.98
67	Glade Springs Rd./Victory Rd./Cedar Creek Rd./Alder Springs Rd./Spring Dock Rd.	From Middlesboro Hwy. to end	260	411	311	410	57.69	-0.24	31.83
68	Sunset Tr./S. Florence Ave.	From 5th St. (SR-9) to S. Main St. (SR-297)	2487	2522	2456	1870	-24.81	-25.85	-23.86
69	E. Beech St./W. Beech St.	From S. Indiana Ave. to S. 9th St.	4919	4064	3765	3390	-31.08	-16.58	-9.96
70	E. Central Ave. (SR-9)	From N. Indiana Ave. (SR-9) to N. Tennessee Ave. and S. Tennessee Ave.	20816	20199	22425	22180	6.55	9.81	-1.09
72	E. Beech St.	From E. Central Ave. (SR-63) to S. Indiana Ave.	2717	2987	2653	2150	-20.87	-28.02	-18.96
75	Hwy. 116 (SR-116)	From Anderson/Campbell County Border to Old Vasper	3948	4548	3643	3140	-20.47	-30.96	-13.81
76	Queener Rd./Stone Mill Rd./ Island Ford. Rd./South St./ Liberty St.	From Veterans Memorial Hwy. (SR-9) to Water St. and Jacksboro Station Rd.	2518	3321	2549	2620	4.05	-21.11	2.79
77	E. Central Ave./Gen. Carl Stiner Hwy. (SR-63)	From N. Cumberland Ave. and Cumberland Ave. to Middleboro Rd.	10900	12288	11842	12280	12.66	-0.07	3.70
78	Hwy. 116/John McGhee Blvd. (SR-116)	From Old Vasper to Veterans Memorial Hwy. (SR-9)	4216	4800	4600	3280	-22.20	-31.67	-28.70
79	Pinecrest Rd.	From Shown Hollow Rd. to near Reed Ln.	360	110	100	120	-66.67	9.09	20.00
80	Grantsboro Rd./Murryville Rd./Rainbow View Rd.	From Demory Rd. to E. Dogwood Tr.	1193	1153	1019	1050	-11.99	-8.93	3.04
81	N. Florence Ave./Indian Mountain Rd./Oswego Rd./ Creekmore Housley Dr.	From S. Main St. (SR-297) loops to S. Main St. (SR-297)	555	568	568	440	-20.72	-22.54	-22.54
82	State Hwy. 297/Newcomb Pk. (SR-297)	From Wool Ridge Pk. to Creekmore Housley Dr.	2375	2279	2187	1580	-33.47	-30.67	-27.75
84	Loop Rd.	From Demory Rd. and South Ave. to Claiborne Rd. and S. Tennessee Ave.	1447	1300	1265	1070	-26.05	-17.69	-15.42
86	South Ave./N. 19th Ave.	From Jacksboro Pk. (SR-9) to W. Prospect St.	1671	1608	1706	1310	-21.60	-18.53	-23.21
87	W. Beech St.	From S. 9th St. to Jacksboro Pk. (SR-9)	4132	3377	3005	2990	-27.64	-11.46	-0.50
90	W. Prospect St./N. 13th St.	From N. 19th Ave. to W. Central Ave. (SR-9)	599	463	521	460	-23.21	-0.65	-11.71
91	E. Prospect Ave.	From N. Indiana Ave. (SR-9) to N. 16th St. and North Ave.	561	467	522	450	-19.79	-3.64	-13.79
92	Cumberland Ave./Long Hollow Rd.	From E. Central Ave. to Pleasant Ridge Rd.	2428	2780	2269	2260	-6.92	-18.71	-0.40
93	E. Prospect St./Back Valley Rd./Foothills Dr.	From North Ave. and N. 16th St. to E. Central Ave. (SR-63)	1032	1187	1150	1020	-1.16	-14.07	-11.30
94	I-75	From Anderson/Campbell County Border to near Veterans Memorial Hwy. (SR-9)	41018	42078	43753	45230	10.27	7.49	3.38
95	E. Dogwood Tr.	From Rainbow View Rd. to end	0	79	67	80		1.27	19.40

Campbell 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
96	Wool Ridge Pk.	From Indian Mountain Rd. to Republican Hill Rd.	0	1043	906	510		-51.10	-43.71
97	Lowes Branch Rd./Pine Mountain Rd./Douglas Ln.	From Stinking Creek Rd. to 5th St. (SR-9)	0	886	831	570		-35.67	-31.41
99	Demory Rd./South Ave.	From Summers Rd. and Hunters Branch Rd. to Jacksboro Rd. (SR-9)	0	3492	3033	2420		-30.70	-20.21
100	W. Central Ave.	From South Ave. and N. 19th Ave. to Jacksboro Pk. (SR-9) and W. Central Ave. (SR-9)	0	1357	1465	1080		-20.41	-26.28
101	N. 3rd St.	From W. Iron St. to N. 13th St. and W. Prospect St.	0	258	290	460		78.29	58.62
102	S. 13th St.	From W. Beech St. to W. Central Ave. (SR-9)	0	739	692	590		-20.16	-14.74
103	S. 9th St.	From W. Central Ave. (SR-9) to W. Beech St.	0	1198	1002	690		-42.40	-31.14
104	N. 1st St.	From E. Central Ave. (SR-9) to Aspen St.	0	684	775	640		-6.43	-17.42
105	Aspen St.	From N. Indiana Ave. (SR-9) to N. Tennessee Ave.	0	998	746	790		-20.84	5.90
106	N. Cumberland Ave.	From E. Central Ave. (SR-63) to E. Prospect St.	0	527	501	410		-22.20	-18.16
107	North Ave.	From E. Central Ave. to E. Prospect St.	0	1143	896	810		-29.13	-9.60
108	S. 14th St.	From E. Hemlock Ave. to E. Central Ave.	0	801	623	370		-53.81	-40.61
109	E. Hemlock Ave.	From S. 14th St. to Cumberland Ave.	0	445	404	320		-28.09	-20.79
110	Middlesboro Hwy.	From Gen. Carl Stiner Hwy. (SR-63) to Bethlehem Rd.	0	4133	3102	3250		-21.36	4.77
112	E. Central Ave. (SR-63)	From S. Indiana Ave. and N. Indiana Ave. (SR-9) to Cumberland Ave. and N. Cumberland Ave.	0	16894	18007	19190		13.59	6.57
113	Oswego Rd./Creekmore Housley Dr.	From Indian Mountain Rd. to S. Main St. (SR-297)	0	1449	1330	1120		-22.71	-15.79
114	Wool Ridge Pk.	From State Hwy. 297 (SR-297) to Republican Hill Rd.	0	955	1169	660		-30.89	-43.54
115	I-75	From Stinking Creek Rd. to near Rarity Mountain Rd.	0	0	28371	26890			-5.22

Claiborne 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	State Hwy 90 (SR-90)	From Campbell/Claiborne County Border to Tracy Branch Rd.	1566	1463	1419	1050	-32.95	-28.23	-26.00
2	Tracy Branch Rd.	From State Hwy. (SR-90) to Kentucky/Tennessee State Border	846	802	574	650	-23.17	-18.95	13.24
3	State Hwy 90 (SR-90)	From Tracy Branch Rd. to Kentucky/Tennessee State Border	610	600	731	400	-34.43	-33.33	-45.28
7	Shawanee Rd.	From Bristol Rd. to Cumberland Gap Pkwy. (SR-32)	2650	3008	2736	2390	-9.81	-20.55	-12.65
8	Indian Creek Rd.	From Virginia/Tennessee State Border to Forge Ridge Rd. (SR-63)	375	488	643	560	49.33	14.75	-12.91
10	Wheeler Rd.	From Virginia/Tennessee State Border to Hopewell Rd. (SR-63)	183	190	196	240	31.15	26.32	22.45
13	Cave Springs Rd.	From Coleman Rd. to Forge Ridge Rd. (SR-63)	280	264	226	220	-21.43	-16.67	-2.65
14	Cumberland Gap Pkwy (SR-32)	From Patterson Rd. to Appalachian Hwy. (SR-63)	14119	15496	14777	16420	16.30	5.96	11.12
16	Red Hill Rd.	From Yoakum Ln. to Appalachian Hwy. (SR-63)	1124	1177	1160	1140	1.42	-3.14	-1.72
17	Yoakum Ln.	From Back Valley Rd. to Old Hwy. 63	840	729	664	530	-36.90	-27.30	-20.18
18	Back Valley Rd.	From Straight Branch Rd. to Yoakum Ln.	651	667	714	650	-0.15	-2.55	-8.96
20	Russell Hill Rd.	From Back Valley Rd. to Old Hwy. 63	444	511	640	480	8.11	-6.07	-25.00
21	Back Valley Rd.	From Appalachian Hwy. (SR-63) to Straight Branch Rd.	970	1314	1327	910	-6.19	-30.75	-31.42
22	Appalachian Hwy (SR-63)	From Campbell/Claiborne County Border to Cawood Dr.	3811	3870	4213	3940	3.38	1.81	-6.48
24	Dogwood Heights Dr.	From US-25 E (SR-32) to US-25 E (SR-32)	1008	1177	1090	1070	6.15	-9.09	-1.83
25	Cedar Fork Rd. (SR-345)	From Coleman Rd. to Alanthus Hill Rd. (SR-63)	1196	1279	1269	940	-21.40	-26.51	-25.93
29	State Hwy 33 (SR-33)	From Piney Grove Rd. to Hancock/Claiborne County Border	975	695	621	700	-28.21	0.72	12.72
30	Cedar Fork Rd. (SR-345)	From US-25 E (SR-32) to Bailey Hollow Rd.	3191	3545	3725	4500	41.02	26.94	20.81
31	Richardson Rd.	From US-25 E (SR-32) to Broad St. (SR-33)	461	557	691	660	43.17	18.49	-4.49
32	Cave Springs Rd.	From US-25 E (SR-32) to Bacchus Rd.	1578	1573	1373	1610	2.03	2.35	17.26
33	Clouds Rd.	From Chestnut Grove Rd. to Baldwin Hill Rd.	310	358	417	420	35.48	17.32	0.72
36	Mountain Rd.	From State Hwy. 33 (SR-33) to Clouds Rd.	863	1156	1179	1090	26.30	-5.71	-7.55
37	Clouds Rd.	From Dogwood Dr. to Broad St. (SR-33)	1900	2401	2282	2170	14.21	-9.62	-4.91
38	Broad Street	From Main St. to Youngstown Rd.	20151	21729	17559	17050	-15.39	-21.53	-2.90
39	US-25E (SR-2)	From Youngstown Rd. to Little Sycamore Rd.	9556	9984	10232	10390	8.73	4.07	1.54
40	Little Sycamore Rd.	From US-25 E (SR-32) to Collingsworth Ln.	914	1078	861	780	-14.66	-27.64	-9.41
41	Upper Caney Valley Rd.	From US-25 E (SR-32) to Comby Ridge Rd.	580	430	452	340	-41.38	-20.93	-24.78
42	State Hwy 33 (SR-33)	From US-25 E (SR-32) to Piney Grove Rd.	1384	1262	1081	1170	-15.46	-7.29	8.23
43	US 25E (SR-32)	From State Hwy. 33 (SR-33) to Little Sycamore Rd.	9605	10309	9885	8740	-9.01	-15.22	-11.58
44	Lone Mountain Rd.	From Blue Top Rd. to US-25 E (SR-32)	592	601	565	560	-5.41	-6.82	-0.88
47	Broad Street (SR-33)	From Mountain Rd. to Main St.	14672	14686	14466	14190	-3.29	-3.38	-1.91
49	State Hwy 33 (SR-33)	From State Hwy. 33 (SR-33) to Union/Claiborne County Border	6911	7741	7735	7800	12.86	0.76	0.84
52	US-25E (SR-32)	From Broad St. (SR-33) to Cave Springs Rd.	18799	18298	19341	21700	15.43	18.59	12.20
53	US-25E (SR-32)	From Upper Caney Valley Rd. to State Hwy. 33 (SR-33)	7882	8273	8854	8010	1.62	-3.18	-9.53
54	Blue Top Rd.	From Broad St. (SR-33) to Lone Mountain Rd.	1985	1999	2435	2830	42.57	41.57	16.22
55	Chumley Rd.	From State Hwy. 33 (SR-33) to Chestnut Grove Rd.	630	674	555	510	-19.05	-24.33	-8.11
56	US-25E (SR-32)	From Cave Springs Rd. to Patterson Rd.	16145	15926	16574	19140	18.55	20.18	15.48
57	Appalachian Hwy (SR-63)	From Cawood Dr. to Town Creek Rd.	3645	4407	4560	4480	22.91	1.66	-1.75
59	Little Sycamore Rd.	From Collingsworth Ln. to Hancock/Claiborne County Border	310	163	154	170	-45.16	4.29	10.39
60	Alanthus Hill Rd. (SR-63)	From Cedar Fork Rd. (SR-345) to Hancock/Claiborne County Border	414	659	499	430	3.86	-34.75	-13.83

Claiborne 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
61	Forge Ridge Rd. (SR-63)	From Cumberland Gap Pkwy. (SR-32) to Brunswick Dr.	3854	3956	4017	4460	15.72	12.74	11.03
62	Cumberland Gap Pkwy (SR-2)	From Appalachian Hwy. (SR-63) to Kentucky/Tennessee State Border	21511	21413	21543	22020	2.37	2.83	2.21
64	Appalachian Hwy (SR-63)	From Town Creek Rd. to Arthur Rd.	6644	7567	7840	7190	8.22	-4.98	-8.29
65	Appalachian Hwy (SR-63)	From Arthur Rd. to Cumberland Gap Pkwy. (SR-32)	8538	9211	9185	9240	8.22	0.31	0.60
67	Straight Branch Rd.	From State Hwy. 90 (SR-90) to Creek Rd.	430	444	517	510	18.60	14.86	-1.35
70	Straight Creek Rd.	From Minton Hollow Rd. to Ball Creek Rd.	703	797	524	450	-35.99	-43.54	-14.12
72	Vancel Rd.	From Baldwin Hill Rd. to Dogwood Heights Dr.	650	829	744	840	29.23	1.33	12.90
73	Cedar Fork Rd. (SR-345)	From Bailey Hollow Rd. to Coleman Rd.	1480	1635	1540	1500	1.35	-8.26	-2.60
74	Forge Ridge Rd. (SR-63)	From Hill Rd. to Cedar Fork Rd. (SR-345)	467	418	354	480	2.78	14.83	35.59
75	Forge Ridge Rd. (SR-63)	From Brunswick Dr. to Hill Rd.	1182	1320	1303	1370	15.91	3.79	5.14
76	Coleman Rd.	From Cave Springs Rd. to Cedar Fork Rd. (SR-345)	86	120	126	140	62.79	16.67	11.11
77	Bacchus Rd.	From US-25 E (SR-32) to Cave Springs Rd.	120	164	134	200	66.67	21.95	49.25
78	Powell River Rd.	From Cumberland Gap Pkwy. (SR-32) to Poplar Grove Rd.	117	128	186	210	79.49	64.06	12.90
79	Hill Rd.	From Forge Ridge Rd. (SR-63) to Powell River Rd.	300	313	301	220	-26.67	-29.71	-26.91
80	Piney Grove Rd.	From State Hwy. 33 (SR-33) to Upper Caney Valley Rd.	141	148	146	90	-36.17	-39.19	-38.36
81	Cardwell Ridge Rd.	From Lone Mountain Rd. to Straight Creek Rd.	160	154	166	120	-25.00	-22.08	-27.71
83	Cave Springs Rd.	From Bacchus Rd. to Coleman Rd.	770	1193	1115	1070	38.96	-10.31	-4.04
84	Bristol Rd.	From the Virginia/Tennessee State Border to Shawanee Rd.	1687	2057	2357	1800	6.70	-12.49	-23.63
85	Old Hwy. 63	From Middlesboro Hwy. to Cawood Dr.	510	502	489	350	-31.37	-30.28	-28.43
86	SR-383	From Cumberland Gap Pkwy. (SR-32) to Virginia/Tennessee State Border	5299	6411	6191	6470	22.10	0.92	4.51
87	Goin Rd.	From Union/Claiborne County Border to Chumley Rd.	0	157	149	90		-42.68	-39.60
88	Fords Chapel Rd.	From State Hwy. 33 (SR-33) to Clouds Rd.	0	163	259	270		65.64	4.25
89	Lower Caney Valley Rd.	From US-25 E (SR-32) to US-25 E (SR-32)	0	158	148	120		-24.05	-18.92
90	Baldwin Hill Rd.	From Clouds Rd. to Moody Hill Rd.	0	854	157	120		-85.95	-23.57
91	Lonesome Valley Rd.	From Moody Hill Rd. to Dogwood Heights Dr.	0	162	111	80		-50.62	-27.93
92	Hoop Creek Rd.	From Little Sycamore Rd. to Alanthus Hill Rd. (SR-63)	0	104	80	90		-13.46	12.50
93	Oak Grove Rd.	From Poplar Grove Rd. to Hopewell Rd (SR-63)	0	121	95	130		7.44	36.84
94	Tiprell Rd.	From Arthur Rd. to Virginia/Tennessee State Border	0	572	477	410		-28.32	-14.05
95	Providence Rd.	From Appalachian Hwy. (SR-63) to Appalachian Hwy. (SR-63)	0	807	768	700		-13.26	-8.85
96	Town Creek Rd.	From Appalachian Hwy. (SR-63) to Appalachian Hwy. (SR-63)	0	384	256	230		-40.10	-10.16
97	Jones Ridge Rd.	From Back Valley Rd. to Back Valley Rd.	370	382	421	160	-56.76	-58.12	-62.00
98	Straight Branch Rd.	From Back Valley Rd. to Union/Claiborne County Border	0	2515	2321	2110		-16.10	-9.09
99	Old Knoxville Hwy.	From Straight Creek Rd. to Broad St. (SR-33)	0	16281	16683	17660		8.47	5.86
100	Broad Street (SR-33)	From Youngstown Rd. to US-25 E (SR-32)	0	0	6664	7320			9.84
101	US-25E (SR-32)	From Youngstown Rd. to Broad St. (SR-33)	0	0	3318	3810			14.83
102	Youngstown Rd.	From US-25 E (SR-32) to Broad St. (SR-33)	0	0	3318	3810			14.83

Grainger 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	Thorn Hill Rd.(SR-131)	From Hancock/Grainger County Border to Cedar Springs Rd.	473	513	541	530	12.05	3.31	-2.03
3	Indian Creek Rd.	From Jackson Hollow Rd. to US25E (SR-32)	240	168	138	210	-12.50	25.00	52.17
4	Thorn Hill Rd.(SR-131)	From Cedar Springs Rd. to US25E (SR-32)	1665	1349	1513	1130	-32.13	-16.23	-25.31
6	State Hwy.131	From Thorn Hill Rd. to Puncheon Creek Rd.	1592	1660	1276	1190	-25.25	-28.31	-6.74
8	US-25E	From Thorn Hill Rd. (SR-131) to Grainger/Claiborne County Border	7308	7607	7221	8360	14.40	9.90	15.77
9	Bullen Valley Rd.	From US-25E (SR-32) to Puncheon Creek Rd.	310	306	272	230	-25.81	-24.84	-15.44
10	State Hwy. 131 (SR-131)	From Liberty Hill Rd. to Puncheon Creek Rd.	1337	1244	1257	1210	-9.50	-2.73	-3.74
11	State Hwy. 131 (SR-131)	From Liberty Hill Rd. to Joppa Mountain Rd.	1502	1336	1366	1450	-3.46	8.53	6.15
12	Liberty Hill Rd.	From Crackers Neck Rd. to State Hwy. 131 (SR-131)	1028	1075	890	1190	15.76	10.70	33.71
13	Dutch Valley Rd.	From Liberty Rd. to Crackers Neck Rd.	260	254	159	160	-38.46	-37.01	0.63
15	Tater Valley Rd.	From Liberty Hill Rd. to the Grainger-Union county Border.	550	397	371	390	-29.09	-1.76	5.12
17	Joppa Mountain Rd.	From State Hwy. 131 (SR-131) to Rutledge Pike (SR-1)	310	377	380	400	29.03	6.10	5.26
18	Rutledge Pk. (SR-1)	From Rutledge Pk. (SR-1) to the Grainger/Knox County Border	7320	7150	8889	10710	46.31	49.79	20.49
20	Rutledge Pk. (SR-1)	From Rutledge Pk. (SR-1) to the Rutledge Pk. (SR-1)	5550	5394	5993	7560	36.22	40.16	26.15
21	Indian Ridge Rd.	From Rutledge Pk. (SR-1) to Indian Ridge Rd.	2010	1916	2204	2290	13.93	19.52	3.90
22	Little Valley Rd.	From Rutledge Pk. (SR-1) to Alvin Roach Rd.	902	1002	936	980	8.65	-2.20	4.70
24	Alvin Roach Rd.	From Indian Ridge Rd. to New Corinth Rd.	198	188	173	260	31.31	38.30	50.29
25	Indian Ridge Rd.	From Alvin roach Rd. to Owl Hole Gap Rd.	670	799	832	1080	61.19	35.17	29.81
26	Rutledge Pk. (SR-1)	From Owl Hole Gap Rd. to Little Valley Rd.	5107	4846	5442	5580	9.26	15.15	2.54
27	Owl Hole Gap Rd.	From Rutledge Pk. (SR-1) to Indian Ridge Rd.	1800	1834	1582	1410	-21.67	-23.12	-10.87
28	Jackson Rd.	From Owl Hole gap Rd. to SR-92	571	580	597	620	8.58	6.90	3.85
29	Central Point Rd.	From SR-92 (SR-92) to Lake Shore Dr. (SR-375)	450	644	703	960	113.33	49.07	36.56
31	Main St. (SR-1)	From SR-92 (SR-92) to W. Hills Dr.	5324	5771	5508	6760	26.97	17.14	22.73
32	Coffey Ln.	From Main St. (SR-1) to Swiney Rd.	454	535	374	260	-42.73	-51.40	-30.48
33	Main St. (SR-1)	From Marshall Ave. (SR-92) to Rocky Branch Rd.	5730	6540	6591	6940	21.12	6.12	5.30
34	Rocky Branch Rd.	From US-11W (SR-1) to Cherokee CV.	850	1026	992	520	-38.82	-49.32	-47.58
35	Central Point Rd.	From Lake Shore Dr. (SR-375) to Spoon Hollow Rd.	590	672	639	720	22.03	7.14	12.68
36	Owl Hole Gap Rd.	From SR-92 (SR-92) to Indian Ridge Rd.	1348	1375	1208	940	-30.27	-31.64	-22.19
38	Lake Shore Dr. (SR-375)	From Sr-92 (SR-92) to Heim Rd.	2052	2046	2335	2870	39.86	40.27	22.91
39	Lake Shore Dr. (SR-375)	From Central Point Rd. to Heim Rd.	1619	1443	1759	2100	29.71	45.53	19.39
40	Cherry St.	From US-11W (SR-1) to Main St. (SR-1)	249	324	220	190	-23.69	-41.36	-13.64
43	Helton Rd.	From US-11W (SR-11) to Lake Shore Dr. (SR-375)	1110	947	985	1180	6.31	24.60	19.80
44	Lake Shore Dr. (SR-375)	From Helton Rd. to Rocky Springs Rd.	2236	2246	2446	2610	16.73	16.21	6.70
45	Old Hwy. 25E	From US-11W (SR-11) to US-25E (SR-32)	750	569	452	350	-53.33	-38.49	-22.57
47	US-25E (SR-32)	From Old Hwy 25E to US-11W (SR-1)	7310	9087	8722	9500	29.96	4.54	8.92
49	US-25E (SR-1)	From US-11W (SR-1) to US-25E (SR-32)	4293	4951	4402	5350	24.62	8.06	21.54
51	Rocky Springs Rd.	From US-25E (SR-1) to Lake Shore Dr. (SR-375)	800	789	442	430	-46.25	-45.50	-2.71
53	US-11W (SR-1)	From US-25E (SR-32) to Grainger/Hawkins County Border	10479	11555	10785	12660	20.81	9.56	17.39
55	US-11W (SR-1)	From US-25E (SR-32) to Helton Rd.	6337	5568	5609	5920	-6.58	6.32	5.54
57	US-11W (SR-1)	From Rocky Branch Rd. to Helton Rd.	5241	5561	5644	6660	27.07	19.76	18.00
58	Crackers Neck Rd.	From Log Mountain Rd. to Liberty Hill Rd.	276	319	315	380	37.68	19.12	20.63

Grainger 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	Heim Rd.	From Lake Shore Dr. (SR-375) to Coombs Rd. (SR-92)	480	316	278	300	-37.50	-5.06	7.91
60	Indian Ridge Rd.	From Alvin Roach Rd. to Indian Ridge Rd.	714	700	933	1160	62.46	65.71	24.33
62	State Hwy. 131 (S-131)	From Joppa Mountain Rd. to the Grainger/Union County Border	1252	1338	1452	1420	13.42	6.13	-2.20
63	US-25E (SR-32)	From Thorn Hill Rd. (SR-131) to Old Hwy. 25E	8298	8934	7663	9640	16.17	7.90	25.80
64	Zachery Rd.	From State Hwy. 131 (SR-131) to Tater Valley Rd.	123	108	57	50	-59.35	-53.70	-12.28
65	Clay Hill Rd.	From US-25E (SR-32) to the Grainger/Hawkins County Border	820	1088	1079	850	3.66	-21.88	-21.22
66	Puncheon Creek Rd.	From State Hwy.131 (SR-131) to Crackers Neck Rd.	44	93	39	40	-9.09	-56.99	2.56
67	Cedar Springs Rd.	From Thorn Hill Rd. (SR-131) to Indian Creek Rd.	50	38	44	20	-60.00	-47.37	-54.55
68	Jackson Hollow Rd.	From Indian Creek Rd. to Thorn Hill Rd. (SR-131)	67	97	74	60	-10.45	-38.14	-18.92
69	State Hwy. 61 (SR-61)	From _____/Grainger County Boundary to Rutledge Pk. (SR-1)	2302	2145	2217	2910	26.41	35.66	31.26
990	Marshall Ave. (SR-92)	From Rutledge Pk. (SR-1) to the Grainger/Knox County Border	2377	2198	2171	2350	-1.14	6.92	8.25
991	Rutledge Pk. (SR-1)	From Old Stagecoach Rd. to W. Hills Rd.	5065	5117	5256	5430	7.21	6.12	3.31

Morgan 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	Brewstertown Rd.	From Burrville Rd. to Nydeck Rd.	280	283	237	320	14.29	13.07	35.02
3	Glades Rd./Burrville Rd.	From Brewstertown Rd. to Old Deer Lodge Pk.	280	341	325	360	28.57	5.57	10.77
4	Old Deer Lodge Pk.	From Fentress/Morgan County Border to Glades Rd.	644	719	565	840	30.43	16.83	48.67
5	Meister Hill Rd./Roslin Rd.	From Fentress/Morgan County Border to Old Deer Lodge Pk.	360	400	451	490	36.11	22.50	8.65
6	Nashville Hwy. (SR-62)	From Fentress/Morgan County Border to Deer Lodge Hwy. (SR-329)	659	651	659	790	19.88	21.35	19.88
8	Deer Lodge Hwy. (SR-329)	From Nashville Hwy. (SR-62) to Old Deer Lodge Pk.	761	722	791	750	-1.45	3.88	-5.18
10	Deer Lodge Hwy. (SR-329)	From Central Ave. to Rome Rd.	1541	1579	1558	1290	-16.29	-18.30	-17.20
11	Old Deer Lodge Pk.	From Glades Rd. to Deer Lodge Hwy. (SR-329)	1200	1119	1039	1080	-10.00	-3.49	3.95
12	Deer Lodge Hwy. (SR-329)	From High Jones Rd. to Morgan County Hwy. (SR-29)	765	624	689	790	3.27	26.60	14.66
13	Morgan County Hwy. (SR-29)	From Pea Ridge Rd. to Deer Lodge Hwy. (SR-329)	3100	2822	3092	2860	-7.74	1.35	-7.50
14	Mill Creek Rd.	From Morgan County Hwy. (SR-29) to Dynatex Rd.	411	421	472	360	-12.41	-14.49	-23.73
15	Burrville Rd.	From Morgan County Hwy. (SR-29) to Brewstertown Rd.	570	441	441	710	24.56	61.00	61.00
16	Morgan County Hwy. (SR-29)	From Burrville Rd. to County Line Rd.	2150	2160	2203	2020	-6.05	-6.48	-8.31
17	Mill Creek Rd./Lilly Buttram Rd.	From Dynatex Rd. to Scott/Morgan County Border	120	118	156	90	-25.00	-23.73	-42.31
19	Gobey Rd.	From Morgan County Hwy. (SR-29) to Macedonia Rd.	350	421	482	330	-5.71	-21.62	-31.54
21	Nashville Hwy. (SR-62)	From Lum Webb Rd. to Morgan County Hwy. (SR-29)	696	612	742	1180	69.54	92.81	59.03
22	Morgan County Hwy. (SR-29)	From Nashville Hwy. (SR-62) to Pea Ridge Rd.	4200	4029	4152	4400	4.76	9.21	5.97
23	Rome Rd.	From Nashville Hwy. (SR-62) to Deer Lodge Hwy. (SR-329)	510	430	428	510	0.00	18.60	19.16
24	Nashville Hwy. (SR-62)	From Genesis Rd. (SR-298) to Lum Webb Rd.	1464	1582	1643	1640	12.02	3.67	-0.18
25	Nashville Hwy. (SR-62)	From Deer Lodge Hwy. (SR-329) to Genesis Rd. (SR-298)	1071	1184	1203	1760	64.33	48.65	46.30
26	Genesis Rd. (SR-298)	From Potter Chapel Rd. to Nashville Hwy. (SR-62)	885	913	926	920	3.95	0.77	-0.65
27	Spring St./Catoosa Rd./Church St.	From Heidel Rd. to Main St.	680	516	625	570	-16.18	10.47	-8.80
28	Morgan County Hwy. (SR-29)	From Petit Ln. to Knoxville Hwy. (SR-62)	5660	5346	4945	4870	-13.96	-8.90	-1.52
29	Knoxville Hwy. (SR-62)	From Morgan County Hwy. (SR-29) to Flat Fork Rd.	6734	6643	7339	7370	9.44	10.94	0.42
30	Flat Fork Rd.	From Knoxville Hwy. (SR-62) to Flat Fork Rd. (Log Mile 3.825)	1646	1878	2412	2310	40.34	23.00	-4.23
33	Mossy Grove Rd./Matt Edmond Rd.	From Fairview Rd. to Petit Ln.	630	630	596	710	12.70	12.70	19.13
34	Knoxville Hwy. (SR-62)	From Flat Fork Rd. to Petros Hwy. (SR-116)	6036	7234	6785	6900	14.31	-4.62	1.69
35	Petros Hwy. (SR-116)	From Knoxville Hwy. (SR-62) to Main St.	2117	2662	2408	1570	-25.84	-41.02	-34.80
36	Knoxville Hwy. (SR-62)	From Petros Hwy. (SR-116) to Rock Bridge Rd.	6139	7276	6842	7770	26.57	6.79	13.56
37	Petros Hwy. (SR-116)	From Main St. to Southwest of Anderson/Morgan County Border	260	361	353	140	-46.15	-61.22	-60.34
38	Knoxville Hwy. (SR-62)	From Rock Bridge Rd. to Roane/Morgan County Border	8233	9568	8980	10050	22.07	5.04	11.92
39	Back Valley Rd.	From Coal Hill Rd. to Knoxville Hwy. (SR-62)	710	640	661	290	-59.15	-54.69	-56.13
41	Fairview Rd.	From Rock Bridge Rd. to Mossy Grove Rd.	920	1044	981	860	-6.52	-17.62	-12.33
42	Old Harriman Hwy. (SR-328)	From Morgan County Hwy. (SR-29) to Walden Subdivision Rd.	688	871	819	880	27.91	1.03	7.45
44	W. Main St. (SR-299)/Airport Rd. (SR-299)	From Clifty Creek Rd. to Riverview St.	1681	1786	1613	1950	16.00	9.18	20.89
45	Depot St./E. Main St./Camp Austin Rd.	From Roe Carter Rd. to Old Harriman Hwy. (SR-328)	450	558	513	570	26.67	2.15	11.11
46	W. Main. St. (SR-299)	From Riverview St. to Old Harriman Hwy. (SR-328)	1714	2367	2363	2340	36.52	-1.14	-0.97
47	Morgan County Hwy. (SR-29)	From Old Harriman Hwy. (SR-328) to Petit Ln.	3943	4444	4265	3920	-0.58	-11.79	-8.09
48	Morgan County Hwy. (SR-29)	From Coal Hill Rd. to Old Harriman Hwy. (SR-328)	3641	3986	3966	3360	-7.72	-15.70	-15.28

Morgan 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
51	Nemo Rd./Catoosa Rd.	From WMA Rd. to Vespie Rd.	220	124	161	80	-63.64	-35.48	-50.31
52	Deer Lodge Hwy. (SR-329)	From Old Deer Lodge Pk. To Central Ave.	1060	1083	1075	1070	0.94	-1.20	-0.47
54	Deermont Rd./Pine Orchard Rd./ Raymond Bingham Rd.	From Airport Rd. (SR-299) to Roe Carter Rd.	149	154	142	130	-12.75	-15.58	-8.45
55	Hugh Jones Rd.	From Deer Lodge Hwy. (SR-329) to Deer Lodge Hwy. (SR-329)	230	178	164	140	-39.13	-21.35	-14.63
57	Deer Lodge Hwy. (SR-329)	From Rome Rd. to Hugh Jones Rd.	1245	1138	1112	1010	-18.88	-11.25	-9.17
58	Airport Rd. (SR-299)	From Lower Rockwood Rd. to Clifty Creek Rd.	942	1153	992	1160	23.14	0.61	16.94
59	Morgan County Hwy. (SR-29)	From Knoxville Hwy. (SR-62) to Nashville Hwy. (SR-62)	4795	4963	4784	5250	9.49	5.78	9.74
60	Rock Bridge Rd./Coal Hill. Rd	From Morgan County Hwy. (SR-29) to Knoxville Hwy. (SR-62)	0	1078	841	750		-30.43	-10.82
61	Morgan County Hwy. (SR-29)	From Deer Lodge Hwy. (SR-329) to Burrville Rd.	0	2901	3240	3330		14.79	2.78
62	Old Rugby Hwy.	From Rubgy Hwy. (SR-52) to Rugby Hwy. (SR-52)	0	1324	1009	110		-91.69	-89.10
63	Central Ave.	From Deer Lodge Hwy. (SR-329) to Deer Lodge Hwy. (SR329)	0	442	472	430		-2.71	-8.90
64	Main St.	From Church St. to Morgan County Hwy. (SR-29)	0	3758	4302	4700		25.07	9.25
65	Rugby Hwy. (SR-52)	From Fentress/Morgan County Border to Scott/Morgan County Border	0	0	0	1390			

Scott 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	Scott Hwy. (SR-29)	From Pine Grove Rd. to Kentucky/Tennessee State Border	7228	7016	6274	6270	-13.25	-10.63	-0.06
2	Pleasant Grove Rd.	From Scott Hwy. (SR-29) to Roe Ln.	1025	903	893	970	-5.37	7.42	8.62
4	Pine Hill Rd./Pine Grove Rd.	From Scott Hwy. (SR-29) to Buffalo Rd.	823	903	894	1010	22.72	11.85	12.98
5	Gum Fork Rd. / Pleasant Grove Rd.	From Roe Ln. to Angel Valley Rd.	480	294	289	230	-52.08	-21.77	-20.42
6	Buffalo Rd.	From Pine Hill Rd. to Stanley Creek Rd.	219	329	360	240	9.59	-27.05	-33.33
7	Buffalo Rd.	From Paint Rock Rd. (SR-456) to Pine Hill Rd.	0	0	0	1910			
8	Alberta St. (SR-29)/Scott Hwy. (SR-29)	From Litton Rd. to Pine Grove Rd.	9585	10676	8709	11000	14.76	3.03	26.31
9	Litton Rd./Big Ridge Rd./Gravel Hill Rd./Foster Cross Rd.	From Alberta St. (SR-29) to Kentucky/Tennessee State Border	1229	1314	1027	1180	-3.99	-10.20	14.90
11	Leatherwood Rd. (SR-297)	From Fentress/Scott County Border to Station Camp Rd.	1238	1155	1117	400	-67.69	-65.37	-64.19
12	Alberta St. (SR-29)/Scott Hwy. (SR-29)	From Niggs Creek Rd. to Depot St. (SR-456)	12763	12550	13137	14070	10.24	12.11	7.10
13	Paint Rock Rd. (SR-456)	From Tunnel Hill Rd. to Buffalo Rd.	4456	4921	4208	4170	-6.42	-15.26	-0.90
14	Paint Rock Rd. (SR-456)	From Buffalo Rd. to Tunnel Hill Rd.	3576	4042	3353	3900	9.06	-3.51	16.31
15	Buffalo Rd.	From Stanley Creek Rd. to Annadell Rd. (SR-456)	900	1016	1059	820	-8.89	-19.29	-22.57
16	Annadell Rd. (SR-456)	From Hwy. 63 (SR-63) to Buffalo Rd.	3876	4297	3823	3870	-0.15	-9.94	1.23
17	Winona Rd.	From Hwy. 63 (SR-63) to River Rd.	890	837	702	520	-41.57	-37.87	-25.93
19	Hwy. 63 (SR-63)	From Winona Rd. to Anderson Hollow Rd.	5450	6147	6625	7260	33.21	18.11	9.58
20	Norma Rd.	From Montgomery Rd. to Hwy. 63 (SR-63)	1590	1751	1888	1350	-15.09	-22.90	-28.50
22	Norma Rd.	From Smokey Junction Rd. to Montgomery Rd.	416	456	775	280	-32.69	-38.60	-63.87
24	Brimstone Rd.	From Walker Rd. to Lone Mountain Rd.	86	103	109	220	155.81	113.59	101.83
25	Brimstone Rd.	From Low Gap Rd. to Walker Rd.	240	228	371	320	33.33	40.35	-13.75
27	Hwy. 63 (SR-63)	From Huntsville Hill Rd. to Winona Rd.	5418	6103	6235	7540	39.17	23.55	20.93
28	Huntsville Hill Rd./Tunnel Hill Rd.	From Paint Rock Rd. (SR-456) to Hwy. 63 (SR-63)	493	583	494	570	15.62	-2.23	15.38
29	Hwy. 63 (SR-63)	From Scott Hwy. (SR-29) to Huntsville Hill Rd.	8351	9026	10551	9630	15.32	6.69	-8.73
30	Scott Hwy. (SR-29)	From Hwy. 63 (SR-63) to Niggs Creek Rd.	11575	11941	12134	12680	9.55	6.19	4.50
31	Volunteer Dr./Old Hwy. 27/West Robbins Rd./Mt. View Rd.	From Scott Hwy. (SR-29) to Rugby Pike (SR-52)	920	893	1095	520	-43.48	-41.77	-52.51
32	Brimstone Rd.	From Scott Hwy. (SR-29) to Low Gap Rd.	407	433	332	360	-11.55	-16.86	8.43
34	Scott Hwy. (SR-29)	From Rugby Pike (SR-52) to Old Hwy. 27	4266	4192	3566	4350	1.97	3.77	21.99
36	Scott Hwy. (SR-29)	From Morgan/Scott County Border to Rugby Pike (SR-52)	2243	2233	2213	2290	2.10	2.55	3.48
38	Nydeck Rd.	From Morgan/Scott County Border to Scott Hwy. (SR-29)	204	275	271	300	47.06	9.09	10.70
39	Scott Hwy. (SR-29)	From Old Hwy. 27 to Hwy. 63 (SR-63)	5570	5887	5528	6340	13.82	7.69	14.69
41	Alberta St. (SR-29)	From Depot St. (SR-456) to W. 3rd St.	14946	15132	13497	13800	-7.67	-8.80	2.24
46	Old Hwy. 27	From Scott Hwy. (SR-29) to Volunteer Dr.	735	786	426	420	-42.86	-46.56	-1.41
47	Glasshouse Rd./Low Gap Rd.	From Brimstone Rd. to Scott Hwy. (SR-29)	170	180	175	180	5.88	0.00	2.86
49	Coalhill Campground Rd.	From Scott Hwy. (SR-29) to Wolf Creek Rd.	200	205	271	240	20.00	17.07	-11.44
50	Airport Rd./Helenwood Detour Rd./Niggs Creek Rd.	From Scott Hwy. (SR-29) to end of Airport Rd.	646	818	1060	760	17.65	-7.09	-28.30
51	Alberta St. (SR-29)	From W. 3rd St. to Litton Rd.	17362	18576	16120	18610	7.19	0.18	15.45
52	Scott High Dr.	From Scott Hwy. (SR-29) to Hwy. 63 (SR-63)	1074	1102	988	1630	51.77	47.91	64.98
55	Depot St. (SR-456)/Paint Rock Rd. (SR-456)	From Buffalo Rd. to S. Main St.	9152	9871	7830	6720	-26.57	-31.92	-14.18
56	W. 3rd Ave. (SR-297)/Industrial Ln.(SR-297)/Coopertown Rd. (SR-297)	From Station Camp Rd. to Alberta St. (SR-29)	3538	3107	2584	2840	-19.73	-8.59	9.91
57	Depot St. (SR-456)	From S. Main St. to Alberta St. (SR-29)	7919	7509	6170	5430	-31.43	-27.69	-11.99
58	Station Camp Rd.	From Leatherwood Rd. (SR-297) to Station Camp Rd. (Log Mile 1.91)	525	584	522	630	20.00	7.88	20.69

Union 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	Leadmine Bend Rd.	From Sharps Chapel Rd. to Edwards Hollow Rd.	1030	875	730	840	-18.45	-4.00	15.07
2	Sharps Chapel Rd.	From Lay Hollow Rd. and Lakeview Rd. to Leadmine Bend Rd.	1653	2001	1852	2270	37.33	13.44	22.57
3	Sharps Chapel Rd.	From Ray Rd. to Loop Rd. and Oak Grove Ln.	150	211	141	140	-6.67	-33.65	-0.71
5	Maynardville Hwy. (SR-33)	From Hickory Valley Rd. (SR-170) to Claiborne/Union County Border	6872	7223	7128	7150	4.05	-1.01	0.31
6	Hickory Valley Rd.	From Maynardville Hwy. (SR-33) to Walker Ford Rd.	825	892	933	920	11.52	3.14	-1.39
7	Hickory Valley Rd. (SR-170)	From Maynardville Hwy. (SR-33) to Hickory Star Rd. (SR-144)	648	599	774	950	46.60	58.60	22.74
8	Maynardville Hwy. (SR-33)	From Hwy. 61 E. (SR-61) to Hickory Valley Rd. (SR-170)	6474	7941	7292	8450	30.52	6.41	15.88
9	Walker Ford Rd.	From Hickory Valley Rd. to Hogskin Valley Rd.	410	286	333	340	-17.07	18.88	2.10
12	Tater Valley Rd.	From Hwy. 61 E. (SR-61) to Union/Grainger County Border	606	662	697	820	35.31	23.87	17.65
13	Clinch Valley Rd. (SR-131)	From Hwy. 61 E. (SR-61) to Warwick Chapel Rd.	1836	1860	1986	1900	3.49	2.15	-4.33
14	Tazewell Pk. (SR-131)	From Wolfe Rd. to Hwy. 61 E. (SR-61)	2837	3107	2894	2370	-16.46	-23.72	-18.11
15	Hwy. 61 E. (SR-61)	From Corryton-Luttrell Rd. to Union/Knox County Border	1385	1355	2041	2680	93.50	97.79	31.31
16	Bull Run Rd. (SR-370)	From Damewood Hollow Rd. to Hwy. 61 E. (SR-61)	440	524	644	650	47.73	24.05	0.93
17	Hwy. 61 E. (SR-61)	From Maynardville Hwy. (SR-33) to Clinch Valley Rd. (SR-131)	1961	2031	2359	2740	39.72	34.91	16.15
18	Walker Ford Rd.	From Hogskin Valley Rd. to Hwy. 61 E. (SR-61) and Hubbs Grove Rd.	1774	1932	1913	1690	-4.74	-12.53	-11.66
23	Hickory Valley Rd. (SR-170)	From Hwy. 61 W. (SR-61) to Hickory Star Rd. (SR-144)	1082	1256	1350	1410	30.31	12.26	4.44
24	Byrams Fork Rd.	From Anderson/Union County Border to Hwy. 61 W. (SR-61)	204	176	162	130	-36.27	-26.14	-19.75
25	Hwy. 61 W. (SR-61)	From Anderson/Union County Border to Hickory Valley Rd. (SR-170)	1056	898	1209	1060	0.38	18.04	-12.32
27	Hwy. 61 W. (SR-61)	From Hickory Valley Rd. (SR-170) to Maynardville Hwy. (SR-33)	1069	1068	1215	1270	18.80	18.91	4.53
29	Satterfield Rd.	From Maynardville Hwy. (SR-33) to Brock Rd.	1260	939	907	820	-34.92	-12.67	-9.59
30	Maynardville Hwy. (SR-33)	From Satterfield Rd. and Hwy. 61 W. (SR-61) to Ailor Gap Rd. (SR-144) and Heiskell Rd.	10243	10868	12289	12900	25.94	18.70	4.97
32	Ailor Gap Rd. (SR-144)	From Hwy. 370 (SR-370) to Maynardville Hwy. (SR-33)	2946	3191	3634	3840	30.35	20.34	5.67
33	Satterfield Rd.	From Brock Rd. to Ailor Gap Rd. (SR-144)	460	500	536	490	6.52	-2.00	-8.58
34	Hwy. 370/Bull Run Rd. (SR-370)	From Ailor Gap Rd. (SR-144) to Damewood Hollow Rd.	1073	1042	1225	1030	-4.01	-1.15	-15.92
35	Maynardville Hwy. (SR-33)	From Ailor Gap Rd. (SR-144) to Mulberry Ave.	12643	12172	13216	11700	-7.46	-3.88	-11.47
36	Maynardville Hwy. (SR-33)	From Mulberry Ave. to Hwy. 61 E. (SR-61)	10048	11166	10029	11050	9.97	-1.04	10.18
37	Hickory Star Rd. (SR-144)	From Maynardville Hwy. (SR-33) to Hickory Valley Rd. (SR-170)	1963	1624	2053	1760	-10.34	8.37	-14.27
38	Raccoon Valley Rd./Loyston Rd.	From Knox/Union County Border to Hwy. 61 W. (SR-61)	972	1051	1005	900	-7.41	-14.37	-10.45
39	Old Hwy. 33	From Hickory Valley Rd. (SR-170) to Little Valley Rd.	250	164	241	270	8.00	64.63	12.03
40	Hinds Creek Rd./Little Valley Rd.	From Anderson/Union County Border to Maynardville Hwy. (SR-33)	192	204	180	230	19.79	12.75	27.78
41	Hwy. 61 E. (SR-61)	From Clinch Valley Rd. (SR-131) to Tazewell Pk. (SR-131)	1860	2029	1991	1960	5.38	-3.40	-1.56
42	Hwy. 61 E. (SR-61)	From Tazewell Pk. (SR-131) to Corryton-Luttrell Rd.	2436	2461	2925	3160	29.72	28.40	8.03
43	Hickory Valley Rd. (SR-170)	From Anderson/Union County Border to Hwy. 61 W. (SR-61)	473	531	553	790	67.02	48.78	42.86
44	Tazewell Pk. (SR-131)	From Ailor Gap Rd. (SR-144) and Corryton-Luttrell Rd. to Wolfe Rd.	4550	4819	4770	4600	1.10	-4.54	-3.56
45	Ailor Gap Rd. (SR-144)	From Tazewell Pk. (SR-131) to Hwy. 370 (SR-370)	2211	2588	3075	3260	47.44	25.97	6.02
46	Wolfe Rd.	From Hwy. 370 (SR-370) to Tazewell Pk. (SR-131)	438	523	560	530	21.00	1.34	-5.36
47	Sharps Chapel Rd.	From Lay Hollow Rd. and Lakeview Rd. to Loop Rd. and Oak Grove Ln.	770	1221	1180	1210	57.14	-0.90	2.54
48	Corryton-Luttrell Rd.	From Knox/Union County Border to Hwy. 61 E. (SR-61)	0	493	624	450		-8.72	-27.88
49	Sharps Chapel Rd.	From Leadmine Bend Rd. to Union/Claiborne County Border	0	2991	2685	3120		4.31	16.20
50	Edwards Hollow Rd.	From Leadmine Bend Rd. to Union/Claiborne County Border	0	533	201	180		-66.23	-10.45
51	Leadmine Bend Rd./Old Leadmine Bend Rd.	From Edwards Hollow Rd. to Straight Branch Rd.	0	0	0	520			

Safety Projects in the East Tennessee North RPO

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
109662.00	Anderson	01297	Park Lane, Intersection at Nig Longmire Road	RSA		11/25/2014	CONSTCOMP	0.10
112516.00	Anderson	I0075	Interchange at SR-61 (N. Charles G. Seivers Blvd), LM 4.73 near Clinton	Spot Safety	Lengthen left turn lane and add a left turn lane on eastbound SR-61, modify signal, and widen northbound ramp to I-75	10/27/2011	CLOSED	0.01
112520.00	Anderson	SR061	Intersections at Midway Drive and Bennett Road, LM's 1.69, and 1.80 in Oliver Springs	Spot Safety	Median modifications, pavement marking, and signage on SR-61/62 @ Hannah Drive South, Midway Drive, and Bennett Road.	8/7/2011	CLOSED	0.01
112520.00	Anderson	SR061	Intersections at Midway Drive and Bennett Road, LM's 1.69, and 1.80 in Oliver Springs	Spot Safety	Median modifications, pavement marking, and signage on SR-61/62 @ Hannah Drive South, Midway Drive, and Bennett Road.	8/7/2011	CLOSED	0.01
112520.00	Anderson	SR061	Intersections at Midway Drive and Bennett Road, LM's 1.69, and 1.80 in Oliver Springs	Spot Safety	Median modifications, pavement marking, and signage on SR-61/62 @ Hannah Drive South, Midway Drive, and Bennett Road.	8/7/2011	CLOSED	0.01
113164.00	Anderson	SR061	Intersection at Southbound I-75 Exit Ramp in Clinton	Spot Safety	Add a lane to the I-75 exit ramp and signalize the intersection.	10/27/2011	CLOSED	0.01
114012.00	Anderson	0A031	Lower Briceville Rd.; SR-116 at Briceville Elementary School and SR-170 at Fairview Elementary School	Spot Safety	Install school speed limit flashing beacons and school zone warning signs 300' to 500' in advance of the beacons where possible.	11/7/2011	CLOSED	0.02
114012.00	Anderson	SR170	Hickory Valley Rd.; SR-116 at Briceville Elementary School and SR-170 at Fairview Elementary School	Spot Safety	Install school speed limit flashing beacons and school zone warning signs 300' to 500' in advance of the beacons where possible.	11/7/2011	CLOSED	0.02
115370.05	Anderson	01270	Various Local Roads in Anderson County (Local Roads Safety Initiative)	LRSI		11/7/2013	CLOSED	4.75
115370.05	Anderson	01264	Various Local Roads in Anderson County (Local Roads Safety Initiative)	LRSI		11/7/2013	CLOSED	8.41
115370.05	Anderson	01297	Various Local Roads in Anderson County (Local Roads Safety Initiative)	LRSI		11/7/2013	CLOSED	7.53
115370.05	Anderson	0E510	Various Local Roads in Anderson County (Local Roads Safety Initiative)	LRSI		11/7/2013	CLOSED	6.20
117247.00	Anderson	SR061	From LM 0.5 - LM 2.40 (Phase II Safety Modifications)	Spot Safety	Construct 9 left-turn lanes with raised concrete medians, 2 left-turn acceleration lanes, closure of 3 median openings, modifications to 6 commerical drives, including relocations, installation of safety grate for drains, improvements to profiles and ins	5/31/2016	CONSTCOMP	1.90
117818.01	Anderson	SR116	(New River Highway); From Campbell County Line to SR-330(Frost Bottom Road) (RSAR)	RSA	Project involves: paving, slope protection, signing, pavement markings, and guardrail.	7/21/2014	CLOSED	2.15
111096.00	Anderson, Knox	SR170	(Raccoon Valley Road), Intersection at Naff Road	RSA		10/31/2010	CLOSED	0.10
112021.00	Campbell	SR116	Cherry Bottom Road, From Anderson County Line To Old Vasper Lane	RSA	Sign, Strip, Guardrail and Pvm't Marking	8/31/2011	CLOSED	3.58
113502.00	Campbell	SR297	From South of Vine Street to near Jellico City Limits	RSA	This project involves signing, pavement markings, and delineation system.	4/7/2012	CLOSED	2.35
114094.00	Campbell	SR009	US 25W; Intersection at Elkins Road in Caryville	Spot Safety	Install a traffic signal at the intersection of SR-9 and Elkins Rd. Lengthen an existing left turn lane on westbound SR-9 at Elkins Rd.	7/31/2012	CLOSED	0.06
115370.60	Campbell	0A673	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	1.47
115370.60	Campbell	02470	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	3.77
115370.60	Campbell	0A477	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	1.38
115370.60	Campbell	01041	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	5.66
115370.60	Campbell	0A554	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	1.98
115370.60	Campbell	02470	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	2.99
115370.60	Campbell	02423	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	5.64
115370.60	Campbell	01280	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)- Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	16.51

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PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.60	Campbell	03754	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)-Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	0.56
115370.60	Campbell	01278	Various Local Roads in Campbell County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Campbell County (Local Roads Safety Initiative)-Signs, Pavement Markings, Guardrail	5/2/2015	CLOSED	3.26
117556.00	Campbell	SR297	From Elk Fork Road to Newcomb-Oswego Road	RSA	Project involves: signalization, signing, pavement markings, and guardrail.	5/31/2014	CLOSED	7.32
117557.00	Campbell	SR297	From SR-63(Howard Baker Highway) to Elk Fork Road	RSA	Project involves: signalization, paving, signing, pavement markings, and guardrail.	5/31/2014	CLOSED	7.31
117562.00	Campbell	02427	Glade Springs Road, Intersection At Middlesboro Highway	RSA	Project involves: signing and pavement markings.	5/31/2014	CLOSED	0.01
118480.00	Campbell	I0075	From MP 142 (North of La Follette) to MP 157(South of Jellico) (RSAR)	RSA	Project involves: Pavement markings, and guardrail.	1/22/2015	CLOSED	14.95
118830.00	Campbell	02472	Middlesboro Highway, From SR-63 to Doaks Creek Road (RSAR)	RSA	Signing, Pavement Markings, and Guardrail	2/7/2018	LET	5.33
119042.00	Campbell	SR009	Intersection At Ridge Road, LM 31.83 In Caryville	Spot Safety	Construct accel-lane in the median and replace existing guardrail end terminal with attenuator.	8/28/2014	CLOSED	0.01
120521.00	Campbell	SR009	SR-9; From Hunters Branch Road to Main Street (RSA)	RSA	SR-9, From Hunters Branch Road to Main Street (RSA) - Earthwork, paving, pavement appurtenances, signing, pavement markings, and signalization	9/30/3468	LET	2.78
119667.00	Campbell, Cocke	I0040	I-75 at LM's 27.30, 28.15 and 29.20 in Campbell County; and I-40 at LM's 14.75 and 15.70 in Cocke County	Spot Safety	Install retractable median barrier gates for detours during emergency closures on I-75 at L.M. 27.30 and L.M. 28.05 and L.M. 29.20 in Campbell Co.- And in Cocke Co. I-40 at L.M.14.75 and L.M.15.70	3/31/2015	CLOSED	0.01
119667.00	Campbell, Cocke	I0075	I-75 at LM's 27.30, 28.15 and 29.20 in Campbell County; and I-40 at LM's 14.75 and 15.70 in Cocke County	Spot Safety	Install retractable median barrier gates for detours during emergency closures on I-75 at L.M. 27.30 and L.M. 28.05 and L.M. 29.20 in Campbell Co.- And in Cocke Co. I-40 at L.M.14.75 and L.M.15.70	3/31/2015	CLOSED	0.01
119667.00	Campbell, Cocke	I0075	I-75 at LM's 27.30, 28.15 and 29.20 in Campbell County; and I-40 at LM's 14.75 and 15.70 in Cocke County	Spot Safety	Install retractable median barrier gates for detours during emergency closures on I-75 at L.M. 27.30 and L.M. 28.05 and L.M. 29.20 in Campbell Co.- And in Cocke Co. I-40 at L.M.14.75 and L.M.15.70	3/31/2015	CLOSED	0.01
119667.00	Campbell, Cocke	I0040	I-75 at LM's 27.30, 28.15 and 29.20 in Campbell County; and I-40 at LM's 14.75 and 15.70 in Cocke County	Spot Safety	Install retractable median barrier gates for detours during emergency closures on I-75 at L.M. 27.30 and L.M. 28.05 and L.M. 29.20 in Campbell Co.- And in Cocke Co. I-40 at L.M.14.75 and L.M.15.70	3/31/2015	CLOSED	0.01
115370.63	Claiborne		Various Local Roads in Claiborne County (Local Roads Safety Initiative)	LRSI		8/31/2015	CLOSED	0.00
115669.00	Claiborne	SR345	Intersection at SR-32 (US-25E) in Tazewell	Spot Safety	Install a left turn lane on SR-345 (Cedar Fork Rd.) with all improvements to the west side.	8/6/2015	CLOSED	0.06
115748.00	Claiborne	SR063	at Forge Ridge School	Spot Safety	Installation of a School zone speed reduction signs with Flashing Beacon on SR-63 (LM 23.63 to LM 23.82) at Forge Ridge School	11/3/2013	CLOSED	0.19
117544.00	Claiborne	SR090	Campbell County Line to Tracy Branch Road	RSA	Project Involves: signing, pavement markings, and guardrail.	6/3/2014	CLOSED	4.36
117563.00	Claiborne	02552	Goin Road, From Chestnut Grove Road to Baldwin Hill Road	RSA	Project involves: signing, pavement markings, and guardrail.	6/3/2014	CLOSED	9.11
117564.00	Claiborne	02491	Mountain Road, From SR-33 to Clouds Road	RSA	Mountain Road, From SR-33 to Clouds Road-Signs and Pavement Marhing	6/3/2014	CLOSED	2.83
111543.00	Grainger	SR131	From Joppa Mountain Road to Liberty Hill Road	RSA	gns & Marking; Guardrail; Berm; Beacons	8/31/2011	CLOSED	4.33
111544.00	Grainger	SR131	From Liberty Hill Road To Puncheon Creek Road	RSA	Signing, Tree Trimming and Pavement Marking	8/31/2011	CLOSED	6.22
111545.00	Grainger	SR375	SR-375, Fr Heinms Road to Central Point Road	RSA	Signs; Striping; Snowplowable Reflective Centerline Markers	8/31/2011	CLOSED	3.95
113759.00	Grainger	SR375	From Gilmore/Helton Road to Tom Long/Rocky Springs Road	RSA	Signing, Pavement markings and Guardrail	8/2/2012	CLOSED	3.77
114498.00	Grainger	SR032	Intersection at SR-131	Spot Safety	Install intersection warning signs, and flashing beacons need 48 x 48 yellow speed advisory plates check row.	6/30/2012	CLOSED	0.01
115370.44	Grainger	01274	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	6.26

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.44	Grainger	0A389	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	3.76
115370.44	Grainger	0A350	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	1.96
115370.44	Grainger	01330	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	5.14
115370.44	Grainger	01274	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	5.25
115370.44	Grainger	01213	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	9.05
115370.44	Grainger	0A278	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	2.97
115370.44	Grainger	02477	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	2.64
115370.44	Grainger	02534	Various Local Roads in Grainger County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Grainger County (Local Roads Safety Initiative)-Signs, Pavement Marking, Guardrail	3/2/2015	CLOSED	0.09
115482.00	Grainger	SR375	From Rocky Springs Road to SR-32 (US-25E)	RSA	Project involves: paving, signing, and pavement markings.	6/30/2012	CLOSED	3.09
117143.00	Grainger	SR131	From Puncheon Creek Road to SR-32 (RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	5/17/2013	CLOSED	3.76
117206.00	Grainger	SR001	From Mountain View Drive to Hawkins County Line (RSAR)	RSA	Improve signage and striping in corridor, safety improvements to intersection at SR-1 and Broadway in Bean Station as shown on guidance.	12/15/2013	CLOSED	17.23
117206.01	Grainger	SR001	Intersection at Broadway Drive, LM 30.23	Spot Safety	Redesign signal layout and upgrade signalization equipment and install thermoplastic stop line at intersection and all approaches.	8/22/2015	CLOSED	0.01
117207.00	Grainger	01328	Owl Hole Gap Road, From near Finley Road to Sinnamon Lane (RSAR)	RSA	Project involves: Signing, pavement markings, and guardrail.	10/30/2013	CLOSED	2.20
117208.00	Grainger	01213	Owl Hole Gap Road, From Indian Ridge Road to South of Tampico Road	RSA	Project involves: signing, pavement markings, and guardrail.	10/30/2013	CLOSED	2.42
117209.00	Grainger	01213	Owl Hole Gap Road, From near Tampico Road to near SR-92	RSA	Project involves: signing, pavement markings, and guardrail.	10/30/2013	CLOSED	1.98
119510.00	Grainger	02471	Joppa Mountain Road, From SR-1 to SR-131 (RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	7/31/2015	CLOSED	4.65
120383.00	Grainger	SR131	Entrance near Washburn School (Flashing School Signs)	Spot Safety	Establish a School Zone (25MPH) with Flashing Beacons for approximately 500 to 650 ft on each approach of the Washburn School Entrance on SR-131, with advanced warning school signs and School Zone end signs.	12/27/2016	CLOSED	0.35
113167.00	Morgan	SR062	Intersection at SR-298(Genesis Road)	Spot Safety	Construct a left turn lane on SR-62 at SR-298 by overlaying existing travel lanes and shoulders.	5/10/2013	CLOSED	0.20
114594.00	Morgan	SR029	Intersection at Mill Street (RSAR)	RSA	Project involves: pavement removal, paving, signing, pavement markings, earthwork, drainage and landscaping.	8/25/2013	CLOSED	0.01
115370.61	Morgan		Various Local Roads in Morgan County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Morgan County (Local Roads Safety Initiative)-Signs, Pavement Markings, Guardrail	9/1/2015	CLOSED	0.00
118655.00	Morgan, Anderson, Campbell	SR116	From SR-62 in Morgan County to Campbell/Anderson County Line (RSAR)	RSA	Project involves: paving, signing, pavement markings.	8/22/2015	CONSTCOMP	9.73
118655.00	Morgan, Anderson, Campbell	SR116	From SR-62 in Morgan County to Campbell/Anderson County Line (RSAR)	RSA	Project involves: paving, signing, pavement markings.	8/22/2015	CONSTCOMP	0.07
118655.00	Morgan, Anderson, Campbell	SR116	From SR-62 in Morgan County to Campbell/Anderson County Line (RSAR)	RSA	Project involves: paving, signing, pavement markings.	8/22/2015	CONSTCOMP	6.15

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
117305.00	Morgan, Roane	SR328	From SR-29 in Roane County to SR-29 In Morgan County(RSAR)	RSA	SR-328, From SR-29 in Roane County to SR-29 In Morgan County-RSAR-Signs, Pavement Markings, Guardrail	5/21/2014	CLOSED	6.45
117305.00	Morgan, Roane	SR328	From SR-29 in Roane County to SR-29 In Morgan County(RSAR)	RSA	SR-328, From SR-29 in Roane County to SR-29 In Morgan County-RSAR-Signs, Pavement Markings, Guardrail	5/21/2014	CLOSED	1.76
101406.02	Scott	SR063	From Perkins Street to Campbell County Line (EPD/PHASE 1)	RSA	Signs, Pavement Markings, Guardrail	11/6/2015	CLOSED	10.54
101414.01	Scott	SR029	SR-29, US-27; From South of Wolf Creek Road to Old Highway 27 (EPD/PHASE 1)	EPD	Miscellaneous Safety Improvements	11/6/2015	CLOSED	3.88
113168.00	Scott	SR063	at Huntsville Elementary School	Spot Safety	Replace all school signs and install 2 pole-mounted school zone hardwired flashers with 20 mph school zone speed limit signs.	3/29/2012	CLOSED	0.35
113171.00	Scott	SR063	Intersection at Scott High Drive in Huntsville	Spot Safety	Install a traffic signal on SR-63 at the intersection of Scott High Drive and modify the intersection, including sidewalks.	3/29/2012	CLOSED	0.01
115370.69	Scott		Various Local Roads in Scott County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Scott County (Local Roads Safety Initiative)-Signs, Pavement Markings, Guardrails	9/1/2015	CLOSED	0.00
116984.00	Scott	SR029	Intersection at SR-63 in Huntsville, L.M. 11.53	Spot Safety	Remove additional signage and reconfigure signals to improve visibility at the location.	10/1/2013	CLOSED	0.01
115370.62	Union		Various Local Roads in Union County (Local Roads Safety Initiative)	LRSI		8/31/2015	CLOSED	0.00
116100.00	Union	SR033	at Paulette Elementary School	Spot Safety	Install School Speed Limit Fashing Beacons (25 MPH) at Paulette Elementary School on SR-33, with warning signs installed 300-500 feet before their location, where space permits, and school zone ends signs across from the flashing beacons location.	3/27/2013	CLOSED	0.19
118829.00	Union	SR144	From SR-131 to SR-33 (RSAR)	RSA	SR-144 - From SR-131 to SR-33 (RSAR) - Signing, Pavement Markings and Guardrail	5/30/2017	CONSTCOMP	5.03
119880.00	Union	SR061	From Near Archer Road to Jim Town Road in Luttrell (RSAR)	RSA	Project involves signing, pavement markings, signalization and guardrail.	9/30/2015	CLOSED	3.88
120087.00	Union	SR061	From SR-33 to North of Archer Road (EPD/Phase 1)	EPD		9/30/2015	CLOSED	3.64

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 following table:

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

Refer to page 55 for more details.

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