



FIRST TENNESSEE RPO

RURAL REGIONAL TRANSPORTATION PLAN

2022 – 2023

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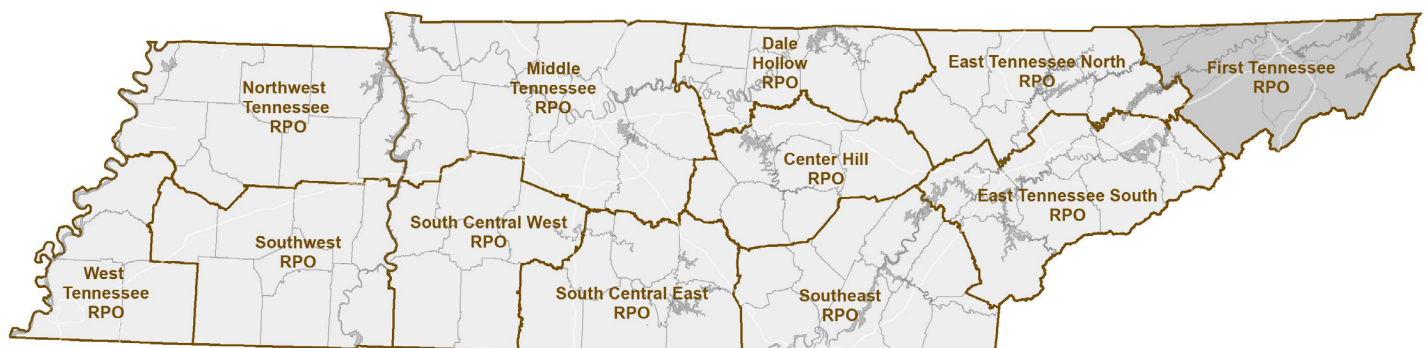
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First Tennessee RPO Executive Board
First Tennessee RPO Technical Committee



0 25 50 100 Miles

Map Legend

- First Tennessee RPO Area
- RPO Boundary
- County Boundary

RESOLUTION TO APPROVE AND RECOMMEND



FIRST TENNESSEE
DEVELOPMENT DISTRICT

CARTER

*Elizabethton
Watauga*

GREENE

*Baileyton
Greeneville
Mosheim
Tusculum*

HANCOCK

Sneedville

HAWKINS

*Bulls Gap
Church Hill
Mount Carmel
Rogersville
Surgoinville*

JOHNSON

Mountain City

SULLIVAN

*Bluff City
Bristol
Kingsport*

UNICOI

*Erwin
Unicoi*

WASHINGTON

*Johnson City
Jonesborough*

December 11th, 2023

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RE: FTRPO Adoption of RRTP

Dear Mareike,

Please be advised that the First Tennessee Rural Planning Organization Executive Board and Technical Committee jointly adopted the First Tennessee Rural Regional Transportation Plan during the December 7th, 2023 Fall RPO meeting.

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

Respectfully,

Patrick Chase Milner

First Tennessee RPO Coordinator

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EXECUTIVE SUMMARY

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) and University of Tennessee, Center for Transportation Research has worked in collaboration with the First Tennessee Development District (FTDD) to develop the First Tennessee Rural Regional Transportation Plan (RRTP). The Long Range Planning Division's Office of Community Transportation (OCT) has helped in the development of the document with coordination efforts and data reviews. The OCT acts as a liaison between TDOT and local communities and provides resources and information to the rural communities.

The main purposes of the RRTP are:

- To help the state to guide rural transportation infrastructure investments better and more efficiently.
- To involve local officials in transportation planning through a structured process to ensure quality, competence, and fairness in the transportation decision-making process.
- To help the Long Range Planning Division identify transportation priorities and needs.
- To encourage rural communities to use the data and information in this plan to apply for grants and studies that support their long-term visions and goals.
- To provide demographic, economic, land use, and transportation data and information that the communities can use to write planning documents.

There are eight counties in First Tennessee RPO: Carter, Greene, Hancock, Hawkins, Johnson, Sullivan, Unicoi, Washington counties. The RPO is characterized by its vast MPO area that sprawls into four of the RPO counties. There are three MPOs in the region, Bristol MPO covers most of Sullivan County and part of Virginia. Johnson City MPO covers parts of Washington County, Carter County, and Unicoi County. Kingsport MPO covers parts of Hawkins County, Sullivan County, and small portions of Washington County and Greene County.

The region is also characterized by two interstates, I-26, a north-south route going through Sullivan, Washington, and Unicoi counties. Then, I-81 serves as a north-east connector going through Sullivan, Washington, and Greene counties. The interstates are major freight routes that bring truck traffic into the region.

The RRTP includes demographic trends, e.g., population growth, age, disability, poverty, income, and education. The population in the First Tennessee RPO is forecasted to slightly increase over the next 30 years with the largest increase in Washington County. According to the Appalachian Regional Commission (ARC) Hancock County is considered an economically "distressed" county, and Car-

ter, Greene, Johnson, Hawkins, and Unicoi counties are "at-risk". The economic section includes information on the RPO's freight movements, its predominant industries, and employment data. Top employers in the RPO are school districts. Eastman Chemical Company in Sullivan County is one of the region's top employers and generator of truck traffic.

Lastly, land use and public lands information is included in that chapter. The region is characterized by the Cherokee National Forest, a vast public lands area in Carter, Greene, Johnson, Washington, Unicoi spanning 328,896 acres.

The main part of the RRTP is the Regional Transportation Network. It begins with other transportation infrastructure. The second largest airport in East Tennessee is in Sullivan County (TRI). There are three railroad operators in the RPO, CSX Railroad, Norfolk Southern Railroad (NS), East Tennessee Railway (ETRY). There are 37 locally owned and 20 state owned structurally deficient bridges.

The chapter continues with functional classification, traffic volumes for each county, volume/capacity ratio data indicating the roadway capacity, as well as truck volumes for the RPO. Sullivan and Washington counties have road sections with higher traffic capacities. Sullivan, Washington, and Unicoi counties carry higher truck volumes compared to the other counties in the RPO.

Another section in the RRTP is on commute patterns, which also includes commute to the MPO areas. Most commuters travel to work in Sullivan County.

One section is designated to safety and includes bicycle and pedestrian crash data, vehicular crash data, and any completed and current safety projects by TDOT. There have been 48 bicycle and pedestrian crashes, and 15,429 vehicle crashes between 2019 and 2023.

In the section on multimodal facilities, bicycle level of service (BLOS) identifies suitable and unsuitable roads for bicycle travel. About a third of the analyzed state routes were suitable for bicycle travel and a third was unsuitable. The First Tennessee RPO has 89.5 miles of sidewalks and 68.6 miles of bicycle lanes, as well as 12.6 miles of greenways.

Lastly, the transportation chapter mentions public transportation services in the RPO. Public transit is provided by the First Tennessee Human Resource Agency NET Trans. Ridership numbers increases from fiscal year 2021 to fiscal year 2022.

Safety is always a concern and rural road safety is addressed by TDOT in a variety of safety projects. There are several local roads safety initiatives in the First Tennessee RPO, which includes improvements such as signage, pavement markings, guardrail, etc. Crashes typically occur in the cities of the First Tennessee RPO due in part to being local destinations in the region. Besides vehicular crashes, 48 bicycle and pedestrian crashes occurred in the RPO, of which 75.0 percent were pedestrian related and 25.0 percent bicycle related.

An important part of the RRTP is the involvement of local elected officials, citizens, and different TDOT divisions 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 First Tennessee RPO region. The plan has brought together various stakeholders from all the counties to identify the transportation needs within the region over the next 10-20 years. During the public participation process in the RPO, transportation needs and issues were identified, and regional goals and objectives were established based on collective regional concerns.

The following four goals were identified during the public engagement process and are the most shared throughout the region:

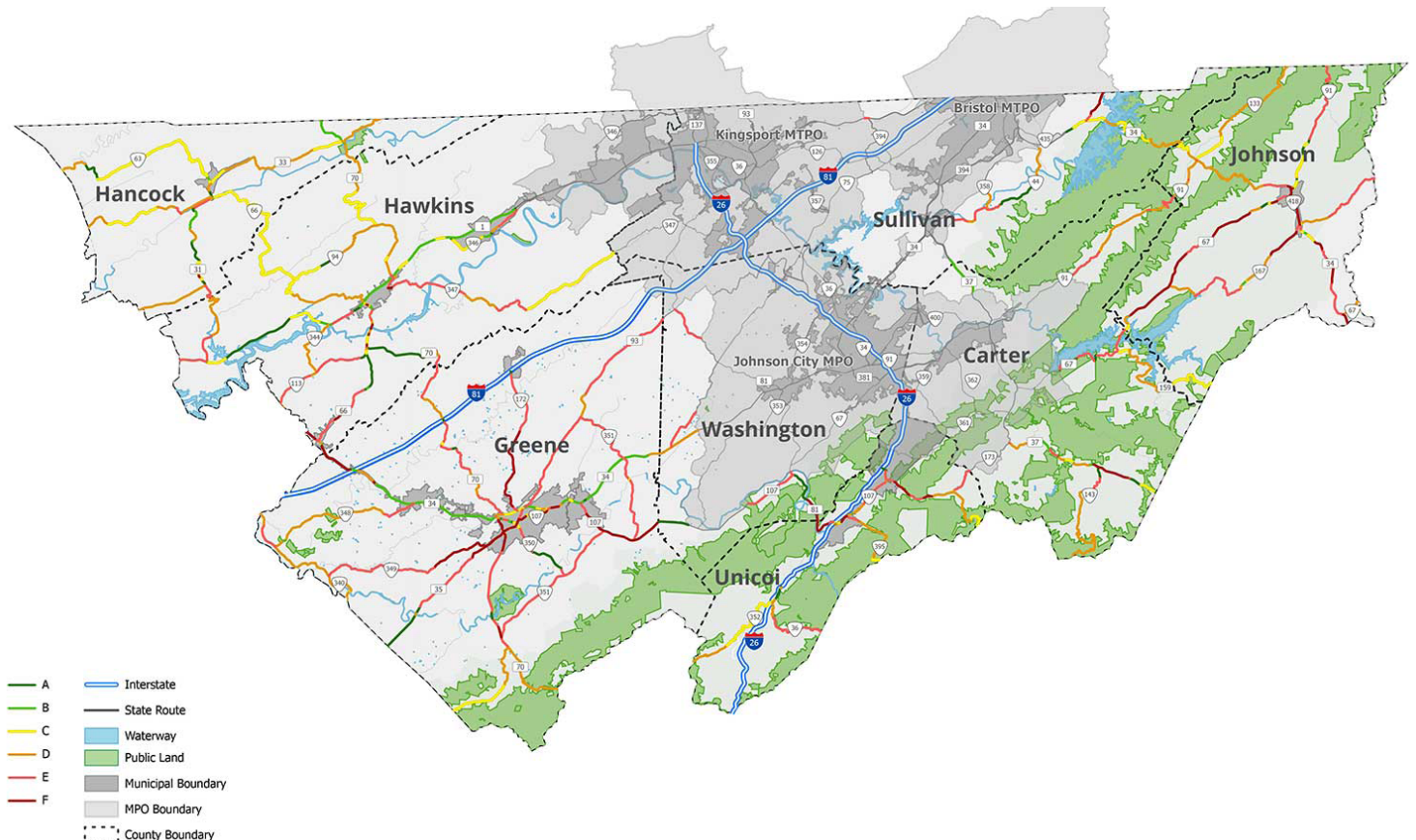
1. Improve Safety Throughout the Region
2. Improve Roadway Deficiencies and Traffic Management
3. Improve Freight Management
4. Improve Multimodal Facilities

To achieve the goals, the plan recommends:

- 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.

Once adopted, the First Tennessee RRTP 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 their respective plan to identify transportation priorities.

Overview Map of First Tennessee RPO



DEMOGRAPHIC, ECONOMIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the First Tennessee RPO. The analysis takes into consideration future projections for 2019 through 2050. These plans evaluate minority and low-income populations in each county within the RPO and other demographic factors including age, disability, educational attainment, employment, and income. All data collected for this section came from the U.S. Census Bureau American Community Survey (ACS) 2021.

POPULATION			
	<i>Total 2021</i>	<i>Projection 2050</i>	<i>Percentage Change</i>
Carter	56,314	49,031	-12.93%
Greene	69,926	70,055	0.18%
Hancock	6,695	5,245	-21.66%
Hawkins	56,803	53,290	-6.18%
Johnson	17,912	16,282	-9.10%
Sullivan	157,843	159,442	1.01%
Unicoi	17,891	17,681	-1.17%
Washington	132,067	153,038	15.88%
Total	515,451	524,064	1.67%

Population Projections

As of 2021, there is a total of 515,451 residents in the counties of the First Tennessee RPO, including the MPO areas. The most populous counties are Sullivan and Washington counties because of their larger cities. The least populous county is Hancock County.

In this plan, the year 2050 is used as the forecast year to determine if population increases or decreases occur in the future. The population in the First TN RPO counties is projected to have a slight increase of 1.7 percent to 524,064 in 2050.

A population increase is forecasted for Washington County. Sullivan and Greene counties are expected to experience a slight population increase whereas Unicoi County is expected to have a slight population decrease. Carter, Hancock, Hawkins, and Johnson Counties will experience a population decrease. Hancock County will experience the steepest population decrease (21.6 percent).

AGE			
	<i>Under Age 20</i>	<i>Age 20 to 64</i>	<i>65 years and over</i>
Carter	20.2	58.0	21.7
Greene	21.8	56.6	21.6
Hancock	22.7	55.8	21.4
Hawkins	22.0	57.0	21.1
Johnson	18.7	58.5	22.8
Sullivan	21.3	56.9	21.7
Unicoi	18.6	57.8	23.6
Washington	22.4	59.4	18.2
Tennessee	24.9	58.8	16.2

Age

The percentage of population age 20 and under ranges between 18 and 22 percent in the RPO counties. That is slightly below the Tennessee average of 24.9 percent. The age group of 20 to 64-year-old population is between 56 and 59 percent just like Tennessee's average of 58.8 percent. The percentage of the population group 65 years and older ranges between 18 and 23 percent which is more than Tennessee's average of 16.2 percent. In all the counties of the RPO, except for Washington County, resides an over proportionally large amount of elderly. This necessitates more planning for the needs of the elderly population. Unicoi County has the highest percentage of population above the age of 65 (23.6 percent).

RACE							
	<i>White alone</i>	<i>Black or African American alone</i>	<i>Hispanic or Latino</i>	<i>American Indian and Alaska Native alone</i>	<i>Asian alone</i>	<i>Some other race alone</i>	<i>Two or more races</i>
Carter	95.4	1.9	2.1	0.1	0.3	0.4	1.9
Greene	93.9	1.9	3.1	0.3	0.6	0.6	2.6
Hancock	98.3	0.4	1.8	0	0.7	0.3	0.4
Hawkins	95.2	1.4	1.6	0.1	0.4	0.4	2.4
Johnson	92.2	3.9	2.2	0.6	0.2	0.5	2.5
Sullivan	93.8	1.9	2.1	0.2	0.7	0.7	2.7
Unicoi	94.7	0.4	5.6	0.2	0.1	1.7	2.9
Washington	89.5	4.1	3.7	0.2	1.7	1.1	3.5
Tennessee	75.8	16.5	5.8	0.2	1.8	1.8	3.8

Race and Ethnicity

The Hispanic or Latino ethnic group makes up 5.8 percent of Tennessee, and nearly 18 percent of the nation's population. Unicoi County has the highest percentage of Hispanic population in the First Tennessee RPO. 16.5 percent of Tennessee's population is African American, while the highest percentage of African Americans in the First Tennessee RPO is 4.1 percent in Washington County. The percentage of White alone population (94.1 percent) is much higher compared to the Tennessee average of 75.8 percent.

DISABILITY				
	<i>Total civilian noninstitutionalized population</i>	<i>Total civilian noninstitutionalized population (%)</i>	<i>With a disability: Total civilian noninstitutionalized population</i>	<i>With a disability: Total civilian noninstitutionalized population (%)</i>
Carter	55,291	77.7	12,355	22.3
Greene	68,732	77.2	15,658	22.8
Hancock	6,532	73.1	1,755	26.9
Hawkins	56,181	77.5	12,662	22.5
Johnson	15,978	76.8	3,701	23.2
Sullivan	155,986	80.3	30,775	19.7
Unicoi	17,562	78.9	3,705	21.1
Washington	130,367	83.5	21,483	16.5
Tennessee		84.7		15.3

Disability

The percentage of residents (civilian non-institutionalized population) with a disability ranges between 16.5 and 26.9 percent in the First TN RPO. The lowest percentage is in Washington County and the highest in Hancock County. The median value of the disability rate is 21.9 percent. The percentage of the population with a disability is higher in the First TN RPO counties compared to the Tennessee average of 15.3 percent

POVERTY

	<i>Under 18 years</i>	<i>18 to 64 years</i>	<i>65 years and over</i>	<i>Percentage of population with a disability</i>
Carter	27.5%	18.9%	11.7%	19.0%
Greene	22.9%	14.7%	11.7%	15.7%
Hancock	43.2%	29.0%	15.7%	29.1%
Hawkins	29.0%	16.8%	9.4%	17.6%
Johnson	40.1%	22.2%	8.9%	22.0%
Sullivan	25.7%	14.7%	9.2%	15.6%
Unicoi	25.1%	14.4%	10.9%	15.4%
Washington	18.6%	16.1%	9.3%	15.3%
Tennessee	19.9%	13.4%	9.8%	14.3%

Poverty

Overall, the poverty rates are very high in the First TN RPO region. Hancock County and Johnson County have high poverty rates of 29.1 and 22.0 percent respectively. Greene, Sullivan, Unicoi, and Washington counties have the lowest poverty rates in the 15 percent range which is comparable to Tennessee's average poverty rate of 14.3 percent. Child poverty is predominant in each of the counties. In Hancock County 43.2 percent of under 18-year-old residents fall below the poverty line. Johnson County also has a high percentage (40.1 percent) of 18 years old residents in poverty.

INCOME

	<i>Household Median income (dollars)</i>	<i>Family Median income (dollars)</i>	<i>Household Mean income (dollars)</i>	<i>Family Mean income (dollars)</i>
Carter	44,280	57,538	57,439	69,266
Greene	47,361	61,763	64,018	77,336
Hancock	29,650	46,429	57,955	71,915
Hawkins	49,101	58,958	62,646	72,051
Johnson	42,552	51,717	57,720	68,747
Sullivan	49,661	66,313	72,115	87,575
Unicoi	47,610	63,168	60,033	72,564
Washington	52,503	71,843	75,625	96,029
Tennessee	58,516	73,248	82,012	97,441

Income

The household and family median incomes are lower in the First TN RPO counties compared to Tennessee's average. Hancock County has a low household median income with 29,650 dollars which is almost half of what Tennessee's median income is. Washington County has the highest household mean and median as well as family median and mean income. The lowest family and household incomes are in Hancock County.

EDUCATION

	<i>Less than 9th grade</i>	<i>9th to 12th grade, no diploma</i>	<i>High school graduate (includes equivalency)</i>	<i>Some college, no degree</i>	<i>Associate's degree</i>	<i>Bachelor's degree</i>	<i>Graduate or professional degree</i>
Carter	4.3%	8.9%	37.8%	21.9%	7.5%	12.3%	7.2%
Greene	5.4%	9.5%	41.7%	20.0%	6.4%	10.7%	6.3%
Hancock	9.8%	8.9%	43.1%	23.8%	3.4%	4.2%	6.9%
Hawkins	5.5%	7.9%	42.6%	20.2%	7.5%	11.1%	5.1%
Johnson	6.5%	12.5%	40.1%	19.0%	8.3%	9.1%	4.5%
Sullivan	3.8%	7.9%	33.3%	19.7%	9.6%	16.8%	8.9%
Unicoi	5.2%	8.6%	36.8%	25.1%	8.3%	10.1%	5.9%
Washington	3.0%	6.3%	28.9%	21.4%	7.3%	19.1%	14.0%
Tennessee	3.8%	6.5%	31.2%	20.3%	7.8%	19.2%	11.3%
Mean percentage	5.4%	8.8%	38.0%	21.4%	7.3%	11.7%	7.4%

Education

On the average, 38.0 percent of the population above the age of 25 in the First TN RPO counties are high school graduates. In Tennessee a smaller percentage (31.2) has a high school graduate degree. The shares of the population 25 years and older that have a bachelor's or graduate degree are lower in the First TN RPO counties compared to Tennessee. Sullivan and Washington counties have the highest percentages of residents with a bachelor's or graduate degree compared to the other counties in the RPO. This can be attributed to the large urban areas in those counties

EMPLOYMENT (POPULATION 16 YEARS AND OVER)

<i>County</i>	<i>Employed</i>	<i>Unemployed</i>	<i>Unemployment Rate (%)</i>	<i>Employed population (%)</i>
Carter	22,769	3,306	7.0%	48.2%
Greene	28,896	3,127	5.4%	49.9%
Hancock	2,250	476	8.8%	41.6%
Hawkins	21,792	4,000	8.5%	46.3%
Johnson	6,065	702	4.6%	39.7%
Sullivan	67,495	8,780	6.7%	51.5%
Unicoi	7,824	793	5.2%	51.3%
Washington	61,501	5,611	5.1%	55.9%

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”. 2022 unemployment rate for the State of Tennessee is 3.4 percent and the Nation is 3.6 percent. The counties in the First Tennessee RPO averaged a 6.4 percent unemployment rate. The 2022 annual unemployment rates within the First Tennessee RPO ranged from 4.6 percent in Johnson County to 8.8 percent in Hancock County. Hawkins County also has a high unemployment rate of 8.6 percent.

DEMOGRAPHIC SUMMARY

The demographic trends in the First Tennessee RPO are just a slight population increase over the next 30 years. Washington County though is forecasted to experience the largest population increase. Washington and Sullivan counties overall have population with higher educational degrees, higher incomes, less poverty, less elderly population, and less people with a disability compared to the other counties. It can be explained that the urbanized area in those counties is much more than in the other counties, which tends to have better job opportunities and with that the population is economically better off.

The Appalachian Regional Commission (ARC) prepares an index of county economic status for each Appalachian county in the US. Website: [Classifying Economic Distress in Appalachian Counties](#). Economic status designations are identified through a composite measure of each county's three-year average unemployment rate, per capita market income, and poverty rate. Based on these indicators, each county is then categorized as distressed, at-risk, transitional, competitive or attainment. In Tennessee are eight distressed counties in fiscal year 2024.

In the First Tennessee RPO, Hancock County is considered "distressed." Five more counties are considered "at-risk," Carter, Greene, Johnson, Hawkins, and Unicoi counties.



ECONOMIC INFORMATION

FREIGHT MOVEMENTS

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. Tennessee has a large network of transportation assets: eight interstates cross the state, allowing safe and efficient flow of products within the trucking industry (reaching 60 percent of the U.S. population within an 11-hour or shorter drive); the world's busiest cargo airport; six of the seven Class 1 Railroads; the fifth largest inland port, a vast network of pipelines; and the 11th most navigable waterway in the United States (976 miles). The workforce is made up of 266,885 Tennesseans employed in the transportation, logistics, and distribution industry at 16,702 establishments.

Major freight destinations in the First Tennessee RPO are:

- Walmart Distribution Center in Greene County
- SumRiko Tennessee, Inc, Greene County
- Danny Herman Truck, Inc, Johnson County
- Eastman Chemical Company, Sullivan County
- Specialty Tires of America, Inc., Unicoi County
- AGC Flat Glass North America, Inc, Hawkins County
- Hackney Furniture, Inc., Hancock County

Freight movements also are in and out of the industrial parks in the First Tennessee RPO. There are two industrial parks in Washington County (in the MPO at the intersection of Precision Blvd) and on Veterans Pkwy.

In Hawkins County is an industrial park on Phipps Bend Rd which employs about 1,700-2,000 workers. A recent traffic study calculated about 1,800 trucks per week at the intersection of Phipps Bend Rd and US-11W. Barrett Outdoor Living is a large industrial area along US-11E generating about 300 trucks a day in the summer.

In Greene County, the intersection of US-11E (Baileyton Rd) and SR-172 is experiencing high truck volumes due to the existing truck stop amenities and the Hardin Industrial Park II in Greeneville.

In Sullivan County, the Tri-County Industrial Park (Piney Flats) is also generating lots of truck traffic, and Bristol's industrial park off SR-394 is expanding their industrial park, which affects the RPO portion of Sullivan County.

Overall, several counties have indicated GPS issues with freight traffic taking routes that are insufficient for trucks or heavy volumes of truck traffic. In Hawkins County, there have been issues of

tractor trailers with chemical materials getting stuck on mountain tops on the way to Duffield and Sneedville, taking SR-31, SR-66, and SR-70. In Hancock County, trucks get stuck on the mountain (backside of Newman's Ridge) on tight roads such as SR-51 and SR-66. In Greene County are issues with truck traffic being rerouted to SR-93 when I-81 is shut down or congested, however the highway is not built for trucks. In Johnson County there are also routing issues with truck traffic. Trucks get stuck on "the Snake", a popular motorcycling portion of US-421 going through the mountains.

INDUSTRIES

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. A brief economic overview of the region can aid in transportation policies, programs, and projects. Both areas influence each other in the following ways:

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

The economic profile tables display the following for each First Tennessee RPO county:

- Top County Employers
- Number of Establishments by industry
- Average Weekly Wages by industry
- Major Industries within each County
- Employment Location Quotient (LQ) quantifies how concentrated a particular industry, cluster, occupation, or demographic group is in a region as compared to the nation.

According to the US Bureau of Labor Statistics, Trade, Transportation and Utilities is the predominant industry in the First Tennessee RPO. The most establishments are also in the Trade, Transportation and Utilities industry. The highest number of those establishments are in Sullivan County and Washington County. Professional and Business Services as well as Education and Health Services rank 2nd and 3rd in the number of establishments.

The Location Quotient (LQ) indicates that Manufacturing is the predominant industry in all but Washington County. In Washington County, Education and Health Services have the highest Location Quotient.

The average weekly wages in Carter and Unicoi County are the highest in Professional and Business Services. In Greene County and Hancock County the highest wages are in Natural Resources and Mining. Lastly, in Hawkins, Johnson, Sullivan, and Washington County, the wages are the highest in manufacturing.

The Top Employers in the First Tennessee RPO are the school districts in various counties. In Sullivan County is Eastman Chemical Company (6,800 employees) and Holston Valley Medical Center in Sullivan County (1,400 employees).

East Tennessee State University (3,541 employees), Veterans Health Administration (2,188 employees), and Johnson City Medical Center (2,000 employees) are the top employers in Washington County. The largest employers in Greene County are Wal-Mart Distribution Center (1,000 employees), and SumiRiko Tennessee, Inc. (750 employees).



CARTER COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Carter County School District	870
Elizabethton City Schools	500
Snap-On, Inc.	400
Wal-Mart Stores, Inc.	400
Milligan College, Inc.	322
Borla Performance Industries	311
Sycamore Shoals Hospital, Inc.	269
City of Elizabethton	250
A.Y. McDonald Manufacturing	238
Carter County Government	233

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	24.58%
Manufacturing	4.43%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
3	Professional and Business Services	1,527
7	Manufacturing	1,052
6	Trade, Transportation and Utilities	678
N/A	Construction	N/A
N/A	Natural Resources and Mining	N/A

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	1.79
2	Education and Health Services	1.08
3	Trade, Transportation and Utilities	0.92

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

CARTER COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
4	Trade, Transportation, and Utilities	194
5	Professional and Business Services	118
5	Education and Health Services	113
5	Manufacturing	35
5	Natural Resources and Mining	5

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

GREENE COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Wal-Mart Distribution Center	1,000
SumiRiko Tennessee, Inc.	750
Laughlin Memorial Hospital, Inc.	750
Greene County Government	512
American Greetings	461
Landair Transport, Inc.	450
Deere & Company	450
Greeneville City Schools	420
Parker - Hannifin Corporation	400
Wal-Mart Stores, Inc	275

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	23.78%
Manufacturing	7.81%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
3	Natural Resources and Mining	1,212
6	Manufacturing	1,152
5	Constructon	1,114
1	Trade, Transportation and Utilities	883
7	Professional and Business Services	839

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	2.76
2	Trade, Transportation and Utilities	1.29
3	Education and Health Services	0.89

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

GREENE COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
3	Trade, Transportation, and Utilities	338
3	Professional and Business Services	226
3	Education and Health Services	228
3	Manufacturing	111
2	Natural Resources and Mining	10

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HANCOCK COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Hancock County Board of Education	200
Hancock County Government	150
Wellmont Health System	60
Hancock Manor	50
Hackney Furniture	50

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	5.55%
Trade, Transportation and Utilities	31.11%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

HANCOCK COUNTY AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
7	Natural Resources and Mining	785
8	Manufacturing	713
7	Construction	692
8	Trade, Transportation and Utilities	504
N/A	Professional and Business Services	N/A

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	0.85
2	Trade, Transportation and Utilities	0.69
3	Natural Resources and Mining	0.52

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HANCOCK COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
7	Trade, Transportation, and Utilities	28
8	Education and Health Services	11
8	Professional and Business Services	18
8	Manufacturing	5
6	Natural Resources and Mininn	4

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HAWKINS COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Hawkins County Board of Education	1,100
BAE Systems Ordnance Systems, Inc.	850
AGC Flat Glass North America , Inc.	550
Barrette Outdoor Living, Inc.	455
Hutchinson Sealing Systems	370
Wal-Mart Stores, Inc.	300
Cooper - Standard Automotive, Inc.	285
Hawkins County Government	227
Baldor Electric Company	207
Sam Dong, Inc.	92

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	7.18%
Trade, Transportation and Utilities	24.90%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

HAWKINS COUNTY AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
4	Manufacturing	1,288
3	Construction	1,278
4	Natural Resources and Mining	1,181
6	Professional and Business Services	997
5	Trade, Transportation and Utilities	786

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	3.97
2	Trade, Transportation and Utilities	0.81
3	Construction	0.74

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HAWKINS COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
4	Trade, Transportation, and Utilities	194
4	Education and Health Services	128
4	Professional and Business Services	118
4	Manufacturing	56
4	Natural Resources and Mining	6

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

JOHNSON COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Danny Herman Trucking, Inc.	450
Johnson County Board of Education	400
Northeast Correctional Complex	400
Parkdale Mills	286
Mountain City Care & Rehabilitation Center	130
Johnson County Government	129
Phoenix Medical Products, Inc.	100
NN Ball & Roller, Inc.	100
Maymead, Inc.	80
Cherokee Park Youth Center	78

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY: JOHNSON

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	20.17%
Manufacturing	6.34%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

JOHNSON COUNTY AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Manufacturing	1,794
1	Professional and Business Services	1,733
1	Construction	1,365
6	Natural Resources and Mining	891
3	Trade, Transportation and Utilities	868

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	2.05
2	Trade, Transportation and Utilities	1.42
3	Construction	0.82

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

JOHNSON COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
5	Trade, Transportation, and Utilities	70
6	Professional and Business Services	59
6	Education and Health Services	61
7	Manufacturing	22
4	Natural Resources and Mining	6

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

SULLIVAN COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS: SULLIVAN

<i>Employer</i>	<i>Est. Employees</i>
Eastman Chemical Company	6,800
Holston Valley Medical Center	1,400
Sullivan County Board of Education	1,317
Kingsport City Schools	1,100
Wellmont Health System	1,100
Sullivan County Government	1,074
Teleperformance	943
Eastman Credit Union	805
City of Kingsport	759
Home Shopping Network	667

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	23.92%
Manufacturing	4.72%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
2	Manufacturing	1,603
2	Construction	1,346
1	Natural Resources and Mining	1,271
4	Professional and Business Services	1,121
4	Trade, Transportation and Utilities	867

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	1.98
2	Construction	1.23
3	Trade, Transportation and Utilities	1.05

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

SULLIVAN COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	927
1	Professional and Business Services	673
1	Education and Health Services	599
1	Manufacturing	183
1	Natural Resources and Mining	11

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

UNICOI COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Nuclear Fuel Services, Inc.	735
Unicoi County Board of Education	400
Specialty Tires of America, Inc.	231
Tsubaki Nakashima Co., Ltd	220
Wal-Mart Stores, Inc.	150
Unicoi County Memorial Hospital, Inc.	135
Unicoi County Government	125
Food City	125
Erwin Health Care Center	114
Center On Aging & Health, LLC	110

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	20.67%
Manufacturing	8.13%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
2	Professional and Business Services	1,582
3	Manufacturing	1,477
2	Natural Resources and Mining	1,238
6	Construction	1,040
7	Trade, Transportation and Utilities	638

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	3.77
2	Education and Health Services	0.78
3	Trade, Transportation and Utilities	0.69

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

UNICOI COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
6	Trade, Transportation, and Utilities	61
7	Education and Health Services	42
7	Professional and Business Services	44
6	Manufacturing	24
7	Natural Resources and Mining	3

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

WASHINGTON COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
East Tennessee State University	3,541
Veterans Health Administration	2,188
Johnson City Medical Center	2,000
Citi	1,700
Advanced Call Center Technologies, LLC	1,500
Washington County Board of Education	1,200
American Water Heater Company	1,170
Johnson City Board of Education	1,100
Mountain States Health Alliance	993
City of Johnson City	985

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	22.04%
Manufacturing	4.26%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
5	Manufacturing	1,258
4	Construction	1,136
5	Professional and Business Services	1,004
5	Natural Resources and Mining	946
2	Trade, Transportation and Utilities	879

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Education and Health Services	1.13
2	Manufacturing	0.93
3	Trade, Transportation and Utilities	0.91

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

WASHINGTON COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
2	Trade, Transportation, and Utilities	796
2	Education and Health Services	626
2	Professional and Business Services	555
2	Manufacturing	154
3	Natural Resources and Mining	7

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

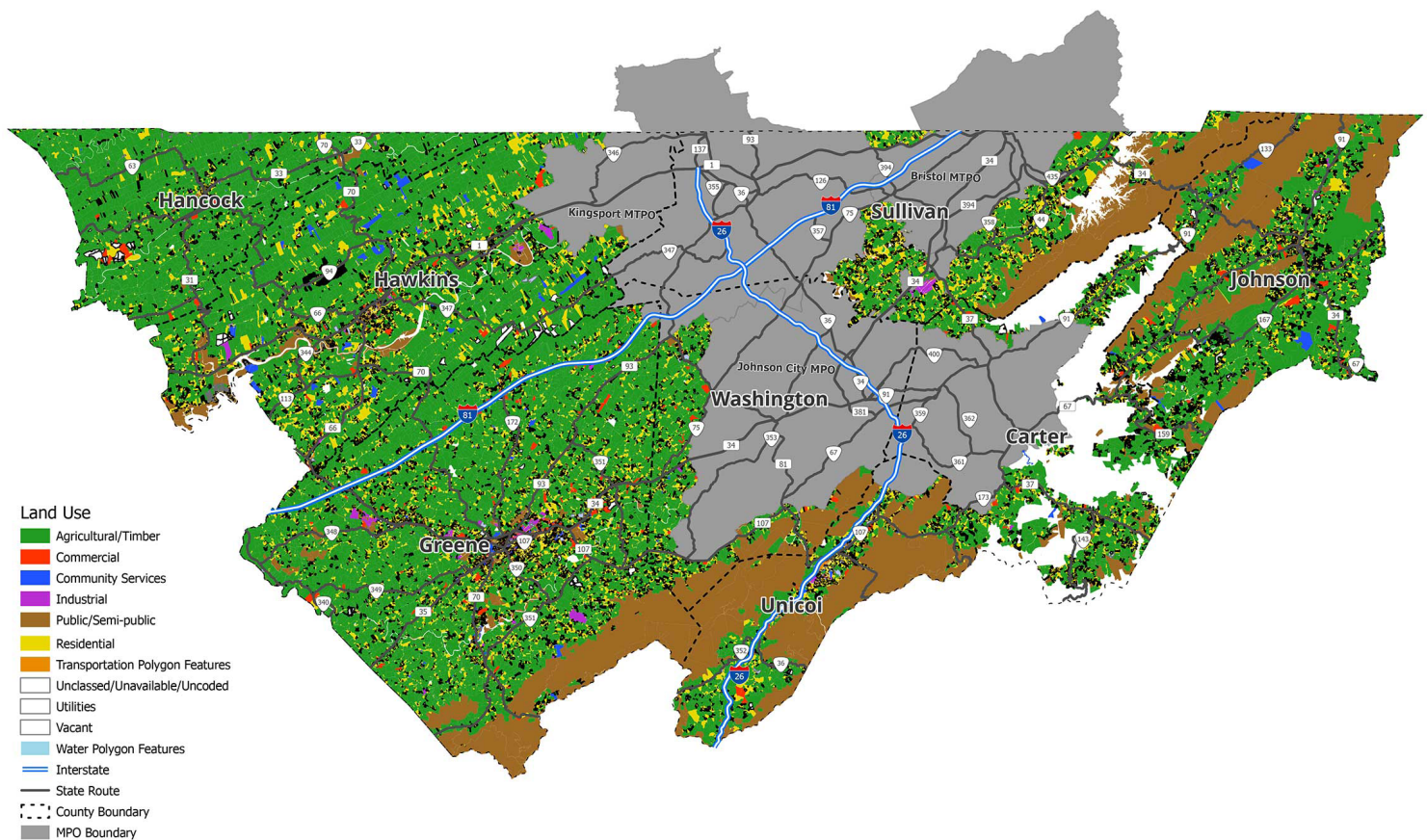
LAND USE INFORMATION

Agricultural land uses are the predominant land uses in the First Tennessee RPO. More than half of all acreage in the RPO are used for agriculture. In Hancock County most of the land is used for agriculture (87.4 percent), as well as in Hawkins County (73.3 percent).

Public lands make up 24.0 percent of the land uses. Unicoi County land uses are predominantly public lands with 60.1 percent because of the Cherokee National Forest. The public lands acreage is also high in Johnson, Sullivan, and Washington counties because of the Cherokee National Forest.

The highest residential acreage is in Unicoi County with 18.6 percent, which is more than the average of 12.7 percent in the First Tennessee RPO.

Existing Land Use Map



PUBLIC LANDS

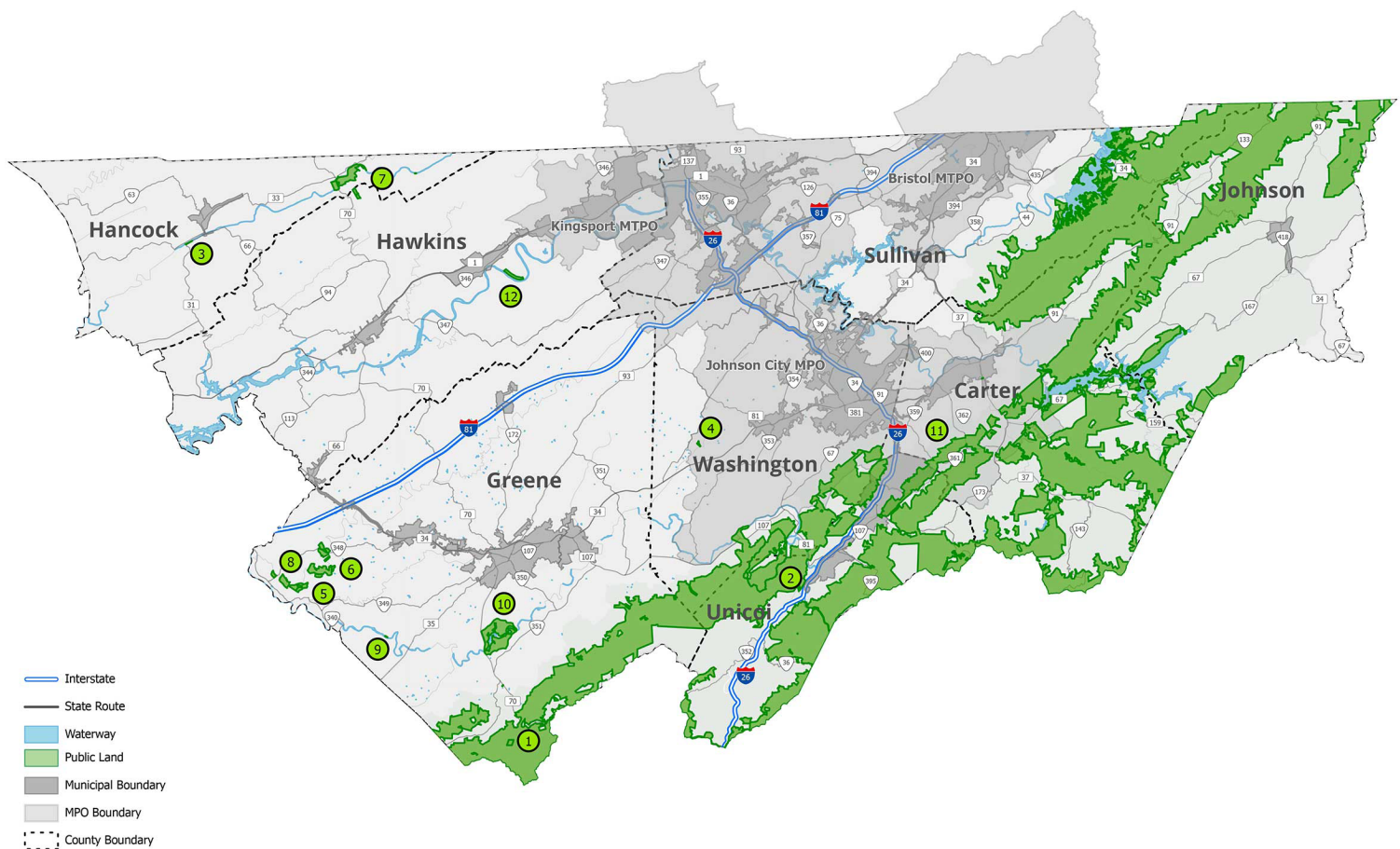
The First Tennessee RPO is characterized by the North Cherokee National Forest that stretches through Carter, Cocke, Greene, Johnson, Sullivan, and Washington counties. It encompasses an area of 328,896 acres and is managed by the US Department of Agriculture Forest Service.

Greene County has several smaller public lands areas, the largest being the Nolichucky River Wildlife Management Area.

The Bumpus Cove Wildlife Management Area (3,842 acres) is in Unicoi and Washington counties.

All public lands areas, besides the Cherokee National Forest (USFS), are managed by the State of Tennessee Wildlife Resource Agency (TWRA).

Public Use Lands Map



FIRST TENNESSEE PUBLIC LANDS					
<i>Label</i>	<i>Name</i>	<i>Type</i>	<i>Acres</i>	<i>Ownership</i>	<i>County</i>
1	Andrew Johnson Game Refuge	Refuge	92	State of Tennessee (TWRA)	Greene
2	Bumpus Cove WMA	WMA	3,842	State of Tennessee (TWRA)	Unicoi/Washington
3	Clinch River Access	Boating Access	6	State of Tennessee (TWRA)	Hancock
4	Henderson Swamp	Public Hunting Area	24	State of Tennessee (TWRA)	Washington
5	Joachim Bible Refuge	Refuge	604	State of Tennessee (TWRA)	Greene
6	Joachim Bible WMA	WMA	37	State of Tennessee (TWRA)	Greene
7	Kyles Ford WMA	WMA	959	State of Tennessee (TWRA)	Hancock/Hawkins
8	Lick Creek Bottoms Refuge	Refuge	878	State of Tennessee (TWRA)	Greene
9	Kyles Ford WMA	Boating Access	5	State of Tennessee (TWRA)	Greene
10	Nolichucky River WMA	WMA	2,127	State of Tennessee (TWRA)	Greene
11	North Cheerokee National Forest & WMA	National Forest/WMA	328,896	U.S. Department of Agriculture (USFS)	Carter/Cocke/Greene/ Johnson/Sullivan/Washington
12	Phillips Bend Refuge	Refuge	170	State of Tennessee (TWRA)	Hawkins



REGIONAL TRANSPORTATION NETWORK OVERVIEW

INTRODUCTION

Transportation plays a vital role in the region's quality of life and economic viability. The need for transportation stems from the need to access goods, services, and other people within and beyond the region. The ease with which citizens can get to school, jobs, medical services, shopping and back again depends on the efficiency and effectiveness of the RPO's transportation system. The Regional Transportation System section of the plan includes all transportation modes: roadways, public transportation, bikeways, greenways, freight movement, and airports. Non-metropolitan areas comprise a large portion of Tennessee's geographic area. Providing an overview of conditions and current infrastructure throughout the region is critical to the statewide planning process.

OTHER TRANSPORTATION INFRASTRUCTURE

AIRPORTS

Tennessee's aviation system is made up of 78 public-use airports, which serve aviation needs from commercial passenger jet operations to single-engine recreational flights. The TDOT Aeronautics Division undertook an [Aviation Economic Impact Study](#) in 2019. This study determined that Tennessee's aviation system generated 220,936 jobs and contributed \$40 billion in 2019 to the state's economy, accounting for 11 percent of Tennessee's 2019 gross domestic product (GDP). The on-airport total output was \$12 billion, visitor spending was \$9 billion, and the freight/cargo output was \$19 billion.

The largest airport in the region is the Tri-Cities Airport (TRI) located in Sullivan County in the MPO area. It is the only commercial service airport in the RPO, and the second largest, after McGhee Tyson (TYS) in Region 1. In 2019, around 80,000 visitors arrived at Tri-Cities airport. The largest airport located in the RPO jurisdiction is Greeneville Municipal Airport (GCY) which is frequented by companies needing access to Greeneville, including John Deere, Walmart, Parker, Miller Industries, as well as TVA. GCY also generates the second largest revenues after TRI.

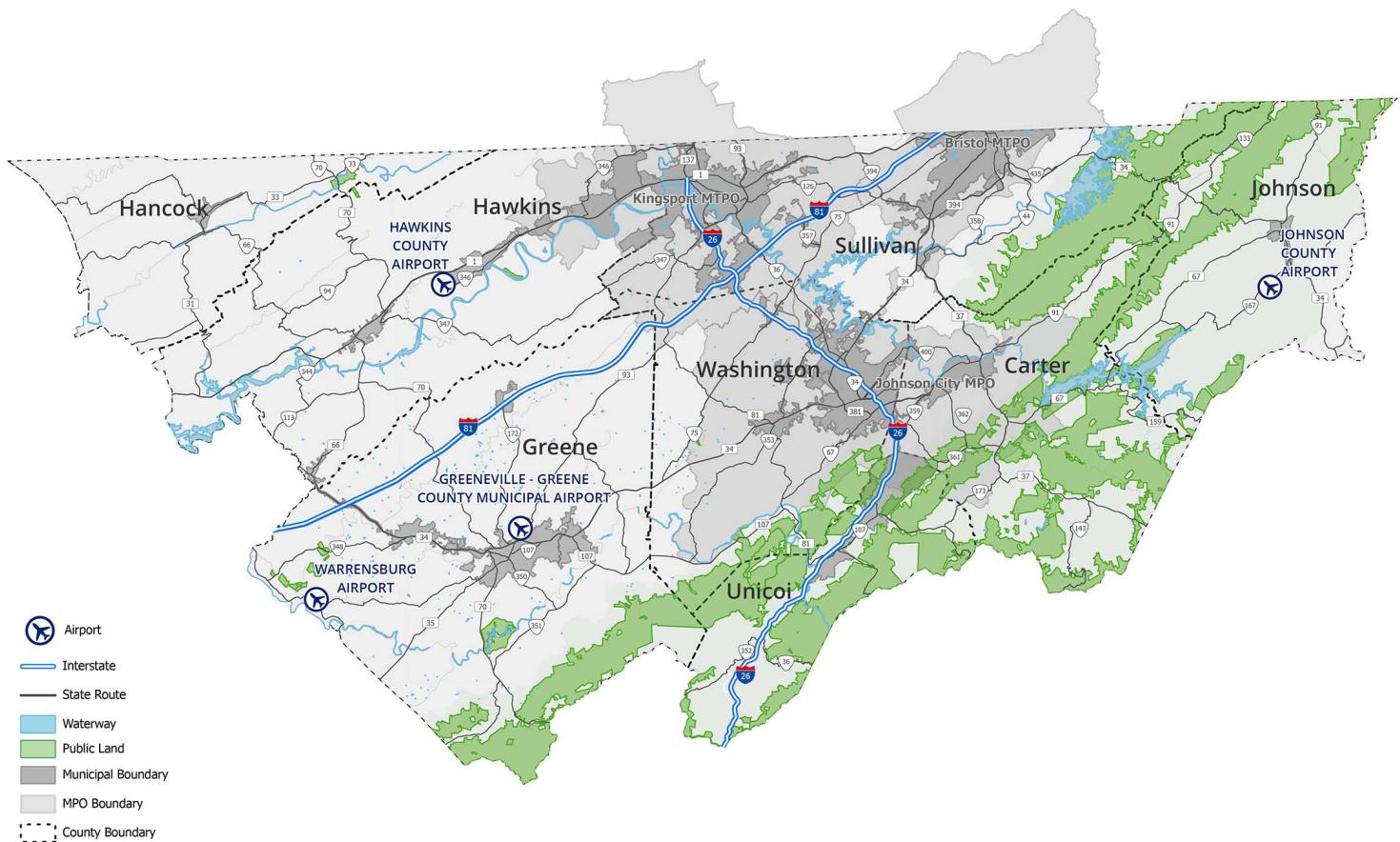


AIRPORT TABLE

<i>Airport Name</i>	<i>City</i>	<i>County</i>	<i>Runway Length (feet)</i>	<i>Runway Width (feet)</i>	<i>Business Revenue* (in 1,000s)</i>	<i>On-Airport Impacts* (in 1,000s)</i>	<i>Visitor Spending Impacts* (in 1,000s)</i>
Greeneville Municipal Airport	Greeneville	Greene	6300	100	\$23,300	\$19,500	\$3,800
Hawkins County Airport	Rogersville	Hawkins	3504	75	\$1,400	\$1,400	\$9
Johnson City Airport	Mountain City	Johnson	4498	75	\$1,000	\$965	\$39
Elizabethton Municipal Airport	Elizabethton	Carter	5001	70	9,700	\$7,900	\$1,800
Tri-Cities Airport	Bristol/Johnson/ Kingsport	Sullivan	8,000/ 4,442	150	\$233,000	\$124,000	\$109,000
Johnson City Airport	Johnson City	Washington	3000	50	\$292	\$292	<\$1

Source: *TDOT Aeronautics Division, raw data; *Tennessee Aviation System Plan (TASP), Economic Impact Study, 2019.*

First Tennessee RPO Airports Map



RAILROADS

There are three railroad operators in the First Tennessee RPO.

- Norfolk Southern Corporation (NSC) operates railways in Greene County, Hawkins County, Sullivan County, and Washington County.
- CSX Railroad operates in Hawkins County, Sullivan County, and Unicoi County.
- East Tennessee Railway (ETRY) is a short rail line operating in Washington County. East Tennessee Railway connects CSX Transportation and the Norfolk Southern Railway in Johnson City.

Rail crossings in each county:

Carter County

In Carter County, East Tennessee Railway, L.P. (ETRY) has four crossings in Johnson City, where, on average, two trains come by per day. There are 11 NSC railroad crossings in Watauga with 7 trains a day. There is one CSX railroad crossing in Johnson City.

Greene County

There are 84 NSC railroad crossings in Greene County, typically with 11 or 12 trains operating per day.

Hawkins County

In Hawkins County, CSX railroad has 7 crossings, most of them located in Kingsport. CSX operates 9 to 16 railroads per day. There are 136 NSC railroad crossings in the county, most of them located in Mount Carmel, Church Hill, Surgoinsville, Rogersville, and Bulls Gap. NS typically operates 4 or 10 railroads a day.

Sullivan County

In Sullivan County are 37 CSX railroad crossings, most of which are in Kingsport, and the rest in Gray. CSX trains operate 5 to 22 times a day on the rail lines in Sullivan County. There are 47 NS railroad crossings in the county, most of those have 7 trains a day.

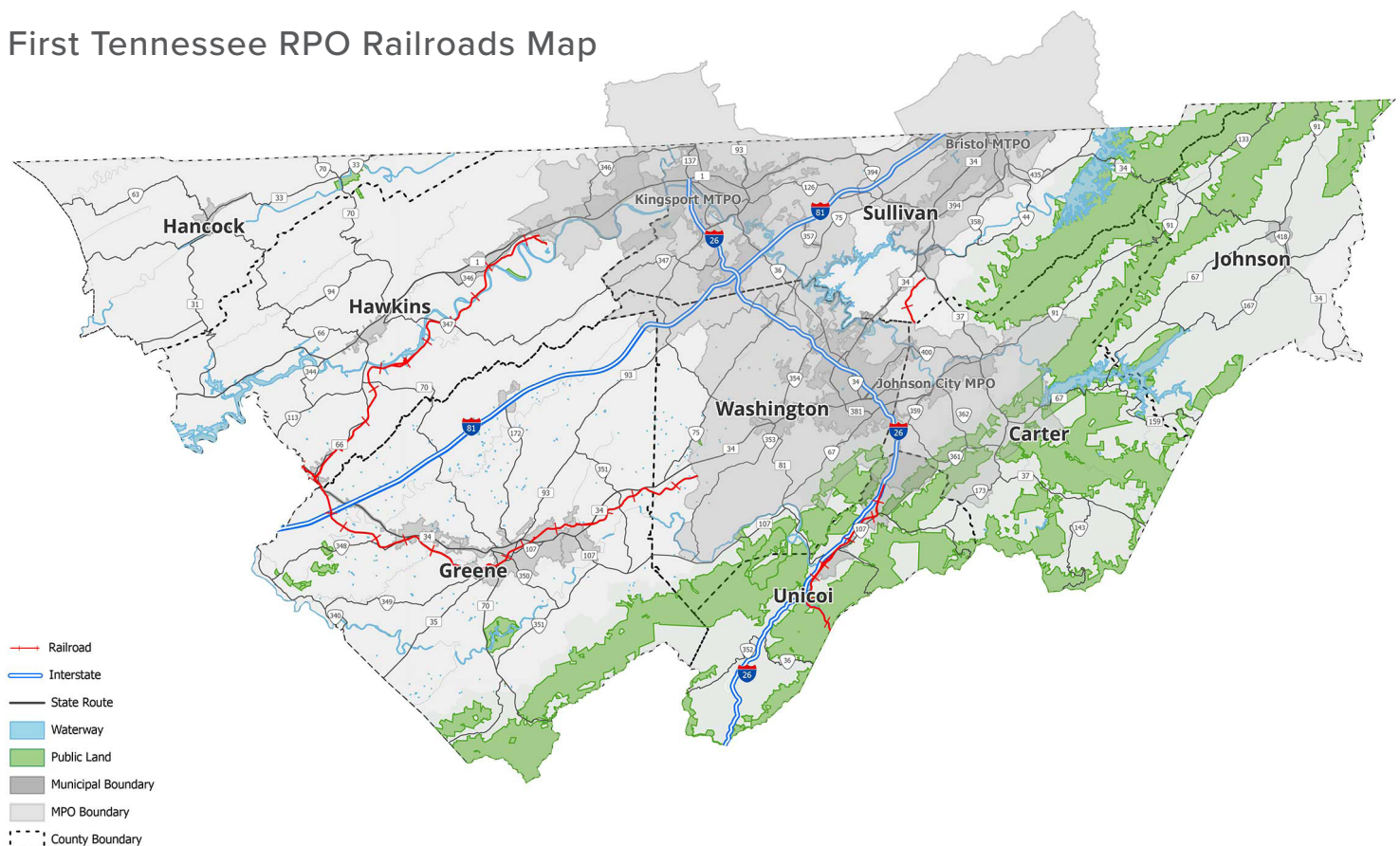
Unicoi County

In Unicoi County are 26 railroad crossings by CSX. The number of trains per day ranges from 4 to 14.

Washington County

There 33 CSX railroad crossings in Washington County, most lines operated 14 times a day. The short rail line ETRY operates mainly in Johnson County. There are 25 ETRY railroad crossings in Johnson City and one in Gray. ETRY operates 1 to 27 trains a day. NSC has 65 railroad crossings in the county, located in Johnson City and Jonesboro. NSC trains operate between 7 and 11 times a day.

First Tennessee RPO Railroads Map



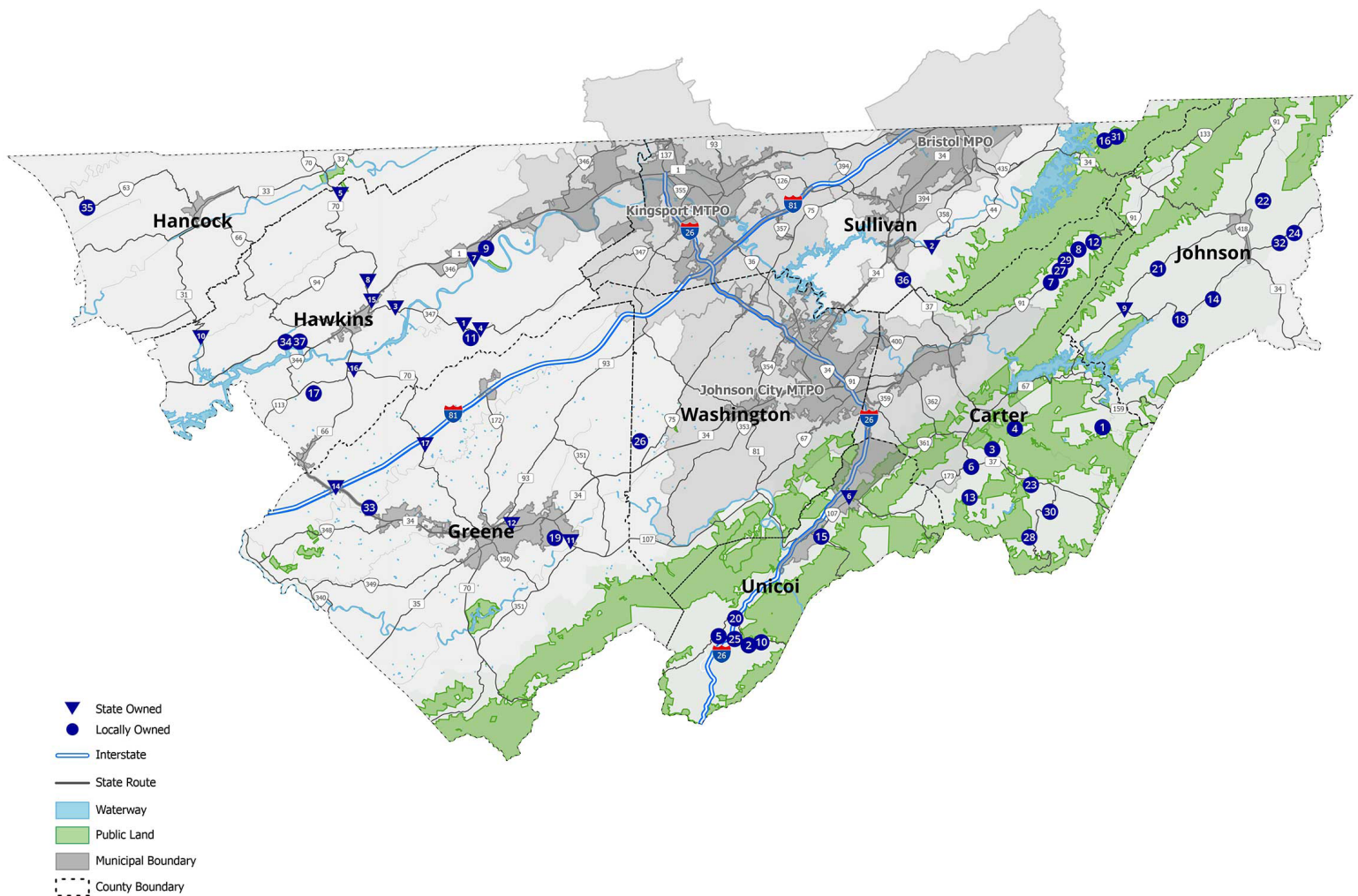
BRIDGES

There are 1,648 bridges (excluding federal bridges) in the First Tennessee RPO counties. Of these, 38.8 percent are in good condition, 56.4 percent are in fair condition, and 4.8 percent are in poor condition. Greene County has the highest number of bridges with two thirds of them being in fair condition. Carter County has 14.1 percent of its bridges in poor condition.

TDOT evaluates bridges and assigns them a sufficiency rating. The “bridge sufficiency rating”, a major factor in bridge monitoring, is an overall rating of a bridge’s fitness calculated based 55 percent on the structural evaluation, 30 percent on the obsolescence of its design, and 15 percent on its importance to the public. “Structural deficiency” or “structural soundness” measures the deterioration and/or damage of a bridge. “Functional obsolescence” is a function that measures a bridge’s geometric design standards. As standards change with time, geometric design must be updated to comply with current safety standards. “Essentiality”, which is one of the functions evaluated to determine structural deficiency, measures the potential impacts to emergency evacuation. The lower the number of the sufficiency rating the worse the condition of the bridge.

There are 37 locally owned structurally deficient bridges in the First Tennessee RPO, and there are 20 state owned structurally deficient bridges. The deficient bridges are principally located in Greene and Hawkins counties.

Structurally Deficient Highway Bridges Map



LOCALLY OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

<i>Label Number</i>	<i>Bridge ID</i>	<i>County</i>	<i>Route</i>	<i>Feature Intersected</i>	<i>Inspection Date</i>	<i>Year Built</i>	<i>Sufficiency Rating</i>
1	0100A71600011	Carter	0A716	Heaton Branch	23-Aug-21	1960	45.8
2	0860A03200011	Unicoi	0A032	Spivey Creek	13-Jul-22	1974	24.6
3	0100A63400011	Carter	0A634	RR Grade Rd/Doe River	19-Jul-21	1889	41
4	0100A76700011	Carter	0A767	Laurel Fork Creek	1-Nov-21	1979	29.2
5	0860A60100011	Unicoi	0A601	South Indian Creek	12-Jul-22	1975	48.8
6	0100B34900011	Carter	0B349	Tiger Creek	2-Aug-21	1980	19.7
7	0100A96100011	Carter	0A961	Stoney Creek	3-Aug-21	1965	15
8	0100A98500011	Carter	0A102	Stoney Creek	3-Aug-21	1978	16
9	0370A33900011	Hawkins	0A339	Southern Railway	12-Jul-21	1977	25.6
10	0860A05200011	Unicoi	0A052	Spivey Creek	13-Jul-22	1978	40.1
11	0370A68200011	Hawkins	0A682	Beech Creek	14-Jun-21	1955	20
12	0100A98800011	Carter	0A988	Stoney Creek	10-Aug-21	1965	19.6
13	0100A61800011	Carter	0A618	Tiger Creek	2-Aug-21	1970	27.9
14	0460A37500011	Johnson	0A375	Roan Creek	11-Apr-22	1962	40.9
15	0860A25400011	Unicoi	0A254	Rock Creek	20-Jul-22	1978	30.4
16	0820A83900011	Sullivan	0A839	Harpers Creek	7-Feb-22	1988	21.3
17	0370A76500011	Hawkins	0A765	Robertson Creek	23-Jun-21	1940	21.6
18	0460A40900011	Johnson	0A409	Roan Creek	13-Apr-22	1975	33.9
19	0300A50000031	Greene	0A500	College Creek	7-Feb-23	1945	31.1
20	0860A04800011	Unicoi	0A048	S Indian Creek	25-Jul-22	1988	54.3
21	0460A06400011	Johnson	0A064	Doe Creek	12-Apr-22	1975	65.7
22	0460A25400011	Johnson	0A254	Furnace Creek	4-Apr-22	1955	32.7
23	0100A64200011	Carter	0A642	George Creek	29-Jun-21	1950	45.8
24	0460A29600031	Johnson	0A296	Forge Creek	6-Apr-22	1955	58.8
25	086S238900071	Unicoi	01347	Tilson Creek	13-Jul-22	1942	27.6
26	0900135200051	Washington	01352	Carson Creek	10-May-22	1950	40.5
27	0100A96700011	Carter	0A967	Stoney Creek	4-Apr-23	1972	4
28	0100268000031	Carter	02680	Doe River	28-Jun-21	1984	46.9
29	0100A97200011	Carter	0A972	Stoney Creek	9-Aug-21	1984	59.2
30	0100A65600011	Carter	0A656	Doe River	28-Jun-21	1983	54.2
31	0820A83900011	Sullivan	0A839	Harpers Creek	1-Feb-22	1988	21.3
32	0460A30200051	Johnson	0A302	Forge Creek	6-Apr-22	1978	63.5
33	0300134600011	Greene	01346	Lick Creek	1-Mar-23	1929	38.7
34	0370A00500051	Hawkins	0A005	Cloud Creek	2-Jun-21	1942	58.7
35	0340133200011	Hancock	01332	Mulberry Creek	21-Jul-21	1952	41.7
36	0820139200031	Sullivan	01392	Indian Creek	1-Feb-22	1928	6
37	0370A00500071	Hawkins	0A005	Caney Creek	2-Jun-21	1937	58.7

STATE OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

<i>Label Number</i>	<i>Bridge ID</i>	<i>County</i>	<i>Route</i>	<i>Feature Intersected</i>	<i>Inspection Date</i>	<i>Year Built</i>	<i>Sufficiency Rating</i>
1	037S236700051	Hawkins	SR347	Palmer Branch	7-Sept-2022	1960	9.15
2	082F003300011	Sullivan	SR044	Branch	7-Feb-2023	1977	54
3	037S236700011	Hawkins	SR347	Big Creek	1-Sept-2022	1941	6
4	037S246300011	Hawkins	SR347	North Fork Creek	1-Sept-2022	1958	53.7
5	037SR07000231	Hawkins	SR007	Mill Creek	6-Sept-2022	1981	55.7
6	086SR10700071	Unicoi	SR107	Indian Creek	4-Oct-2022	1928	24.9
7	0370136200051	Hawkins	SR346	Surgoinsville Creek	10-Aug-2022	1923	74.7
8	037SR07000131	Hawkins	SR070	Caney Creek	6-Sept-2022	1971	49.1
9	046S237400011	Johnson	SR167	Doe Creek	8-Sept-2022	1945	32.5
11	037SR03100071	Hawkins	SR031	Poor Valley Creek	1-Aug-2022	1958	30.5
13	030SR10700071	Greene	SR107	Nolichucky River	8-Mar-2022	1951	45.5
14	030FA03430041	Greene	SR034	FAU 1391 & Southern RWY	9-Feb-2022	1965	78
15	030FA03430031	Greene	SR034	FAU 3867 & Southern RWY	9-Feb-2022	1965	78
17	030I008100161	Greene	I0081	SR 34	25-July-2022	1968	58.5
18	037SR00100401	Hawkins	SR001	SR 70	16-Aug-2022	1966	62.7
19	037SR07000091	Hawkins	SR007	Southern Railway	10-Aug-2022	1967	32.7
20	030SR07000211	Greene	SR007	Branch	4-Jan-2022	2002	61.5



FUNCTIONAL CLASSIFICATION

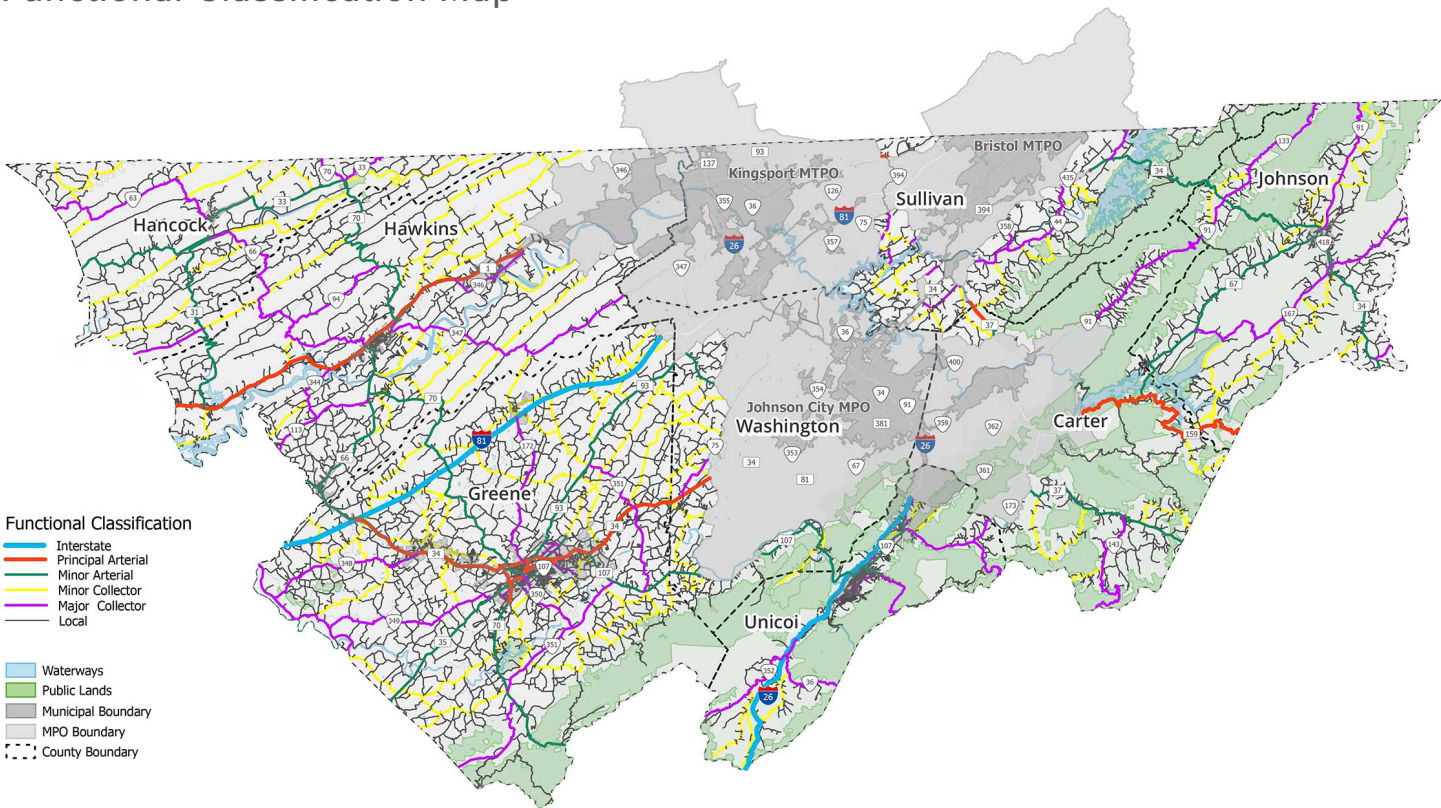
According to the Federal Highway Administration, “Roadways are assigned to one of several functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving 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 measures roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification: 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 three main types: Arterials (Principal and Minor), Collectors (Major and Minor), and Local.”

Tennessee has over 28,862 miles of roads classified as interstate, arterial, or collector. Seventy-five percent of total roadway miles are in rural areas, and twenty-five percent are urban. One measure of roadway traffic is vehicle miles traveled (VMT), which illustrates the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be an indicator of lane use and transportation connection, emissions, and overall travel patterns within a region. Reviewing the number of Daily Vehicle Miles Traveled (DVMT) on each roadway by functional classification shows the amount of traffic on each type of facility. The highest DVMT in the First TN RPO are on the interstates and principal arterial roadways. First TN RPO compares similarly to Tennessee’s statewide averages as the highest DVMT statewide is also on interstates and principal arterials. The distribution of road mileage by functional class is like the state average. About 30 percent of the roads in the RPO are not classified as local roads. Minor collectors make up 13.1 percent of the roads followed by 7.5 percent of major collectors.

Individual Functional Classification County maps are on [TDOT’s website](#).

FIRST TENNESSEE FUNCTIONAL CLASSIFICATION		
Functional Class	Roadway Length (Miles)	DVMT
Interstate	55.263	1563026.749
Principal Arterial	86.432	1059837.474
Minor Arterial	254.4	926314.606
Major Collector	340.494	537711.773
Minor Collector	591.847	388612.832
Local	3200.65	
Total	4529.086	

Functional Classification Map



TRAFFIC VOLUMES

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 First Tennessee RPO. The datasets referred to in this section include 2002, 2007, 2012, and 2022. Most important to look at are the recent AADT changes between 2012 and 2022. [Traffic Maps for each county](#) can be found on TDOT's website. The maps were created using ESRI's ArcGIS software suite.

In the following section, significant AADT percentage increases and decreases between 2012 and 2022 are mentioned.

Carter County

Traffic changes between 2012 and 2022 in Carter County were mostly increases. However, SR-91 experienced traffic decreases during that time. There are several state routes with high AADTs in Carter County. State Route 37 had 10,349 AADT near the Sullivan County line, and 8,247 north of Roan Mountain. State Route 67 had AADTs of 3,909 near the Johnson County line. State Routes 159 and 143 have AADTs above 2,000.

Greene County

Greene County had equally traffic increases and decreases. Interstate 81 had a 64 percent traffic increases. The highest AADTs in Greene County in 2022 were on the following state routes. State Route 34 has the highest traffic volumes in the county, for example, near I-81 (16,893 AADT) and in Greeneville (23,958 - 37,866 AADT). The AADTs on SR-34 come close to those on I-81. State Route 70 has high traffic volumes in Greeneville (16,305 AADT). State Route 107 had AADTs up to 12,121 in Greeneville and 14,343 AADT in Greeneville-Tusculum Blvd. Overall, the highest traffic volumes are on state routes in Greeneville.

Hancock County

Hancock County experienced lots of traffic decreases between 2012 and 2022 on its routes. State Route 33 had traffic decreases. State Routes 70, 63 and 31 also all had traffic decreases. In Hancock County most roadways have traffic volumes below 1,000 AADT. The state routes with the highest traffic volumes are SR-33 (4,055 AADT), SR-66 (3,348 AADT), and SR-31 (2,675 AADT).

Hawkins County

Hawkins County had several traffic decreases from 2012 to 2022 on its state routes. State Route 1 and SR 70 in Rogersville experienced traffic decreases in that time. State Route 70 also had traffic decreases southwest of Surgoinsville. Hawkins County has several state routes with high traffic volumes, especially in the city of Rogersville or proximity. Roadways with the highest AADT are SR-1 in Rog-

ersville (up to 13,310 AADT), SR-34 near Hamblen County line (6,334 AADT), SR-66 in Rogersville (15,176 AADT) and south of Rogersville (11,113 AADT).

Johnson County

Johnson County had roughly equal traffic increases and decreases on its state route system. Johnson County does not generally have high traffic volumes on its roadway system. However, a few state routes carry high AADTs. The higher traffic volumes are on state routes near Mountain City. For example, SR-34 south of Mountain City (11,763 AADT) and north of Mountain City (8,381 AADT), SR-418 in Mountain City (5,466 AADT), SR-67 southwest of Mountain City (5,964 AADT), and SR-91 north of Mountain City (4,112 AADT).

Sullivan County

Most routes in Sullivan County had traffic increases from 2012 to 2022. State Route 44 only had traffic increases in that time frame. Several of the state routes in Sullivan County have high traffic volumes such as SR-37 east of Childress and the Carter County line (10,140 AADT), SR-44 near Bristol (2,401 AADT).

Unicoi County

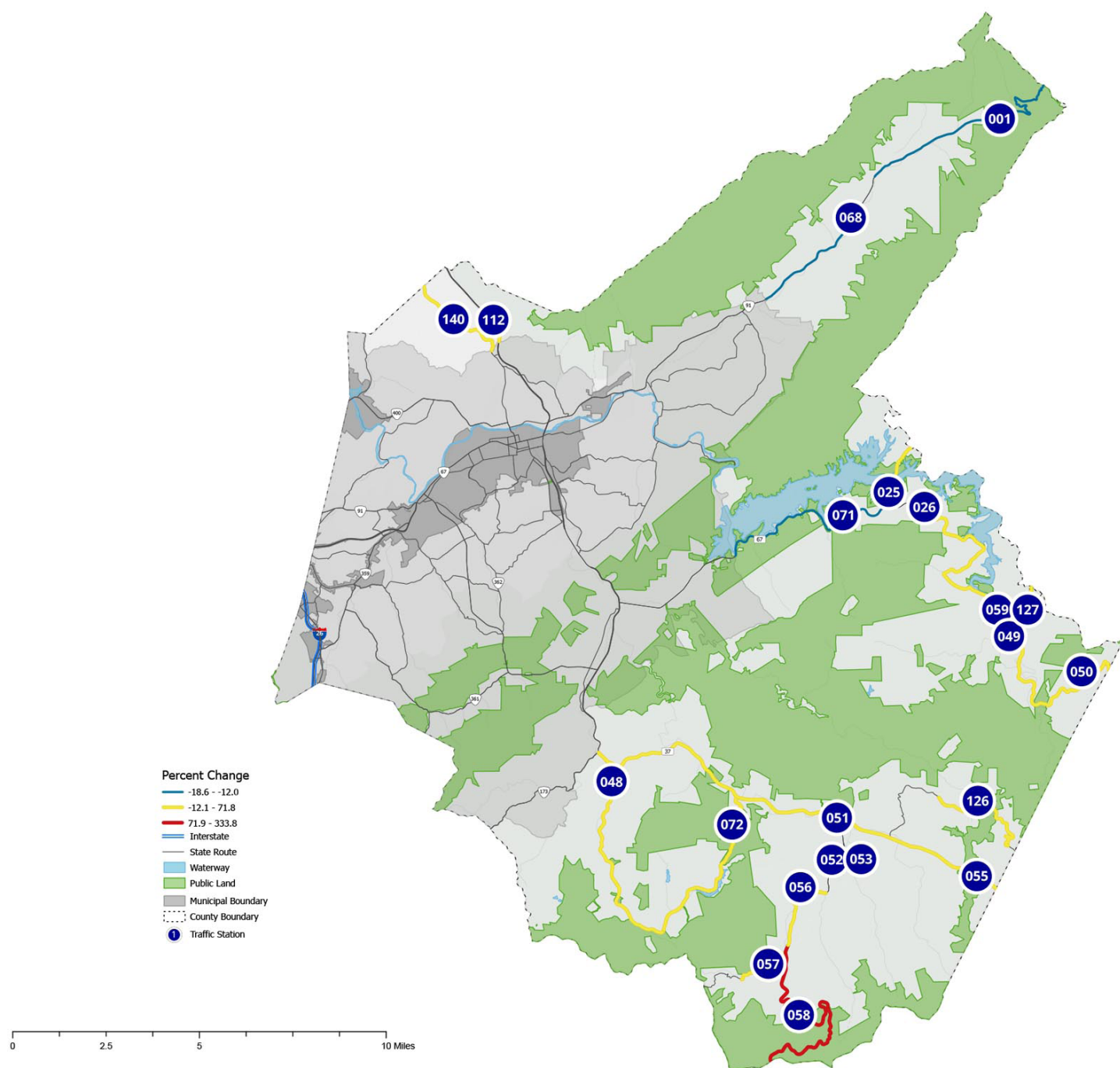
Unicoi County had mostly traffic decreases between 2012 and 2022 on the state routes. State Route 107 had traffic decreases up to 28.6 percent in Erwin (from John Sevier Hwy. to Quail Run Ct.), but also a traffic increase in Erwin (from I-26 to Sevier Hwy.) of 44.6 percent. State Routes 173, 395, and 36 all experienced traffic decreases. The highest traffic volumes in Unicoi County are on I-26. Several of the state routes with high traffic volumes are in or near Erwin. Interstate 26 in Unicoi County had traffic decreases near Ernestville, Chestoa, and Erwin. However, there has been a large traffic increase on I-26 near the North Carolina state line, and a smaller one near Rock Fork.

Washington County

Roads in Washington County had equally traffic increases and decreases from 2012 to 2022. There were no steep increases or decreases on any major routes. Generally, SR-81 had traffic decreases. State Routes 24, 75 and 107 had traffic increases. In Washington County are just a few roads with high traffic volumes, mainly near the Greene County and Unicoi County lines. For example, SR-34 near the Greene County line has the highest traffic volumes (12,015 AADT), SR-107 near the Unicoi County line (4,335 AADT), and SR-81 near the Unicoi County line (4,903 AADT). The other roads have low traffic volumes below 1,000 AADT.

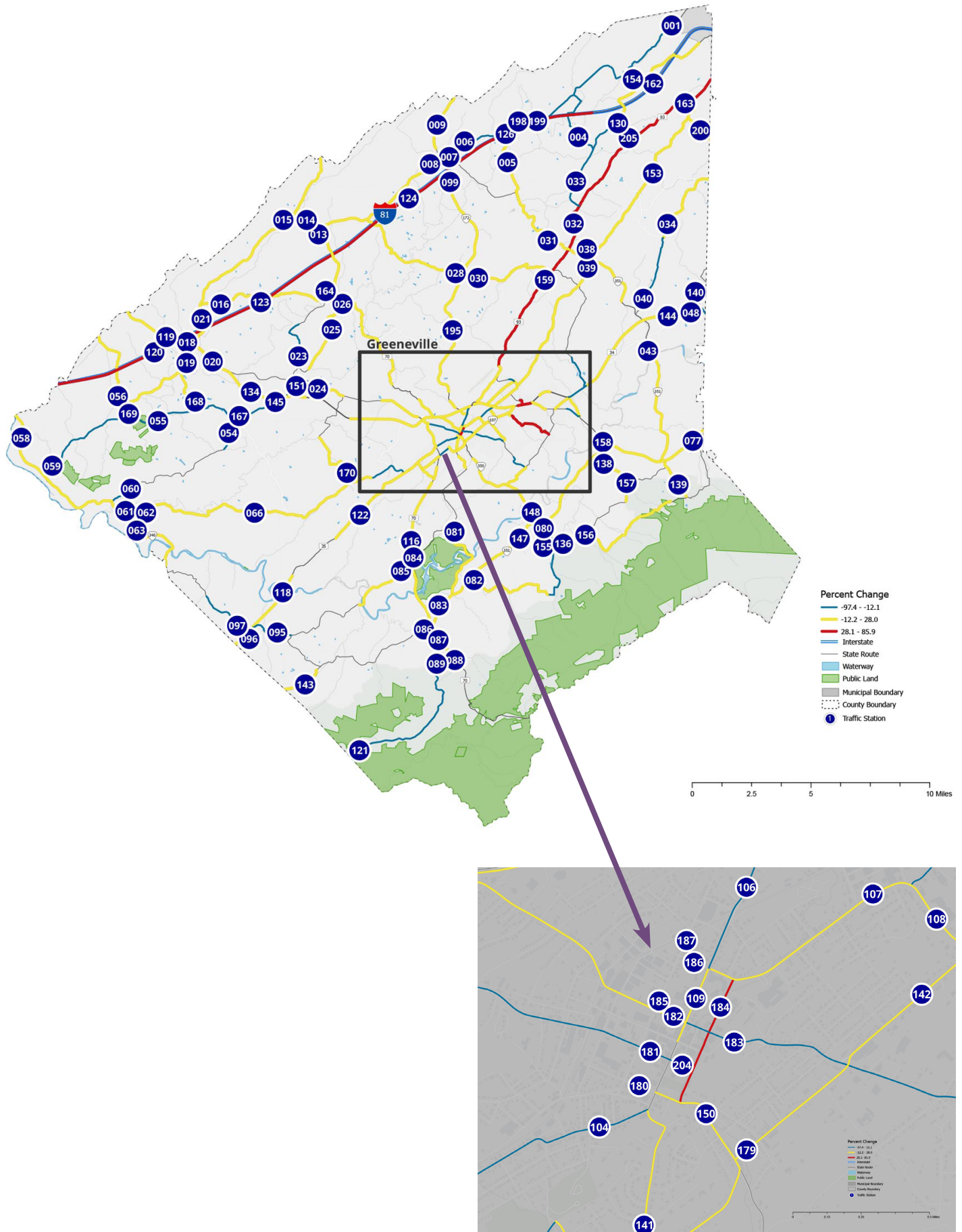
CARTER COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



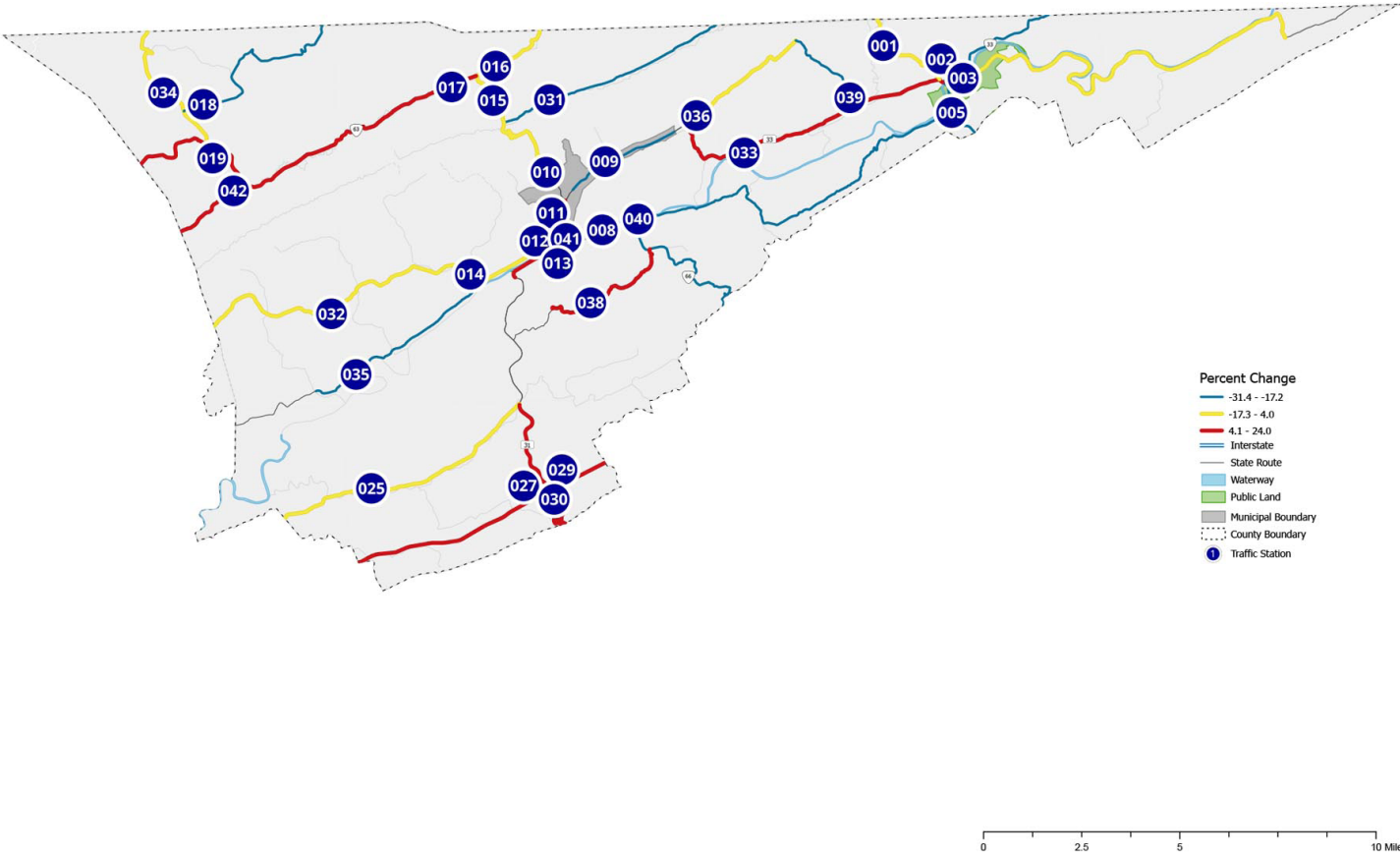
GREENE COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



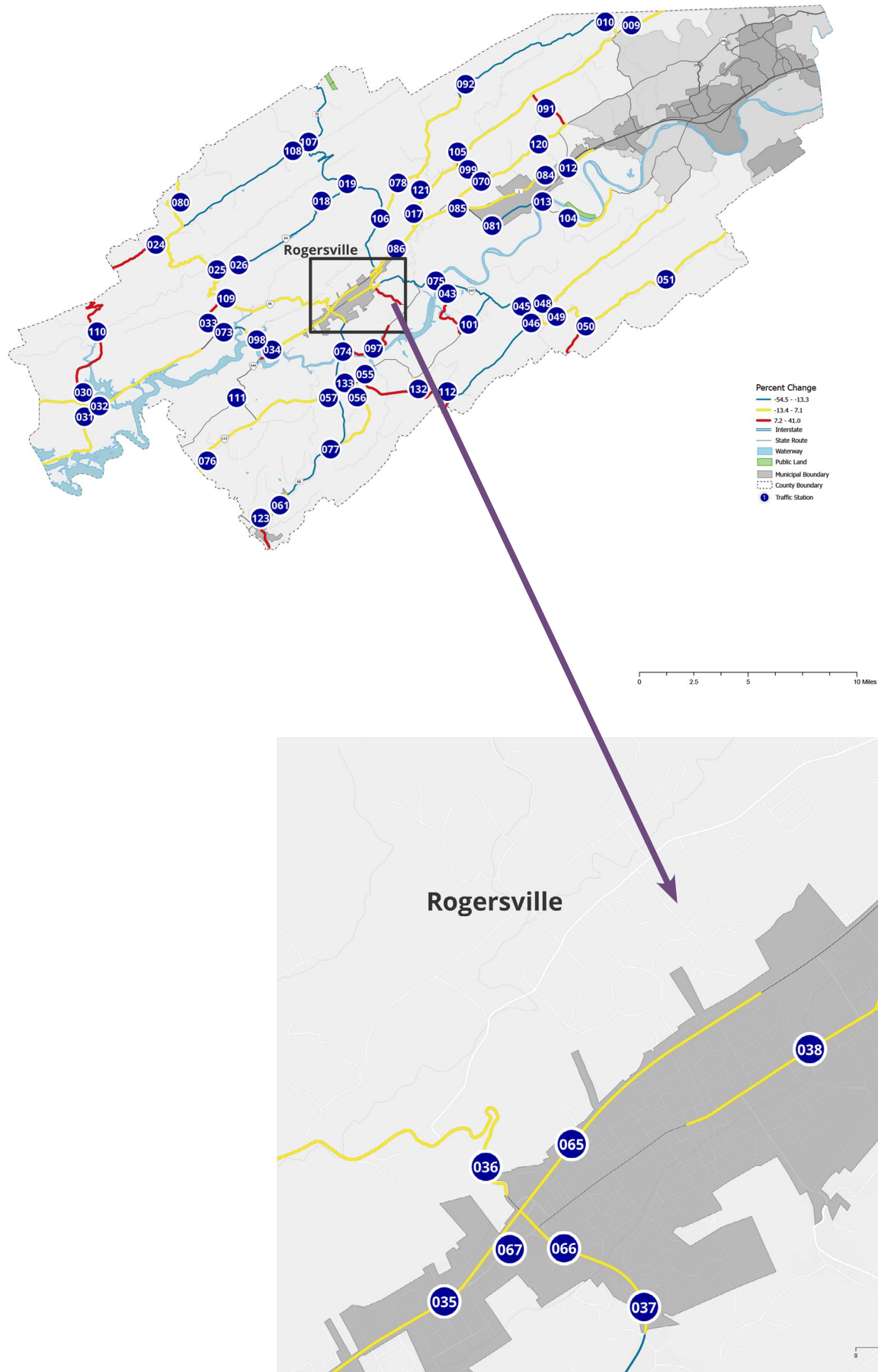
HANCOCK COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



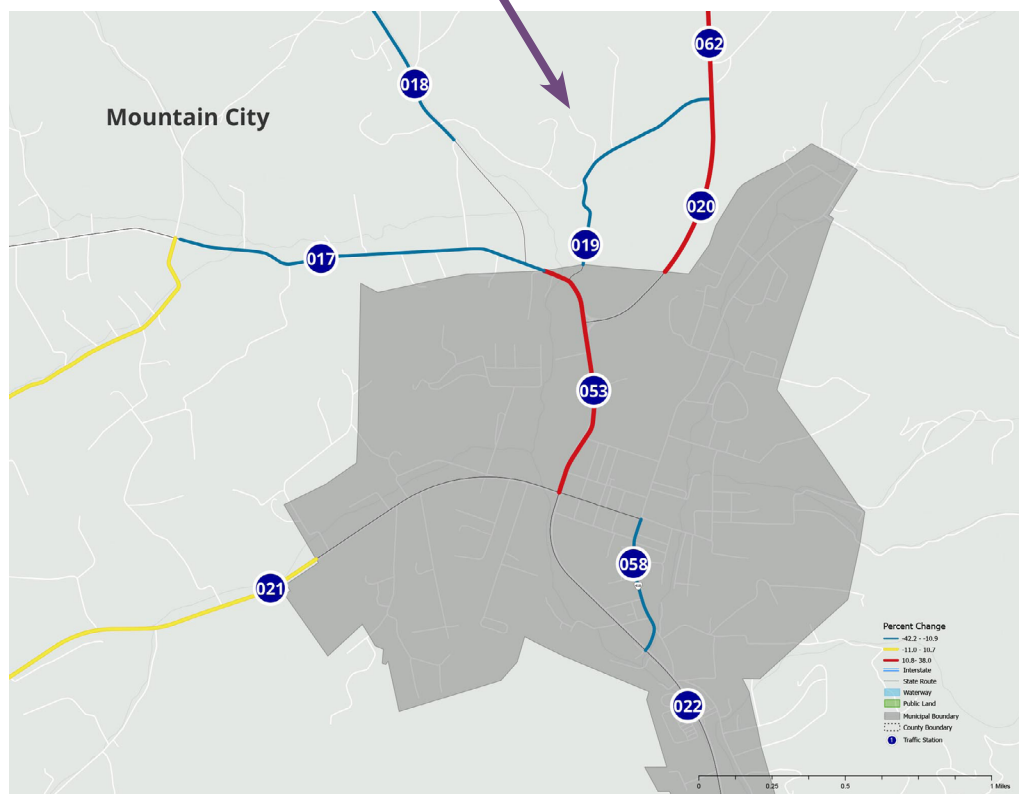
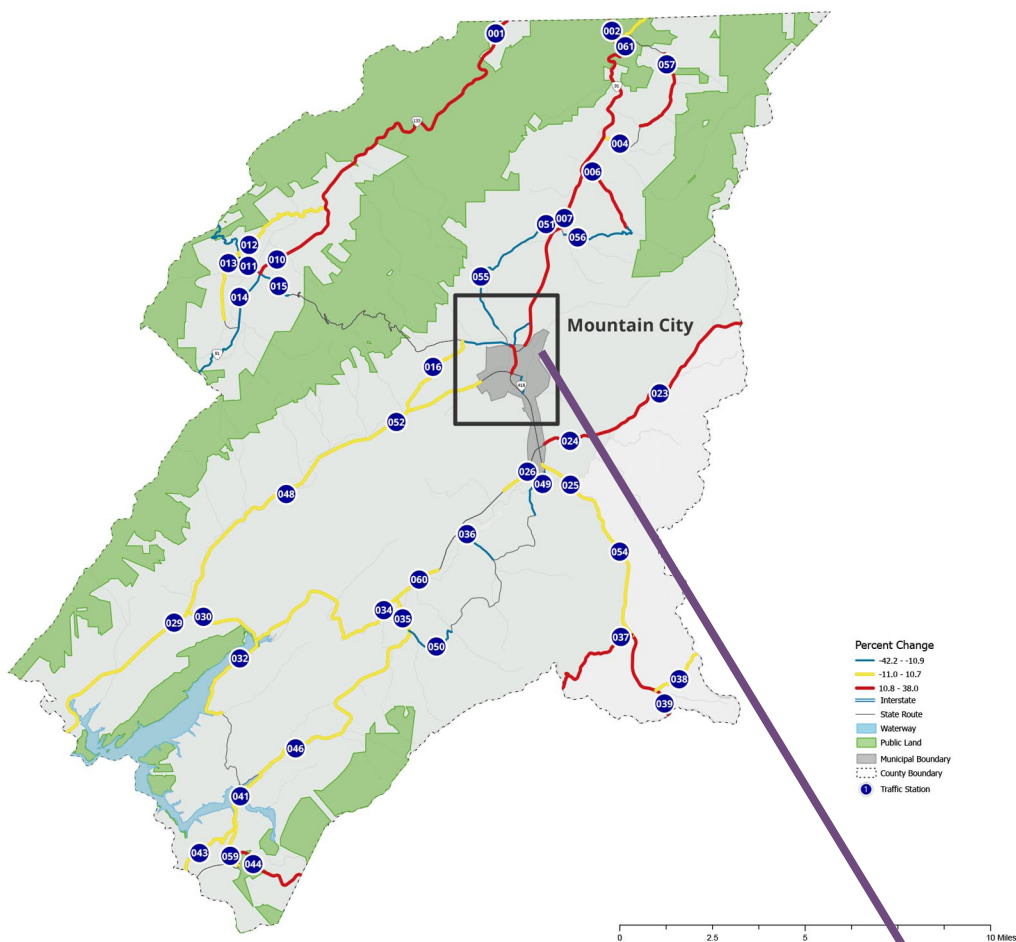
HAWKINS COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



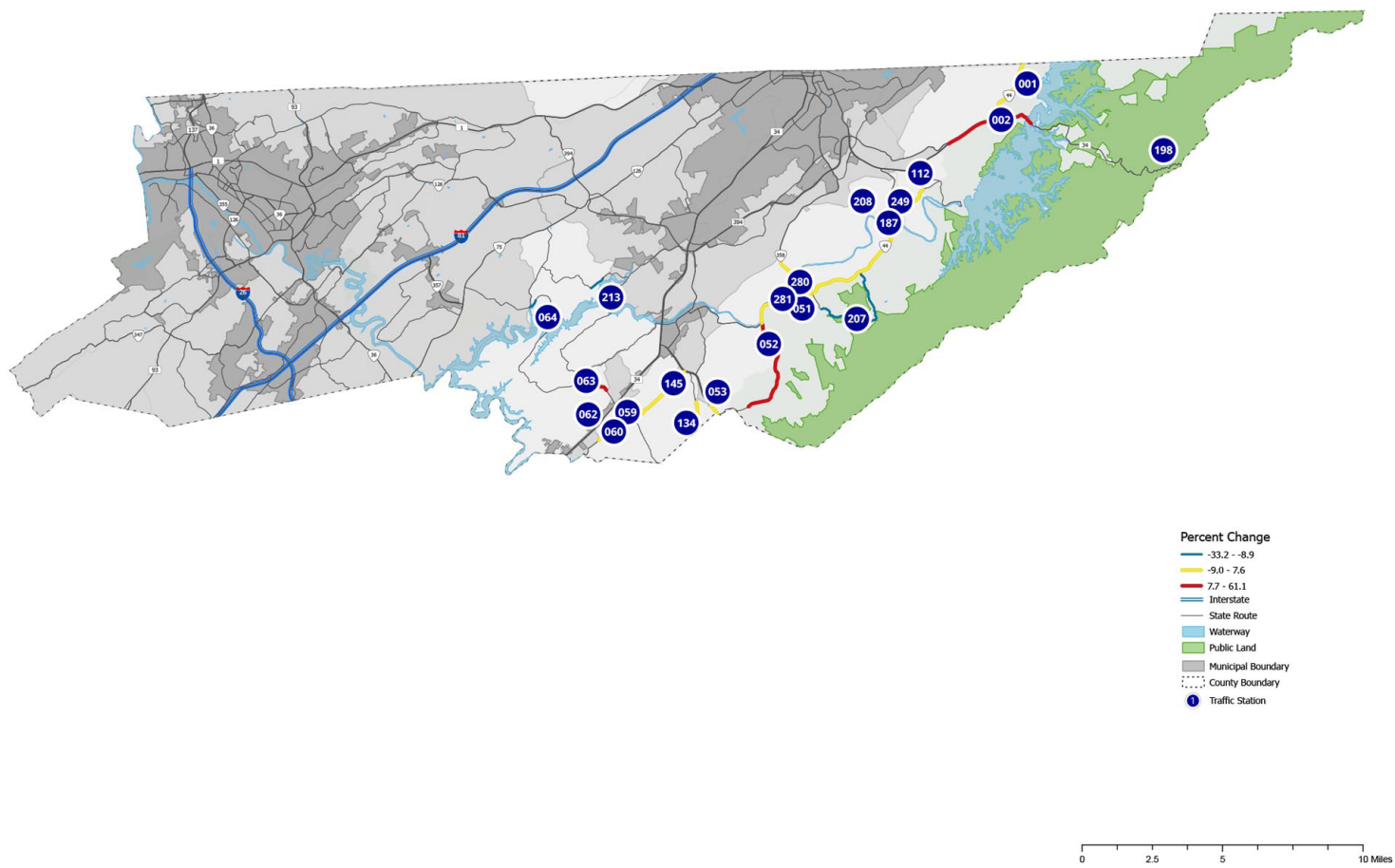
JOHNSON COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



SULLIVAN COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

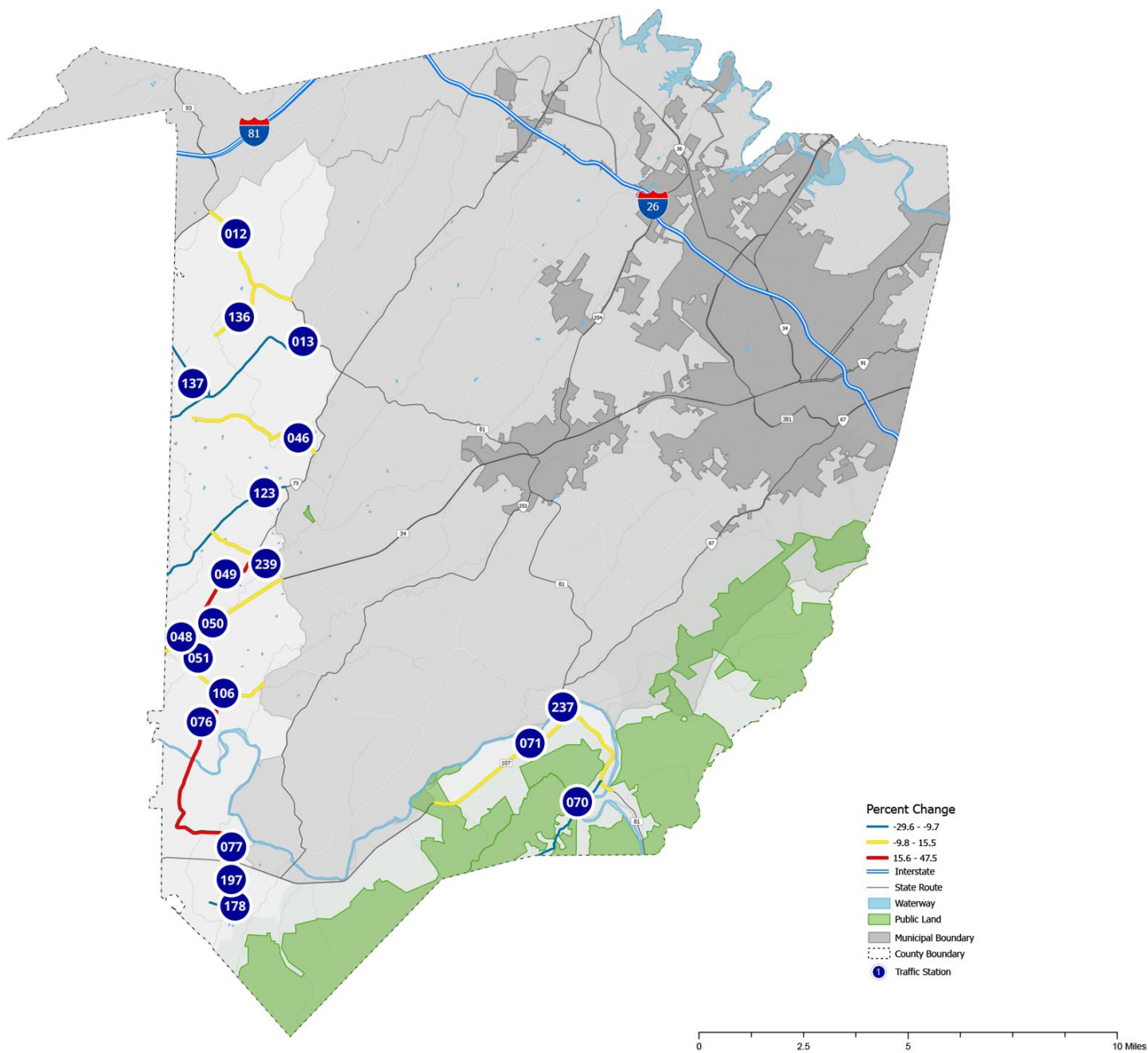


Source: TN Dept. of Transportation Road Inventory Office, 2021



WASHINGTON COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



VOLUME/CAPACITY RATIO

The Volume/Capacity (V/C) Ratio data is derived from TDOT’s Statewide Travel Demand Mod-el. 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 fol-lowing: free-flow speed, functional class, area type, number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is de-fined as the proportion of the facility’s capacity being utilized by current or projected traffic volumes. It measures roadway de-mand (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 more than 1.00. Any value above 0.90 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that roads are heavily congested with breakdown flow.

The analysis uses AADTs from 2018 as the base year, in addition to those forecasted for 2025, 2035, and 2045. The forecasts consider programmed projects by TDOT, as well as demographic and land use projections.

Based on 2018 v/c ratio data, two counties in the First TN RPO, Sullivan and Washington coun-ties have 17.3 and 27.7 miles of roads that have a v/c ratio level of 0.5 and 0.75. There is a total

VOLUME/CAPACITY RATIO		
LOS Class	Traffic State and Condition	V/C Ratio
A	Free Flow	0 – 0.60
B	Stable flow with unaffected speed	0.61 – 0.70
C	Stable flow but speed is affected	0.71 – 0.80
D	High-density but the stable flow	0.81 – 0.90
E	Traffic volume near or at capacity level with low speed	0.91 – 1.00
F	Breakdown flow	> 1.00

This table is a reference for analyzing traffic flow.

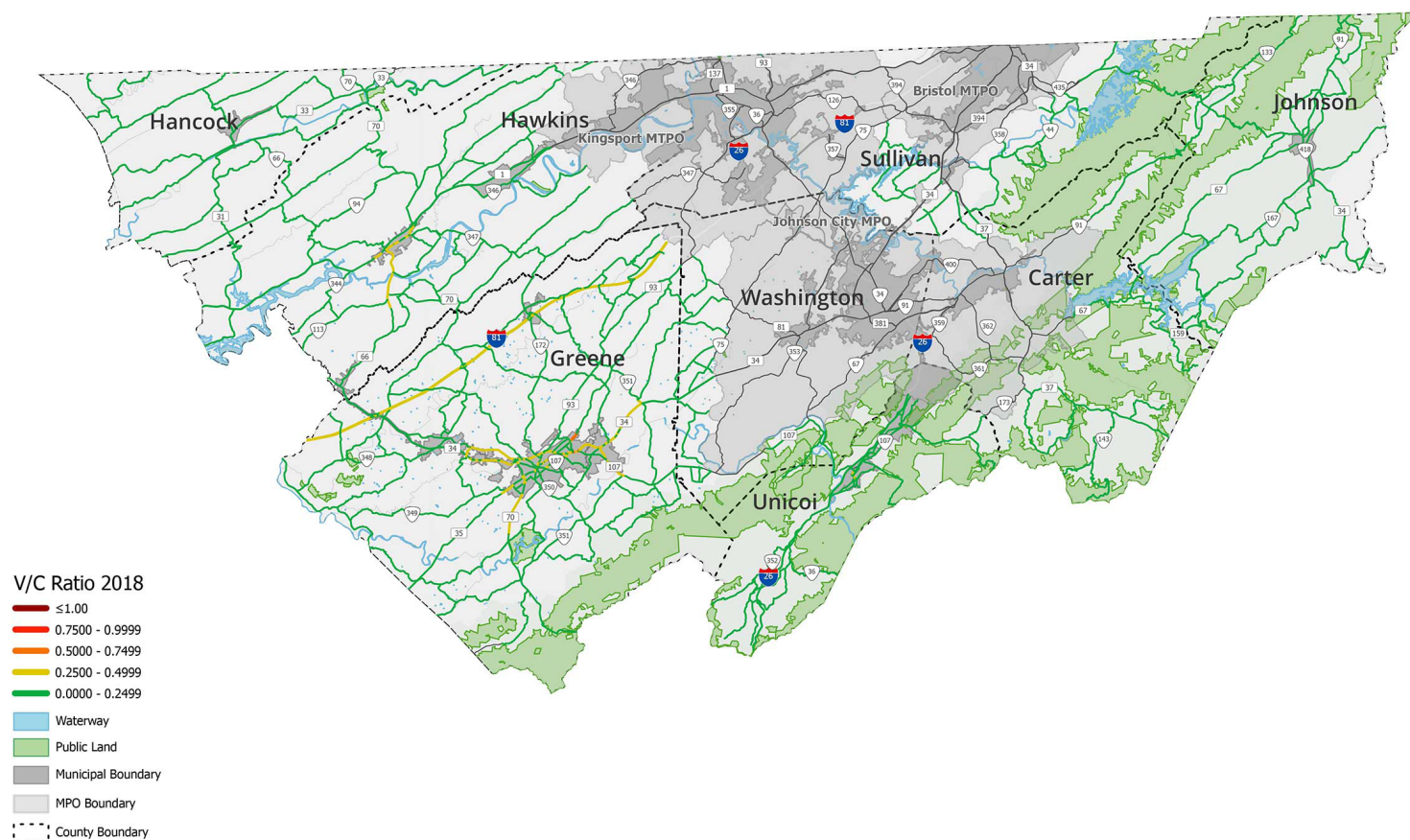
of only 0.47 miles that exceeds the v/c ratio level of 0.75 hinting towards congestion.

In 2025, more road mileage in Sullivan and Washington coun-ties has a v/c ratio of 0.5-0.75, and a small section in Washington County will have a 0.75-0.99 v/c ratio. In 2045, 28.0 miles in Washington County are forecasted to have a v/c ratio of 0.5-0.75.

TDOT has created an ArcGIS Experience for volume/capacity ratios (years 2018, 2025, 2035, 2045). V/C ratios for any road segment in Tennessee can be retrieved in this data source. It is publicly accessi-ble: Tennessee Statewide Model Maps and Analytics (arcgis.com).

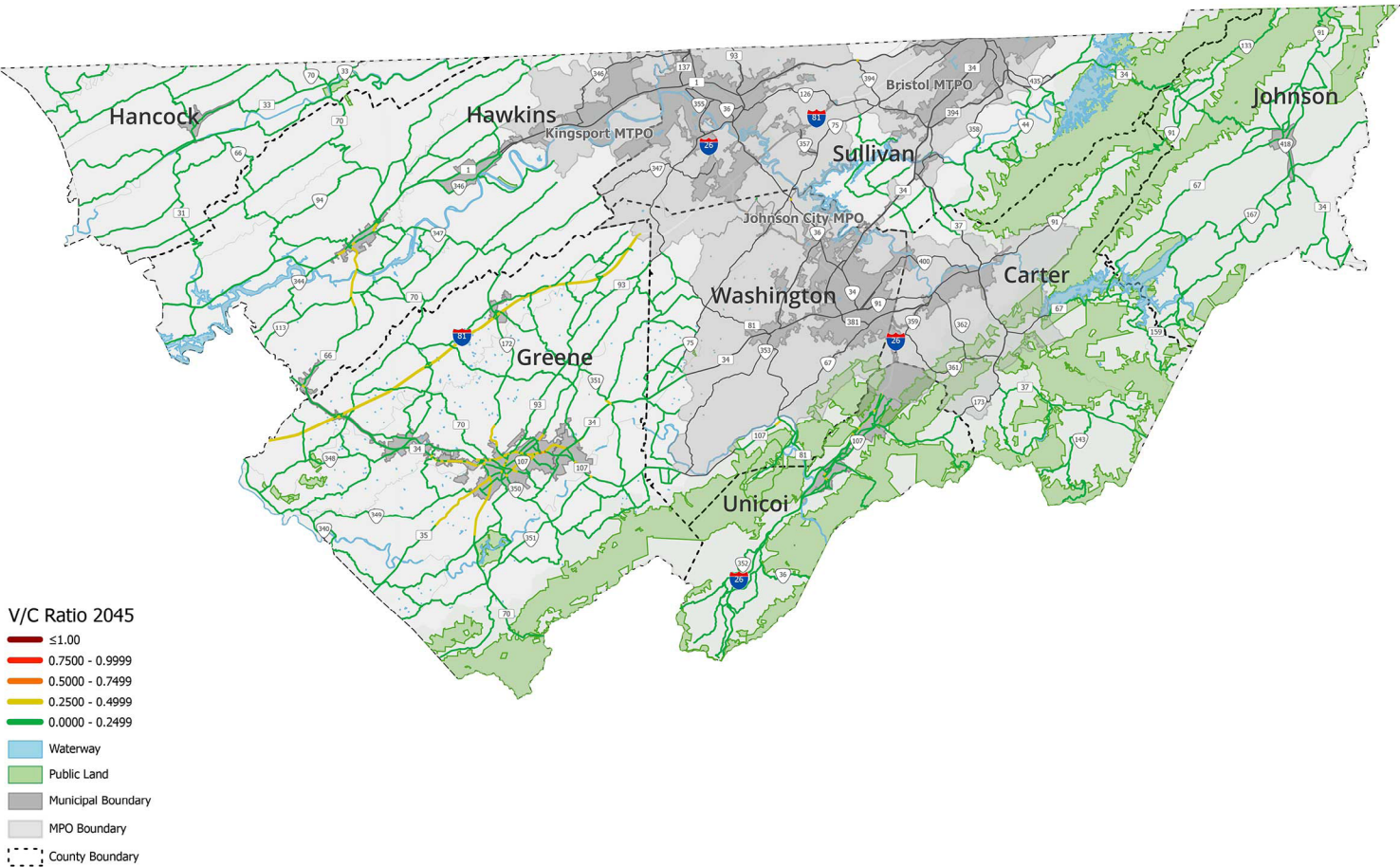


2018 V/C RATIO IN FIRST TENNESSEE RPO



2018 VOLUME/CAPACITY RATIO MILEAGE					
COUNTY	0.00 - 0.199	0.200 - 0.399	0.400 - 0.599	0.600 - 0.799	0.800 +
Carter	82.07	0.00	0.00	0.00	0.00
Greene	387.30	120.97	12.20	0.06	0.00
Hancock	133.59	0.00	0.00	0.00	0.00
Hawkins	276.65	8.72	0.08	0.00	0.00
Johnson	153.12	0.05	0.00	0.00	0.00
Sullivan	72.04	0.29	2.27	0.22	0.00
Unicoi	129.34	9.17	0.00	0.00	0.00
Washington	56.70	0.00	0.00	0.00	0.00

2045 V/C RATIO IN FIRST TENNESSEE RPO

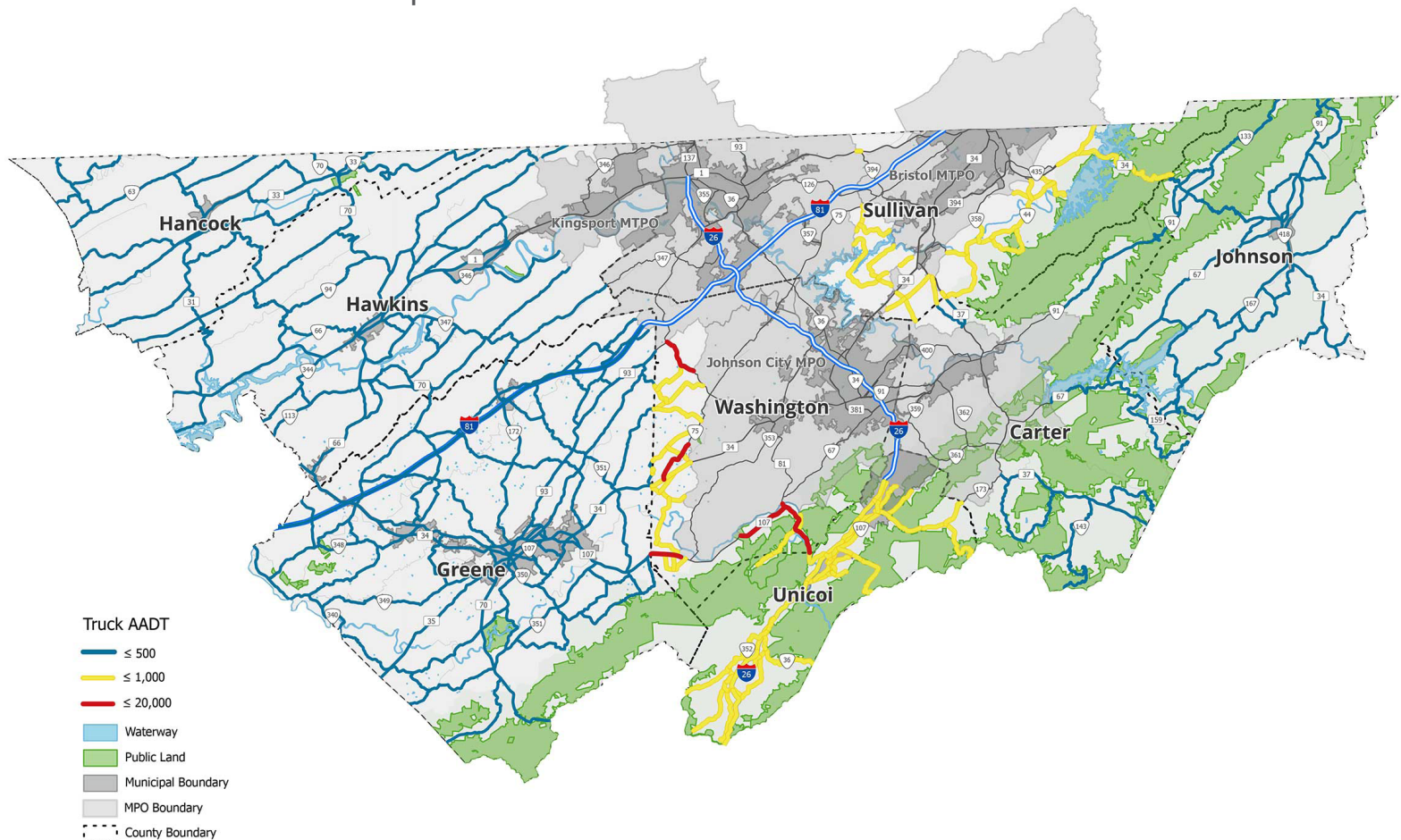


2045 VOLUME/CAPACITY RATIO MILEAGE					
COUNTY	0.00 - 0.199	0.200 - 0.399	0.400 - 0.599	0.600 - 0.799	0.800 +
Carter	81.32	0.07	0.00	0.00	0.00
Greene	372.44	103.34	46.87	0.06	0.00
Hancock	132.74	0.00	0.00	0.00	0.00
Hawkins	270.60	10.09	0.00	0.00	0.00
Johnson	152.82	0.05	0.00	0.00	0.00
Sullivan	71.53	0.41	0.00	0.00	0.00
Unicoi	127.09	13.27	0.00	0.00	0.00
Washington	57.58	0.84	0.06	0.00	0.00

TRUCK VOLUMES

Truck volumes on state routes in the First Tennessee RPO are low-volume, below 500 AADT, in Carter, Greene, Hancock, Hawkins, and Johnson counties. This includes only the RPO area and not areas within the MPOs. In Sullivan, Washington, and Unicoi counties, all the state routes carry higher truck volumes compared to the other counties in the RPO. The truck volumes on the state routes are at least between 500 and 1,000 AADT. In Sullivan and Unicoi counties, all the state routes outside the MPO boundaries carry between 500 and 1,000 AADT. In Washington County a few state routes carry truck volumes between 1,000 and 20,000 AADT. State routes 81, 75, and 107 have truck volumes above 1,000 AADT, all those routes are leading into the Johnson City MPO.

AADT Truck Traffic Map



COMMUTE

In the following paragraphs, the numbers include parts of the counties that are within the MPO boundaries.

Sullivan County receives the most commuters out of all counties in the First Tennessee RPO with 45,858 commuters, closely followed by Washington County with 41,270 commuters. This can be explained because the commute numbers include workplaces within the MPO boundaries.

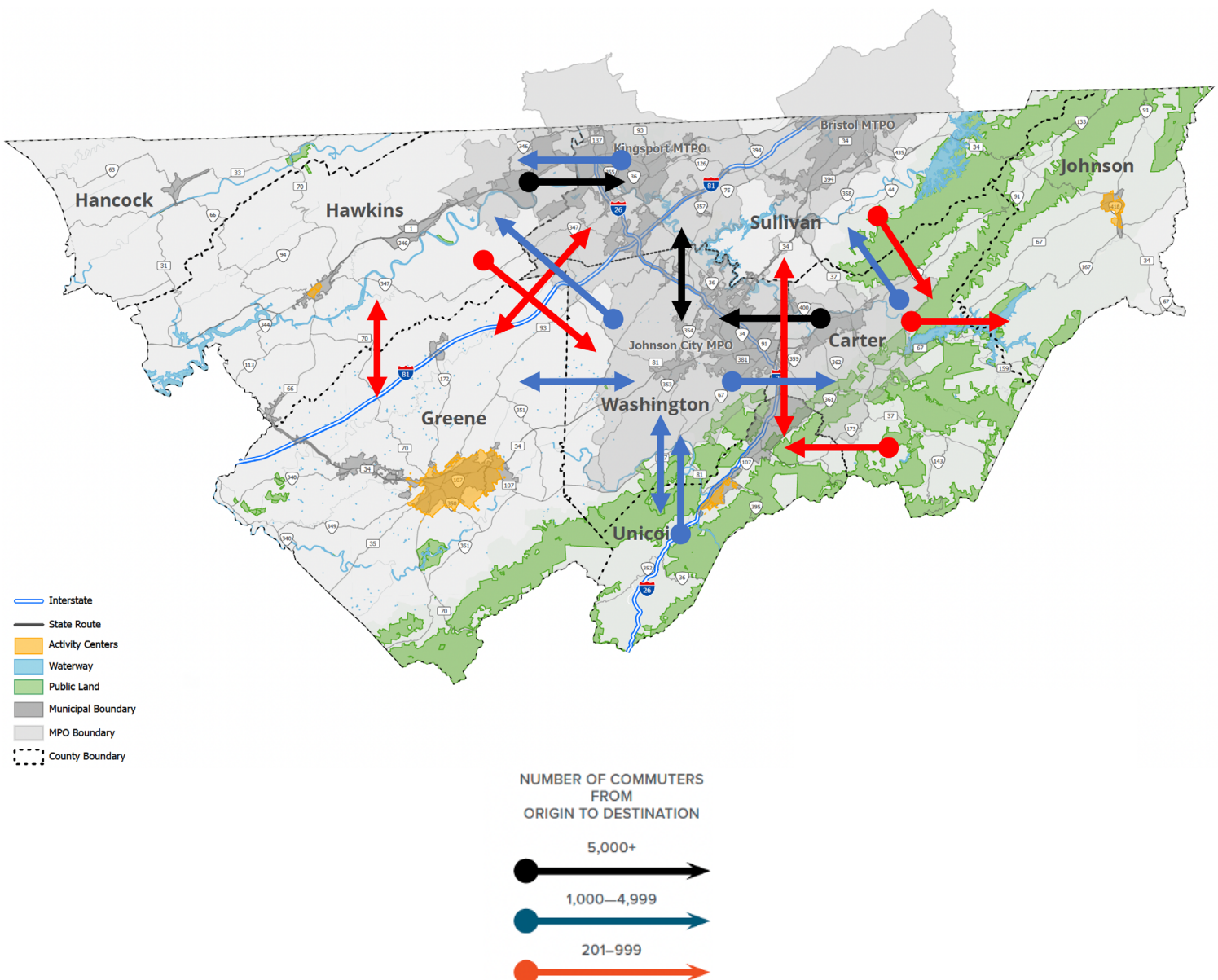
Hancock County is the county with the fewest commuters. Johnson and Unicoi counties also do not garner many commuters from the RPO.

Most commuters are from Carter, Greene, Sullivan, and Unicoi counties who work in Washington County. Most Hawkins and Washington County commuters work in Sullivan County.

Commuters in the First Tennessee RPO primarily work in the education industry, at a total of 35,485. The second most presented industry for commuters is in trade. In Hancock County and Washington County over 30 percent of commuters work in education.

In Hawkins and Unicoi counties, about 20 percent of commuters work in education, trade, and manufacturing.

Commuting Patterns Map



		DESTINATION								
		<i>Carter</i>	<i>Greene</i>	<i>Hancock</i>	<i>Hawkins</i>	<i>Johnson</i>	<i>Sullivan</i>	<i>Unicoi</i>	<i>Washington</i>	<i>RPO Origin Totals</i>
Origin	Carter*	10,579	50	-	153	238	2,054	440	8,441	11,376
	Greene	32	21,173	-	337	17	865	127	1,678	3,056
	Hancock	-	-	1,169	125	-	33	-	-	158
	Hawkins*	35	569	16	9,884	-	6,817	-	977	8,414
	Johnson	177	-	-	-	3,973	137	14	126	454
	Sullivan*	739	363	11	1,100	18	44,916	207	7,677	10,115
	Unicoi*	170	98	-	29	12	357	3,804	2,078	2,744
	Washington*	1,052	1,747	-	305	32	8,209	1,551	40,152	12,896
RPO Destination Totals		2,205	2,827	27	2,049	317	18,472	2,339	20,977	49,213

**Part of these counties are inside of MPO boundaries*

Note: RPO Totals exclude trips where the origin and destination are within the same county.

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning

		INDUSTRY								
		<i>Agriculture</i>	<i>Arts</i>	<i>Education</i>	<i>Information</i>	<i>Manufacturing</i>	<i>Other</i>	<i>Trade</i>	<i>County Totals</i>	
Origin	Carter*	1,125	910	2,710	915	1,180	1,130	1,845	9,815	
	Greene	1,151	1,875	5,550	2,975	4,240	2,035	4,485	22,311	
	Hancock	225	30	325	90	30	165	185	1,050	
	Hawkins*	675	825	2,110	1,090	2,095	710	2,050	9,555	
	Johnson	440	250	755	330	670	810	490	3,745	
	Sullivan*	3,625	4,825	10,595	6,560	7,285	3,720	8,975	45,858	
	Unicoi*	475	195	660	340	735	535	730	3,670	
	Washington*	2,110	4,655	12,780	7,100	2,840	3,330	8,455	41,270	
RPO Destination Totals		9,826	13,565	35,485	19,400	19,075	12,435	27,215	137,274	

**Part of these counties are inside of MPO boundaries*

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning

SAFETY

BICYCLE & PEDESTRIAN SAFETY

The bicycle and pedestrian crash data is sourced from TRIMS and includes the years 2019 through 2023.

In the First Tennessee RPO, 36 pedestrian crashes and 12 bicycle crashes occurred. Most of the bicycle and pedestrian crashes occurred along the roadway, in clear weather conditions, during daylight. Most of the bicycle and pedestrian crashes happened in Greene County (43.7 percent) followed by Hawkins County (20.8 percent), and Unicoi County (10.4 percent). There were 11 fatal bicycle and pedestrian crashes in the time frame 2019 through 2023.

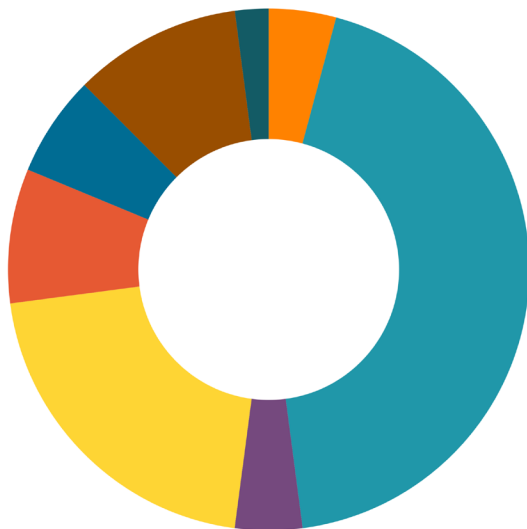
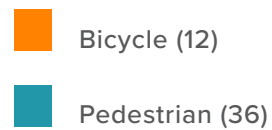


BICYCLE & PEDESTRIAN CRASHES

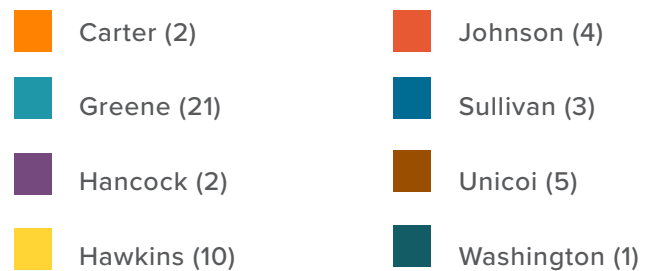
Source: State of Tennessee Bicycle and Pedestrian Crashes (ETRIMS), 2019-2023



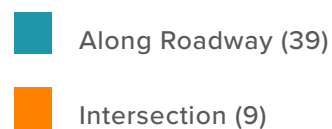
Bicycle & Pedestrian Crashes
in First Tennessee RPO (48 total crashes)



Bicycle & Pedestrian Crashes
by County

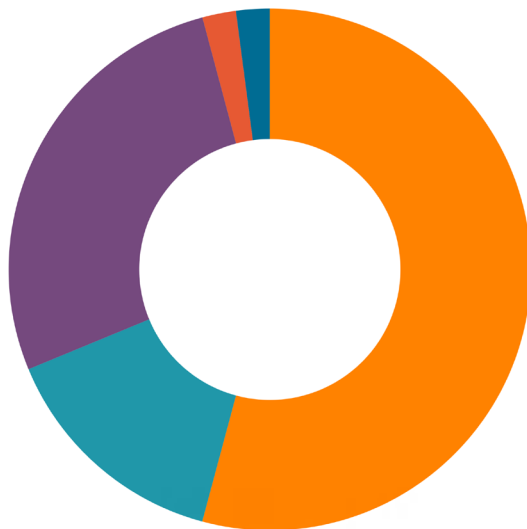
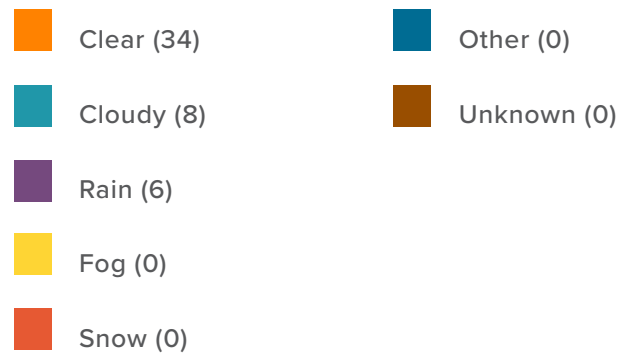


Bicycle & Pedestrian Crashes
by Location

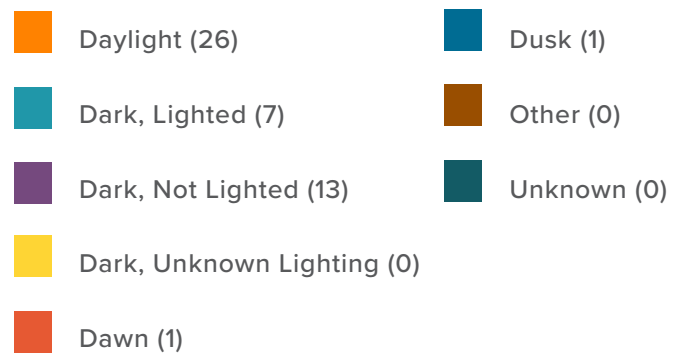




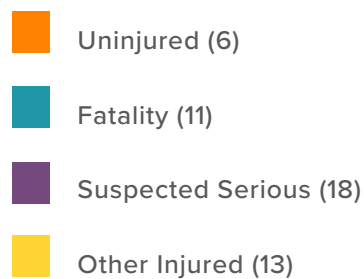
Bicycle & Pedestrian Crashes
by Weather Conditions



Bicycle & Pedestrian Crashes
by Light Conditions



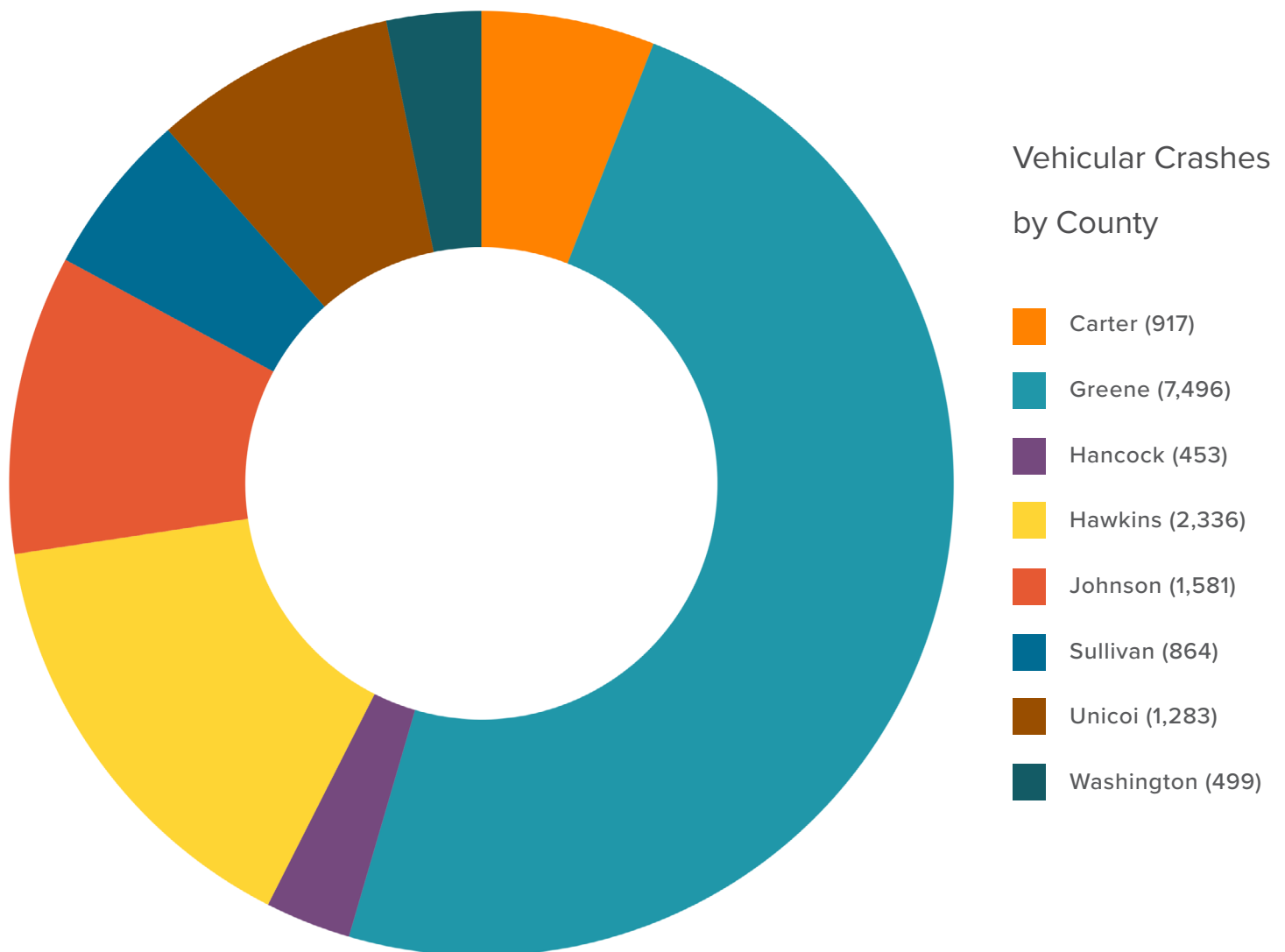
Bicycle & Pedestrian Crashes
by Severity



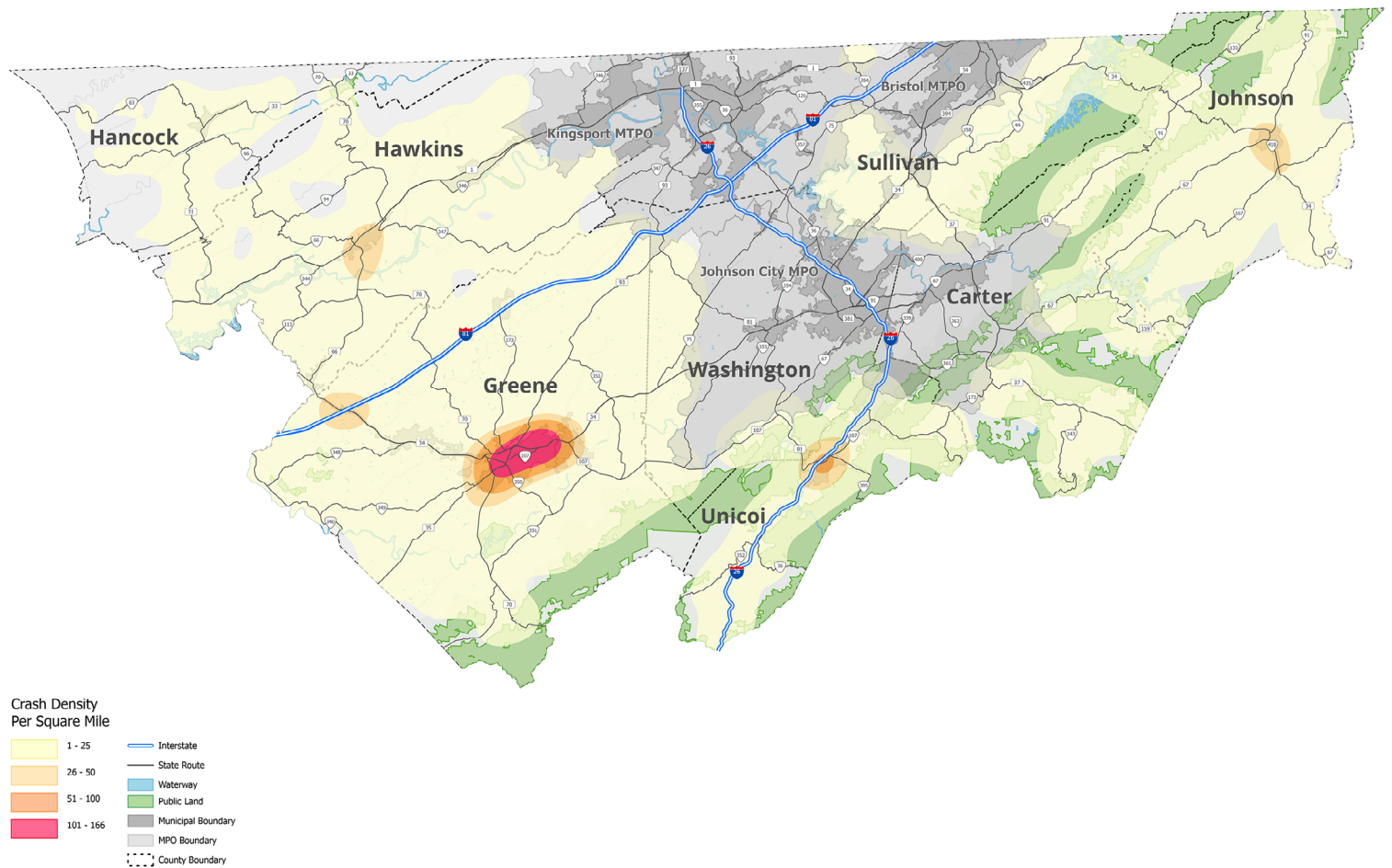
VEHICULAR CRASHES

Most of the vehicle crashes concentrate in the more urban areas and along major travel routes. The crash density in the First Tennessee RPO is the highest in Greeneville. It is the only area in the First Tennessee RPO where 101-166 crashes per square mile have occurred. Besides that, the crash density is elevated at a few locations on SR-1 in Hawkins County, and at one exit on I-26 in Unicoi County (interchange with SR-107).

There were 15,429 crashes in the First Tennessee RPO during the study period. Of these, 48.6 percent are in Greene County, 15.2 percent are in Hawkins County, and 10.3 percent are in Johnson County.



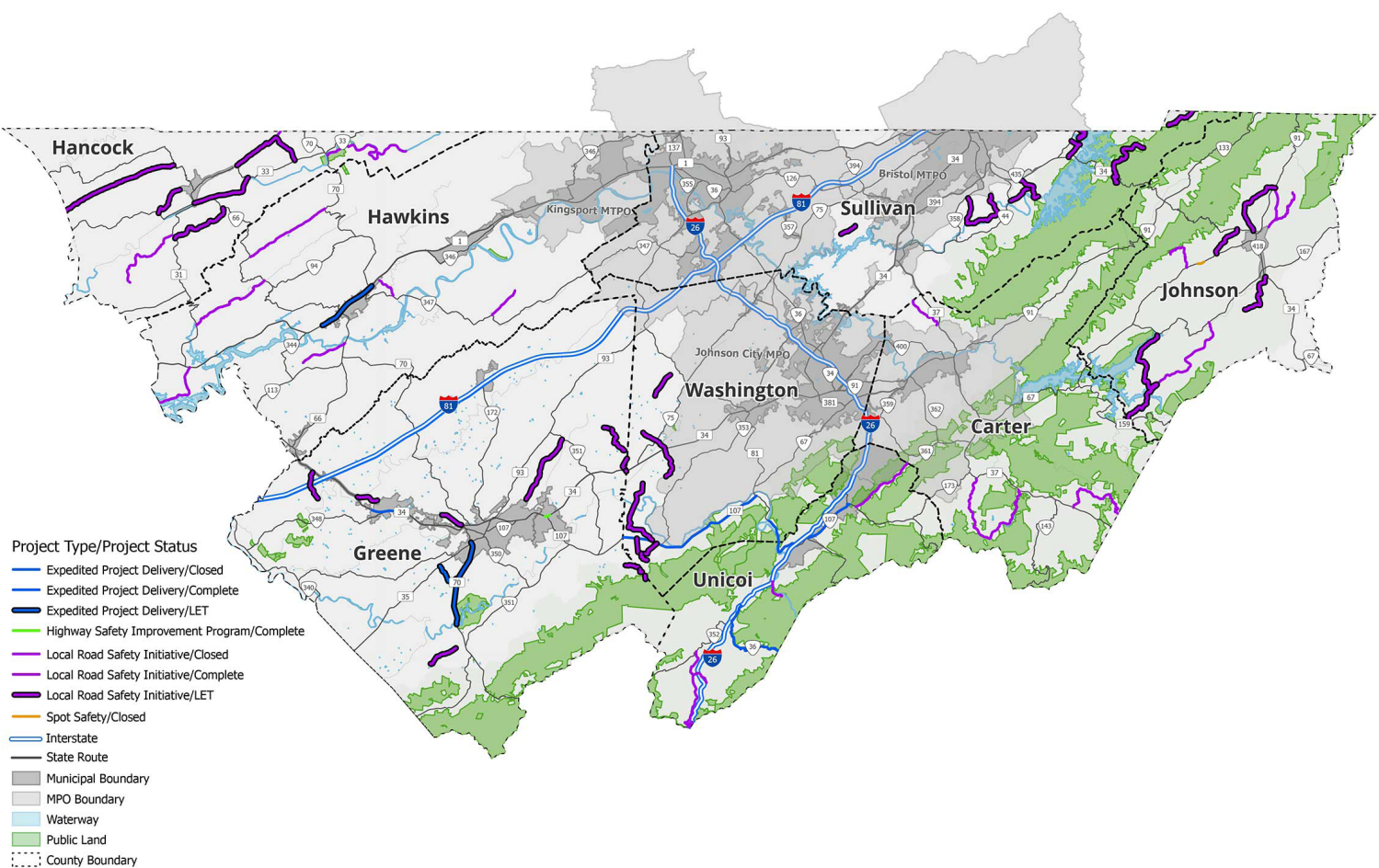
Vehicular Crashes Map



SAFETY PROJECTS

Most of the vehicle crashes concentrate in the more urban areas and along major travel routes. The crash density in the First Tennessee RPO is the highest in Greeneville. It is the only area in the First Tennessee RPO where 101-166 crashes per square mile have occurred. Besides that, the crash density is elevated at a few locations on SR-1 in Hawkins County, and at one exit on I-26 in Unicoi County (interchange with SR-107).

There were 15,429 crashes in the First Tennessee RPO during the study period. Of these, 48.6 percent are in Greene County, 15.2 percent are in Hawkins County, and 10.3 percent are in Johnson County.



Active and completed Safety Projects in each county

Carter County

- 3 LRSI – various local roads (construction completed)

Greene County

- 12 LRSI - various local roads (LET)
- 4 EPD on Debusk Rd, SR-70, SR-34, safety improvements (3 LET, 1 project completed)
- 1 Highway Safety Improvement Program on SR-34 (construction completed)
- 1 Design Project on SR-34, paving, signing, turn lanes (project completed)

Hancock County

- 12 LRSI - various local roads (5 LET and 7 projects completed)

Hawkins County

- 6 LRSI - various local roads (construction completed)
- 1 EPD on SR-1, safety improvements (LET)

Johnson County

- 10 LRSI - various local roads (6 projects completed, and 4 LET)
- 1 Spot Safety on SR-67, left-turn lanes, utility modifications (construction completed)

Sullivan County

- 8 LRSI – various local roads (LET)
- 3 Design projects on SR-357, drainage, pavement (project completed), SR-34 intersection with Cox St., RSAR, clearing and grubbing, drainage, pavement (project completed), SR-34, drain-age, pavement (construction completed)

Unicoi County

- 4 LRSI – various local roads (construction completed)
- 4 EPD on SR-107, SR-36, SR-81: paving, signing, pavement markings, guardrail (project completed)

Washington County

- 5 LRSI – various local roads (LET)
- 3 EPD – SR-81, SR-107, paving, signing, pavement markings, guardrail (project completed)
- 1 Design – SR-353 Baily Bridge Rd, guardrail, replace structure (project completed)

iTRIP (Interactive Tennessee Road Improvement Program)

The Interactive Tennessee Road Improvement Program (iTRIP) application provides access to a comprehensive, authoritative, and live roadway project database of project activities. The objective of iTRIP is to maintain a dataset of focused information on TDOT's roadway projects. This mapping application was developed to be a reliable, current, and easy to navigate tool for TDOT's various customers. The accessible projects include a range of programs such as bridge, safety, resurfacing, and legislative information. The goal of this application is to provide a public-facing source for the user to access and review current roadway projects across the State of Tennessee. iTRIP provides useful data about all "Active" and "Let" projects that TDOT is currently working on.

[Use this link to navigate to the iTRIP website.](#) This iTRIP documentation provides an overview of its key functionality.



MULTIMODAL FACILITIES

BICYCLE LEVEL OF SERVICE

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, the effective width of a road segment, and the effective speed factor. The result is an overall score about on-road bicyclist comfort levels as a function of a roadway’s geometry and traffic conditions. The score also depends on the percentage of heavy vehicles and FHWA’s 5-point pavement surface rating for each road segment. The score also relies upon the 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 an LOS A-F letter grade score where A is best, and F is worst. Roads with an LOS A through D are considered suitable for bicycle travel, and roads with an LOS E and F are not suitable for bicycle travel.

In the First TN RPO is a total of 651.2 miles of state routes that was analyzed for bicycle level of service. About 31.7 percent of roads have BLOS A-C and are suitable for bicycle travel. In the medium range are 29.7 percent of roads with BLOS D. About 38.6 percent of roads are not suitable for bicycle travel. This analysis is a quantitative approach and does not consider a bicyclist’s perception of safety and comfort to ride a bicycle on these roads.

Carter County

The BLOS in Carter County outside the Johnson City area is mostly D on SR 143 and SR 159. State routes 37 and 67 have large sections of BLOS E and F and are thus unsuitable for bicycle travel.

Greene County

In Greene County, SR-35, SR-70, SR-93, SR-107, SR-172, SR-349, SR-351 are unsuitable for bicycle travel because they have a BLOS E or F. State route 34 is suitable for bicycle travel with a BLOS B.

Hancock County

In Hancock County, state routes are generally suitable for bicycle travel as indicated by the BLOS ranging from B to D.

Hawkins County

In Hawkins County, SR-1, SR-66, SR-70, SR-94 have a BLOS ranging from B-D and are deemed suitable for bicycle travel. State Route 1 is the most suitable road for bicycle travel in the county. State routes 66, 113, and 347 have BLOS E or F and are not suitable as a bike route.

Johnson County

Johnson County’s state routes are generally not suitable for bicycle travel. State routes 34, 67, 91, 167, 418 have BLOS E and F.

Sullivan County

In Sullivan County, SR-34 and SR-44 are suitable for bicycle travel.

Washington County

In Washington County, SR-81 has a section with BLOS A that changes to F close to the Unicoi County line. State routes 81 and 107 have BLOS E and are unsuitable for bicycle travel.

Unicoi County

In Unicoi County, SR-36, SR-107, and SR-173 are not suitable for bicycle travel. State routes 352 and 395 are suitable for bicycle travel.

*BLOS Flow Rate

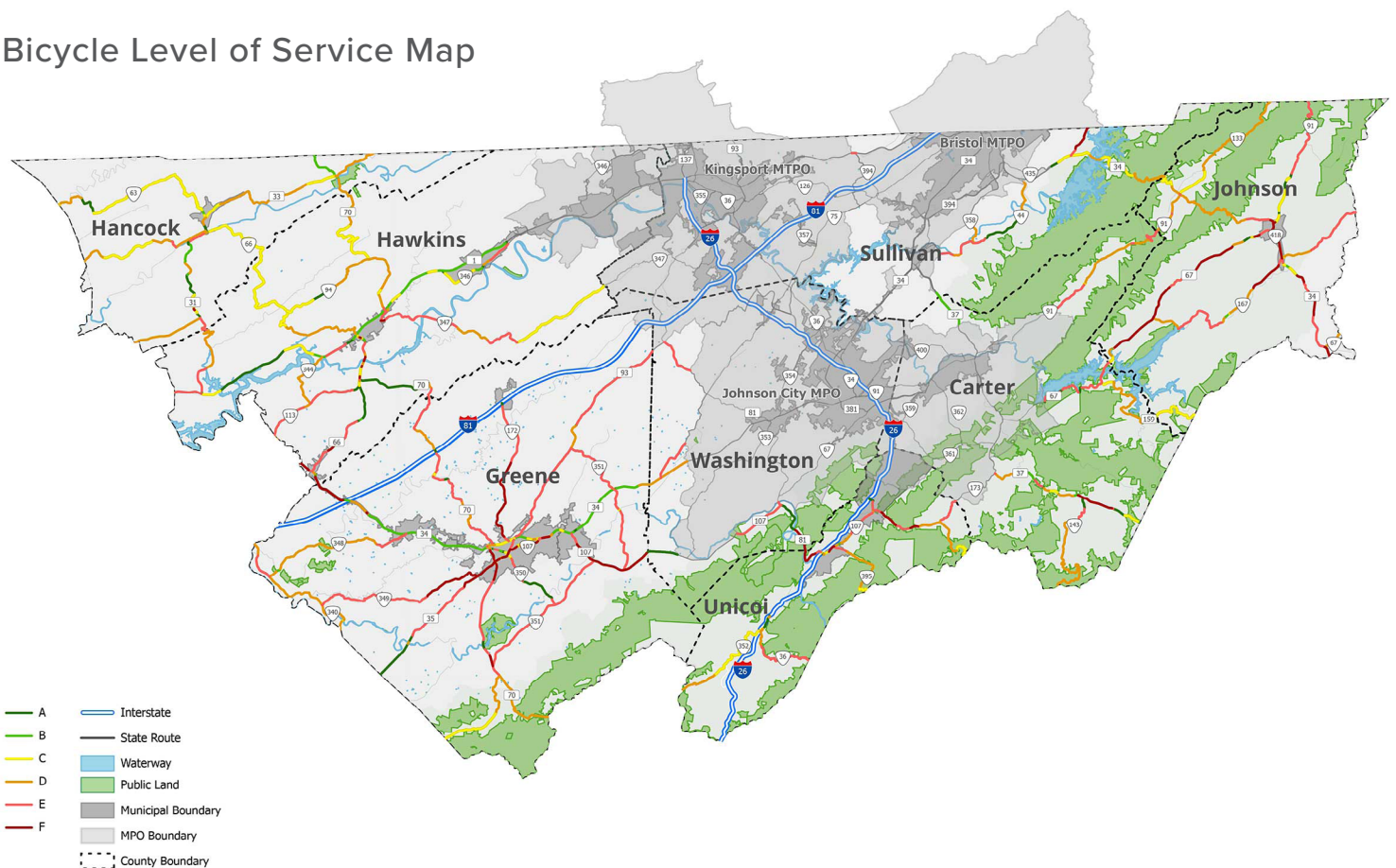
As referenced in the Bicycle Level of Service (BLOS) section under Multimodal Facilities, the first step in calculating a road segment’s bicycle level of service is to establish a flow rate. The calculation of the flow rate is based on the variables in this table:

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



BICYCLE LEVEL OF SERVICE GRADES		
<i>Grade</i>	<i>Miles</i>	<i>Percentage</i>
Grade A	53.10	8.14
Grade B	46.30	7.11
Grade C	107.10	16.43
Grade D	193.70	29.74
Grade E	188.70	29.00
Grade F	62.40	9.58
<i>TOTAL</i>	<i>651.20</i>	

Bicycle Level of Service Map



SIDEWALKS & BICYCLE LANES

There are 89.5 miles of sidewalks in the counties of the First Tennessee RPO. The highest number of sidewalks and sidewalk mileage is in Washington County (36.7 miles) and Sullivan County (32.0 miles). Carter, Greene, Hancock, Hawkins, Johnson, and Unicoi counties have between 0.3 and 6.0 miles of sidewalks.

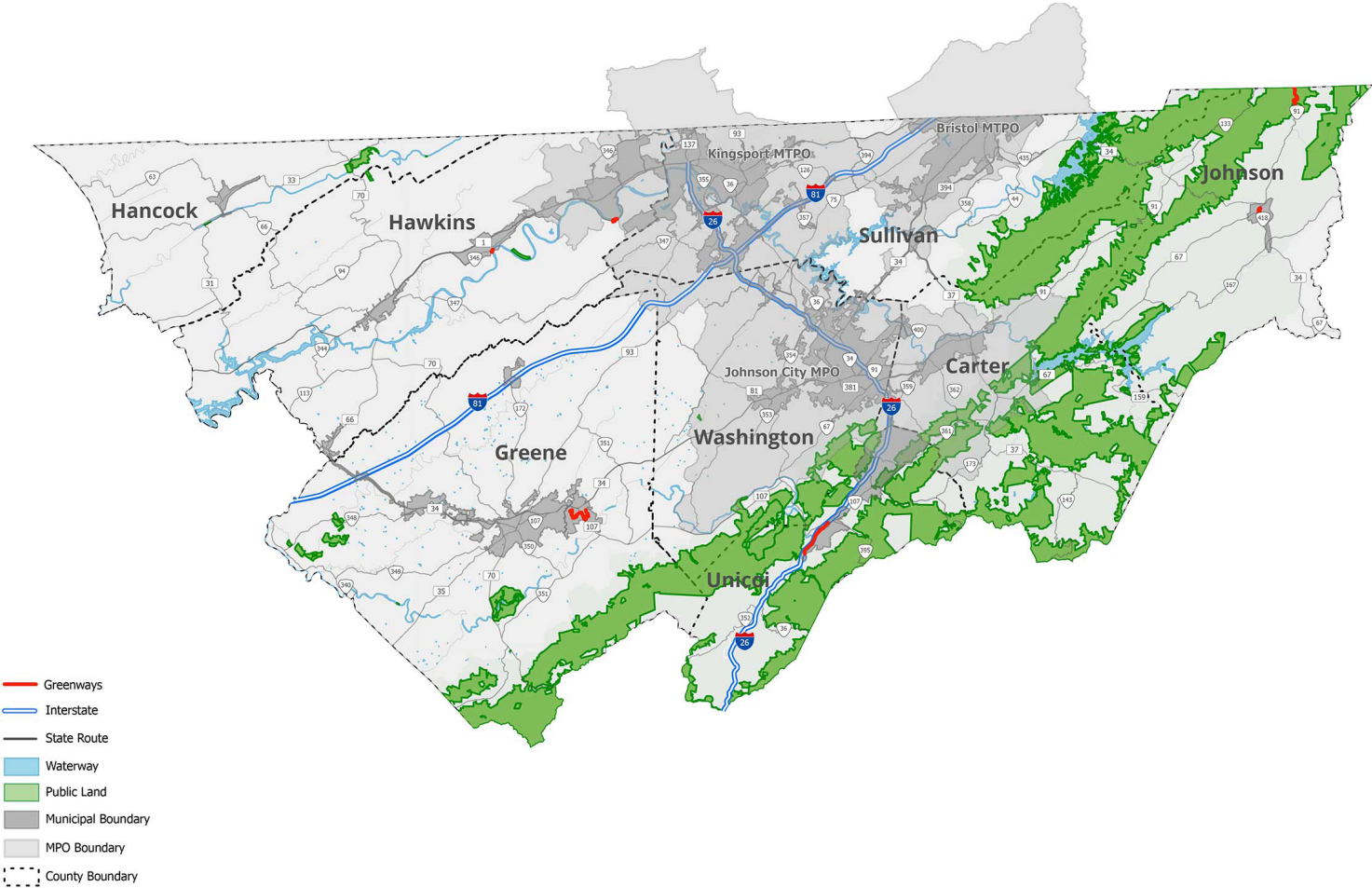
There are 68.6 miles of bike lanes in the counties of the First Tennessee RPO. The highest bicycle mileage is in Hawkins County (31.2 miles). Hancock and Johnson counties do not have any bicycle mileage. Sullivan and Washington counties have 18.8 and 14.9 miles of greenways respectively.

In 2023, Johnson County was awarded the “Thriving Communities Program” (US DOT Grant) to improve sidewalks in the Mountain City downtown area (e.g., Main Streets). A lot of the sidewalks in downtown are not ADA compliant and have deteriorated. Mountain City is the first community in Tennessee that has been awarded with a USDOT Thriving Communities Program project. The project aims to help address the sidewalk pedestrian and bicycle deficiencies to enhance connectivity to the downtown area, including but not limited to Heritage Square, the Senior Community Center, and nearby K-12 public schools.

FIRST TENNESSEE RPO SIDEWALKS		
County	Number of Sidewalks	Total Miles
Carter*	51	6.015
Greene	63	4.991
Hancock	21	1.7
Hawkins*	17	1.821
Johnson	59	5.879
Sullivan*	418	32.01
Unicoi*	9	0.312
Washington*	583	36.742
	1221	89.47
*Part of these counties are inside of MPO boundaries		

FIRST TENNESSEE RPO BIKE LANES		
County	Number of Bike Lanes	Total Miles
Carter*	3	0.73
Greene	1	0.234
Hancock	-	-
Hawkins*	80	31.195
Johnson	-	-
Sullivan*	43	18.835
Unicoi*	11	2.711
Washington*	44	14.941
	182	68.646
*Part of these counties are inside of MPO boundaries		

GREENWAYS



There are 12.6 miles of greenways in First Tennessee RPO.

- The longest greenway is the City of Tusculum’s Linear Trail in Greene County with approximately 4.1 miles.
- Johnson County has a 3-mile trail, the Laurel Creek Trail, as well as an 0.8-mile Mountain City Park Trail.
- The Erwin Linear Park Trail is 3.2 miles long and located in Unicoi County.
- Hawkins County has the 1-mile-long Hawkins County River Park.

FIRST TN RPO GREENWAYS		
Greenway	Miles	Location
Erwin Linear Park Trail Phase 1	1.6	Unicoi
Erwin Linear Park Trail Phase 2	0.6	Unicoi
Erwin Linear Park Trail Phase 3	1.1	Unicoi
Hawkins County River Park	1.0	Hawkins
Laurel Creek Trail	3.0	Johnson
Mountain City Park Trail 1	0.5	Johnson
Mountain City Park Trail 2	0.3	Johnson
Surgoinville River Park Trail	0.4	Hawkins
Tusculum Linear Trail Phase 1	4.1	Greene

PUBLIC TRANSPORTATION

Public transportation in the First Tennessee RPO is provided by the First Tennessee Human Resource Agency's NET Trans service. NET Trans provides service to Carter, Greene, Hancock, Hawkins, Johnson, Sullivan, Unicoi, and Washington counties as well as to urbanized areas outside city limits such as Bristol, Kingsport, and Johnson City. NET Trans provides door to door, non-emergency transportation to anyone requesting a ride. Their fleet consists of 105 vehicles. The main purposes for scheduled rides are medical appointments, banks, work, senior center, dialysis, therapy, grocery store, shopping, visiting friends or family. NET Trans drives 2.7 million miles a year, carries 600 passengers per day, and makes 160,000 trips per year.

The ridership numbers increased from Fiscal Year 2021 to 2022 by 27.1 percent. In all the counties, the ridership numbers increased from FY21 to FY22. This can be attributed to the end of the COVID-19 pandemic. Ridership numbers decreased in the years of 2020 and 2021 as many people avoided mass transit and going into public places, especially the elderly, disabled, and vulnerable population(s) who typically uses public transportation. The largest increase in ridership numbers occurred in Unicoi County (44.2 percent), followed by Carter and Washington Counties (35.4 and 35.3 percent). The smallest increase in ridership numbers was in Hawkins County.

More information on the public transit service provided by NET Trans [can be found here](#).

FIRST TN RPO PUBLIC TRANSIT RIDERSHIP

COUNTY	FY21	FY22	Percentage Change	Totals
Carter	17,286	23,402	35.4	40,688
Greene	17,299	21,774	25.9	39,073
Hancock	2,412	2,819	16.9	5,231
Hawkins	13,632	14,216	4.3	27,848
Johnson	3,419	3,955	15.7	7,374
Sullivan	23,946	30,530	27.5	54,476
Unicoi	4,722	6,807	44.2	11,529
Washington	20,226	27,370	35.3	47,596
Totals	102,942	130,873		233,815



REGIONAL TRANSPORTATION NEEDS & GOALS

PUBLIC PARTICIPATION PROCESS

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 great efforts in outreach and will continue to encourage and engage more public participation in the rural communities that it helps to serve. It is important for locally elected officials who often serve on the RPO's Executive and Technical Committees, business owners, and the public to be actively involved in the planning process. TDOT's Long Range Planning Division will continue to conduct a planning process that encourages outreach and considers all local input in its decisions and policymaking.

There were eight input meetings held in early 2022 at various locations within each county located in the First Tennessee RPO. The feedback and input collected at each meeting served as a helpful tool in the development of this 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, planning staff wanted to expand the opportunity to others within their respective counties to garner input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersection, and/or maintenance issues were among stakeholders. County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives of the Chamber of Commerce, Public Works, Emergency Management were all invited and encouraged to attend and participate.

Follow-up one-on-one county meetings were held in August 2023 virtually to review transportation needs that were identified by community stakeholders in early 2022. Transportation needs generally stayed the same and a few additional ones were added to the lists collected by the planning staff. Googlemaps was used as a tool to help document the overall identified needs with a GPS location that was transferred over to ESRI ArcMap.



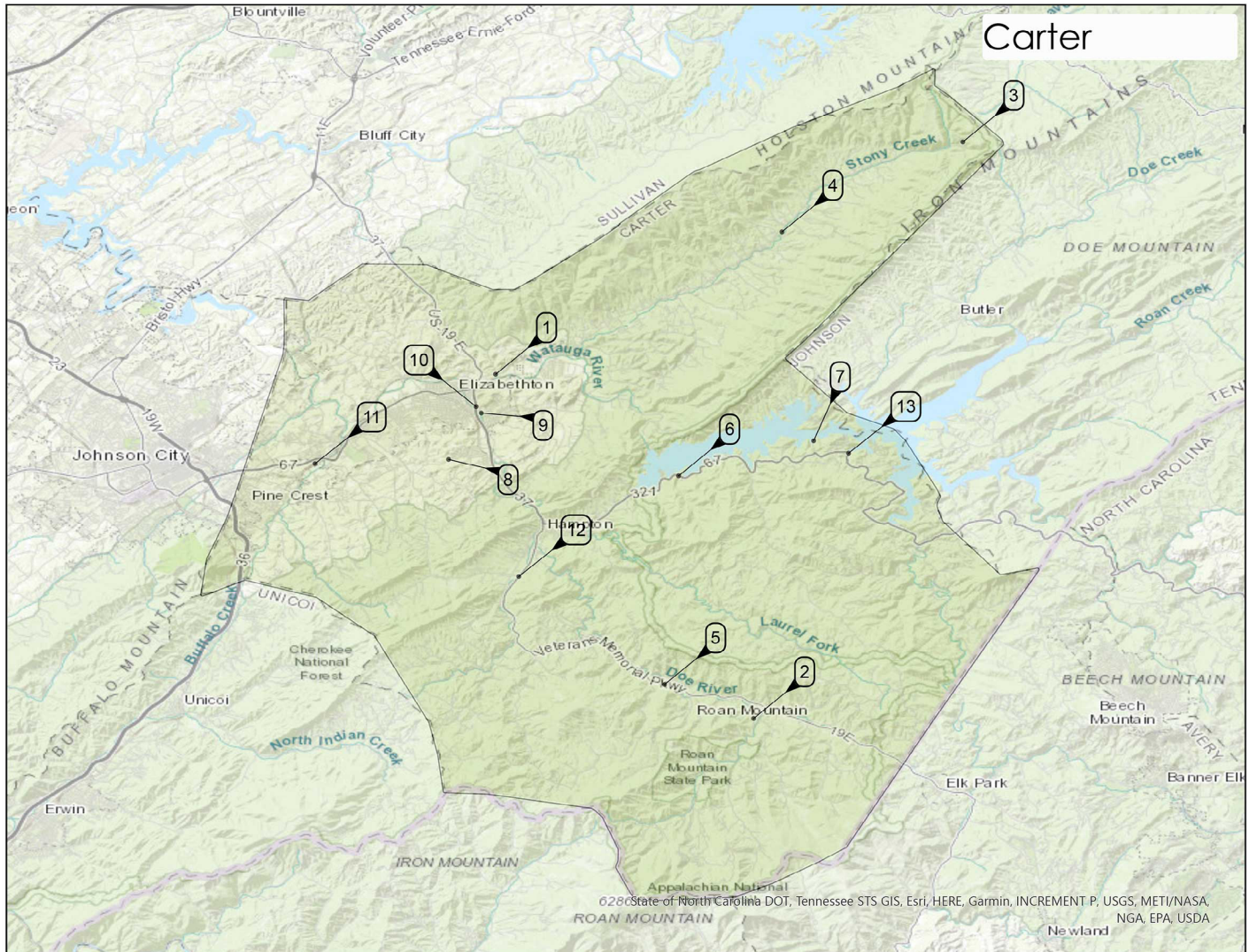
PUBLIC PARTICIPATION LOG

<i>County</i>	<i>Purpose</i>	<i>Meeting Date, Location</i>	<i>Participants</i>
All the RPO	Kick-Off Presentation at the RPO Fall Meeting	12-9-2021, in-person	RPO Executive Committee, RPO Technical Committee
Carter	One-on-one meeting	1-19-2022, in-person	Johnson City MPO Coordinator, Carter County Mayor, Net Human Resource Agency Public Transit, EMS
Carter	Follow-up one-on-one meeting	8-30-2023, virtual meeting	
Greene	One-on-one meeting	1-13-2022, in-person	Planning Director of Greeneville, City Administrator, Mayor of Greeneville, Highway Superintendent, County EMA, County Partnership, Mosheim Police Chief, Greeneville Industrial/ Commercial Development, NET Trans, Mosheim Utilities
Greene	Follow-up one-on-one meeting	8-17-2023, virtual meeting	
Hancock	One-on-one meeting	1-12-2022, in-person	Interim Roadway Superintendent & Assistant, Hancock County Mayor, NET Trans
Hancock	Follow-up one-on-one meeting	8-15-2023, virtual meeting	
Hawkins	One-on-one meeting	1-12-2022, in-person	Industrial Development Board representative, County Highway Superintendent, Hawkins County Mayor, County Finance, EMA, NET Trans,
Hawkins	Follow-up one-on-one meeting	8-14-2023, virtual meeting	
Johnson	One-on-one meeting	1-26-2022, in-person	Mountain City Mayor, Johnson County Mayor, Roadway Superintendent, NET Trans, Community Planners, Cherokee Forest Development
Johnson	Follow-up one-on-one meeting	8-29-2023, virtual meeting	
Sullivan	One-on-one meeting	1-18-2022, in-person	County Highway Superintendent, Sullivan County Mayor, County Planning Director, Kingsport MPO Coordinator, Mattern & Craig representative, NET Trans
Sullivan	Follow-up one-on-one meeting	8-29-2023, virtual meeting	
Unicoi	One-on-one meeting	1-21-2022, in-person	Mayor Garland Evelyn (Unicoi County), Tim Bailey (Erwin Public Works Director), OCT staff, Chase Milner, Amber Orlikowski (FTDD).
Unicoi	Follow-up one-on-one meeting	8-30-2023, virtual meeting	
Washington	One-on-one meeting	1-11-2022, in-person	Johnson City MPO Coordinator, County Highway Superintendent, NET Trans, Washington County Mayor
Washington	Follow-up one-on-one meeting	8-16-2023, virtual meeting	

Carter County Transportation Needs

CARTER COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	SR-91 has heavy motorcycle traffic during warmer months. Safety issues.
2	Recreational Traffic on SR-143 in Roan Mountain. Roan Mountain Rd, steep and no place to pull out.
3	Trucks travel down SR-91 despite signs warning of switchbacks and curves. Might need better signage.
4	Speeding issues on SR-91. High crash potential.
5	Recreational traffic on US-19E from Elizabethton to Roan Mountain. Issues with speeding, dangerous driving. Fatal crashes. People take advantage of passing lane and do dangerous passing maneuvers
6	Safety issues. Lots of recreational traffic on US-321/SR-67 headed around Watauga Lake headed toward Mountain City/Boone, NC. Very curvy roads, high speeds, rockslides and mudslides. People pulling out of marinas (Lakeshore Marina), as well as from Waran
7	Add an acceleration lane on SR-67. Traffic going south. Need right turning lane turning on Hwy-321 (sight distance issues). Deficient guardrail on SR-67 on lower section near Hwy 321.
8	Bob Little Rd is narrow and curvy, not suited for trucks and trailers. GPS routes people on this road as a shortcut between Mary Patton Hwy and Stateline Rd/US-19E
9	Traffic congestion at East Side elementary on Siam Road during School arrival/dismissal
10	Intersection of Siam Rd and US-19E has bad traffic during school days, and several accidents. This intersection will probably need a traffic light soon
11	Heavy traffic congestion on Milligan Hwy (SR-359) during school arrival and dismissal
12	Intersection of US 19E and Gap Creek Rd has a lot of accidents. Road/safety audit may be needed, most likely needs a traffic signal.
13	US-321 through Elk Mills & Poga Communities has several traffic accidents

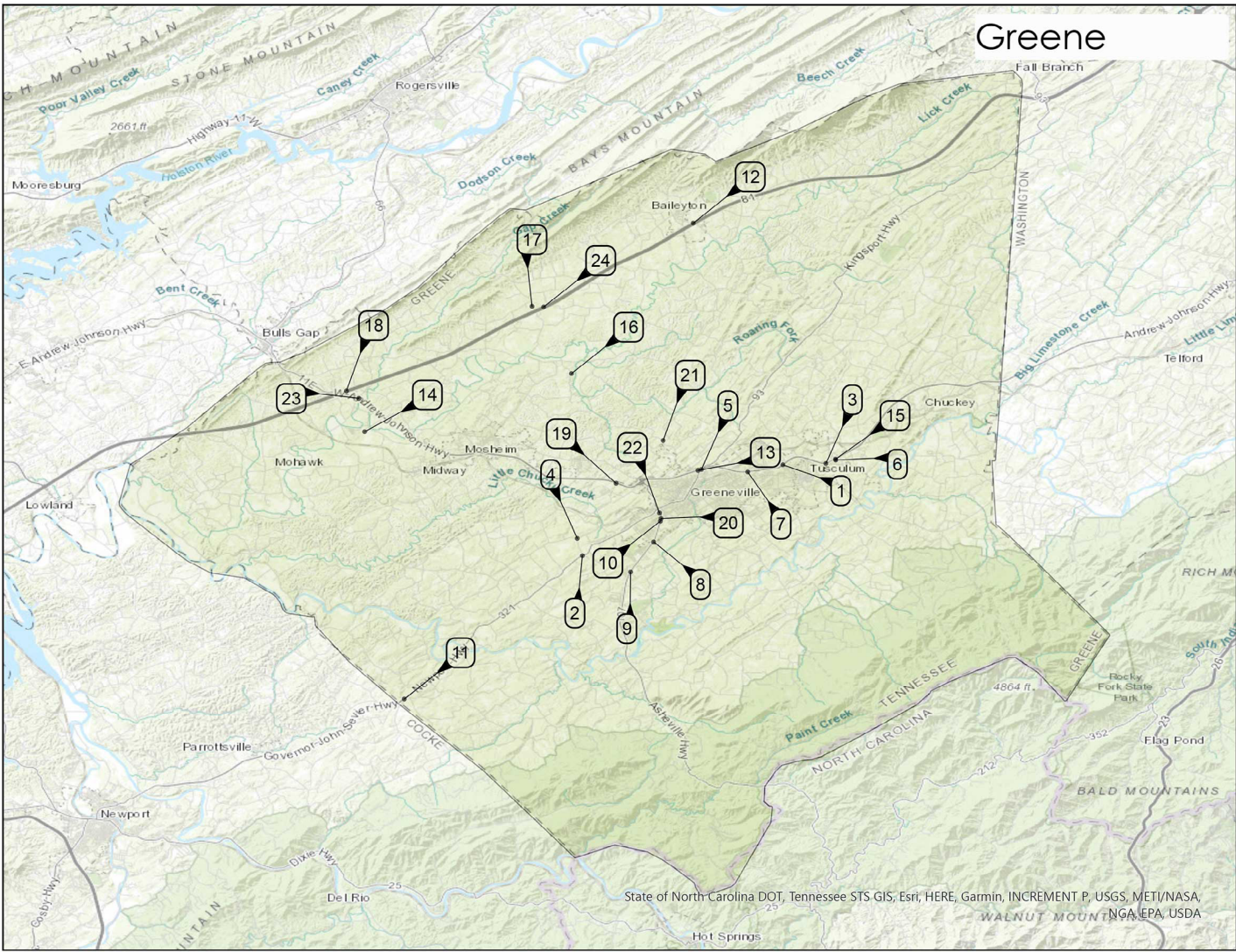
Carter County Transportation Needs Map



Greene County Transportation Needs

GREENE COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	SR-34 (US-11E). Pin: 107461. Greenville Bypass; From US-11E, West of Greenville to US-11E, East of Greenville. New Construction-Access Controlled, 4 Ln median divided bypass for the city of Greenville. 11 miles
2	On SR-321. Pin: 100229, from North of Nolichucky River near Bright Hope Rd to 0.918 miles South of SR-349 (Warrensburg Rd) near Pate Lane. Construct 2-lane on 5-lane roadway ROW.
3	City of Tusculum is requesting a left-hand turn lane for traffic traveling East on Andrew Johnson Hwy at traffic light. Potential new road to access Hwy-321 from the other side of the Hwy.
4	Proposed Project: Construct 5-lane on 4-lane divided ROW. New alignment. From SR-349 (Warrensburg Rd) near Pates Lane to SR-34 (US-11E). Pin: 100230
5	US-11E/ Main St intersection needs traffic signal improvements
6	Greene Valley Developmental Center: ECD has taken possession of property (north of property is US-11E) - they're going to build a TCAT school and a new Regional Office for Department of Intellectual & Developmental Disabilities.
7	Improvements to traffic lights at intersection of Hwy 11E/ Justis Dr (Traffic Impact Study)
8	Lincoln Dr onto SR-70, very dangerous curve and intersection. Sight distance issues due to alignment and elevation. High crash potential.
9	Intersection of SR-70 and Debusk Rd needs turning lane
10	SR-107 near Food City. Needs improvements and widening. Is 3-lane goes down to 2 lanes after intersection with E Vann Rd.
11	SR-321 from Greene County line into Hwy 11E. SR-321 narrows to 2-lanes coming out of Cocke County. Alignment issues of highway, in particular near Fallen Bridge Ln/ Bright Hope Rd. Could be a candidate for 4-5 lane highway
12	I-81 Exit 36 (Baileyton): Lots of truck traffic issues, Pilot to expand in Baileyton. OCT working on study here (Baileyton on SR-172/Van Hill Road at exit 36 of I-81)
13	Long stretch of US-11E through Tusculum needs various improvements: intersections, widening, traffic signals, etc. (from Hal Henard Rd to Greene Valley Development Center)
14	Walmart Distribution Center - There will probably be more trucks coming in and out of this area as industries expand. Needs better access to industrial areas (Industrial Access Road)
15	Traffic Light at Greene Valley Development Center
16	Issues with SR-70, bad alignment, narrow turns, lots of crashes.
17	Issues with line of sight and elevation. Roadway alignment issues. Trucks pulling out of the Love's Truck Stop. High crash potential.
18	Congestion at Exit 23 due to HAZMAT, exit has been shut down 3 times in the last four months (as of January, 2022). Potential development along this Exit
19	US-11E & Hall Henard Rd intersection: Recent fatality. Lots of truck traffic due to the Highway Department, county solid waste, and John Deere all located there. TDOT was asked several times for assistance here. Long line of sight here, didn't qualify
20	Three Schools along Asheville Highway. Creates alot of congestion on this road during school hours.
21	Baileyton Hwy needs to be improved. Often used as an alternate truck route when I-81 is closed.
22	SR-70 between West Vann Rd and Main Street is very congested. Lots of public and commercial development in this area.
23	New industrial plant coming to US-11E and North Mohawk Rd. 40-50 trucks expected per day. This area could be a future safety concern
24	I-81 Exit 30 - switchbacks on this road, close calls with semis. Semis get jackknifed on switchbacks.

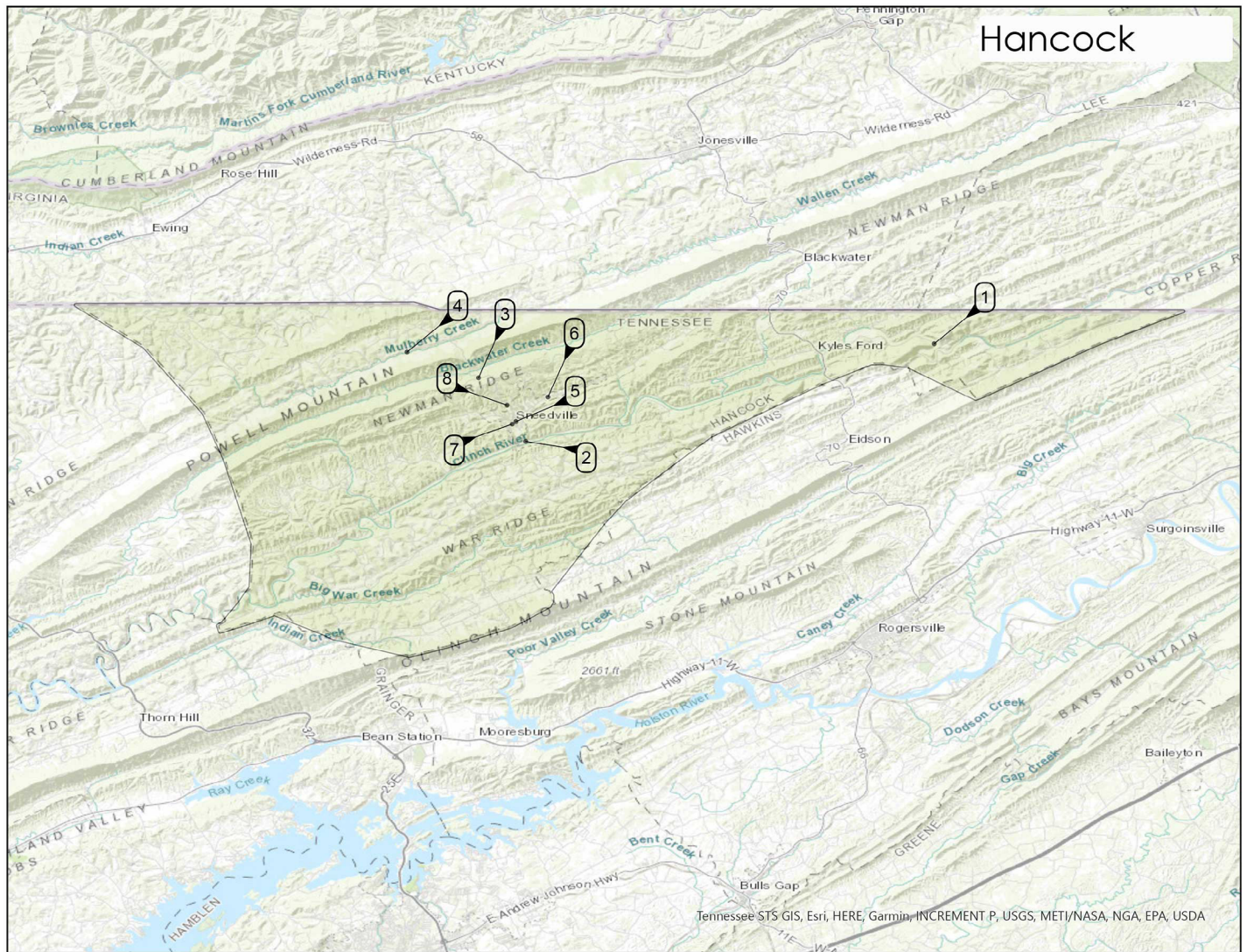
Greene County Transportation Needs Map



Hancock County Transportation Needs

HANCOCK COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	Safety concerns on Horton Ford Rd. Curvy road along the river with steep drop off, no shoulder. Needs guardrail and better signage. Road gets icy in the winter.
2	Safety concerns on Jimmie Roberts Rd: Steep drop-off into river. Narrow road, lack of shoulder. Would need signage and guardrail.
3	Curvy road (SR 63) leads to trucks getting constantly stuck, on the backside of Newman's Ridge.
4	Mulberry Gap Road - dangerous curves, follows a creek that floods, undermining the road, causes road to break.
5	Transportation Planning Grant - Multimodal Project underway. Adding sidewalks on Back Valley Rd (starting at Sneedville City Park), Main St, and Willow St.
6	Lots of congestion at Hancock Middle/High school during peak hours, sporting events, pickup/dropoff, etc
7	Bridge near Hardees on Main St and Back Valley Rd is scheduled to be replaced
8	Wahoo Road – heavy traffic, steep, used as a detour during rockslides

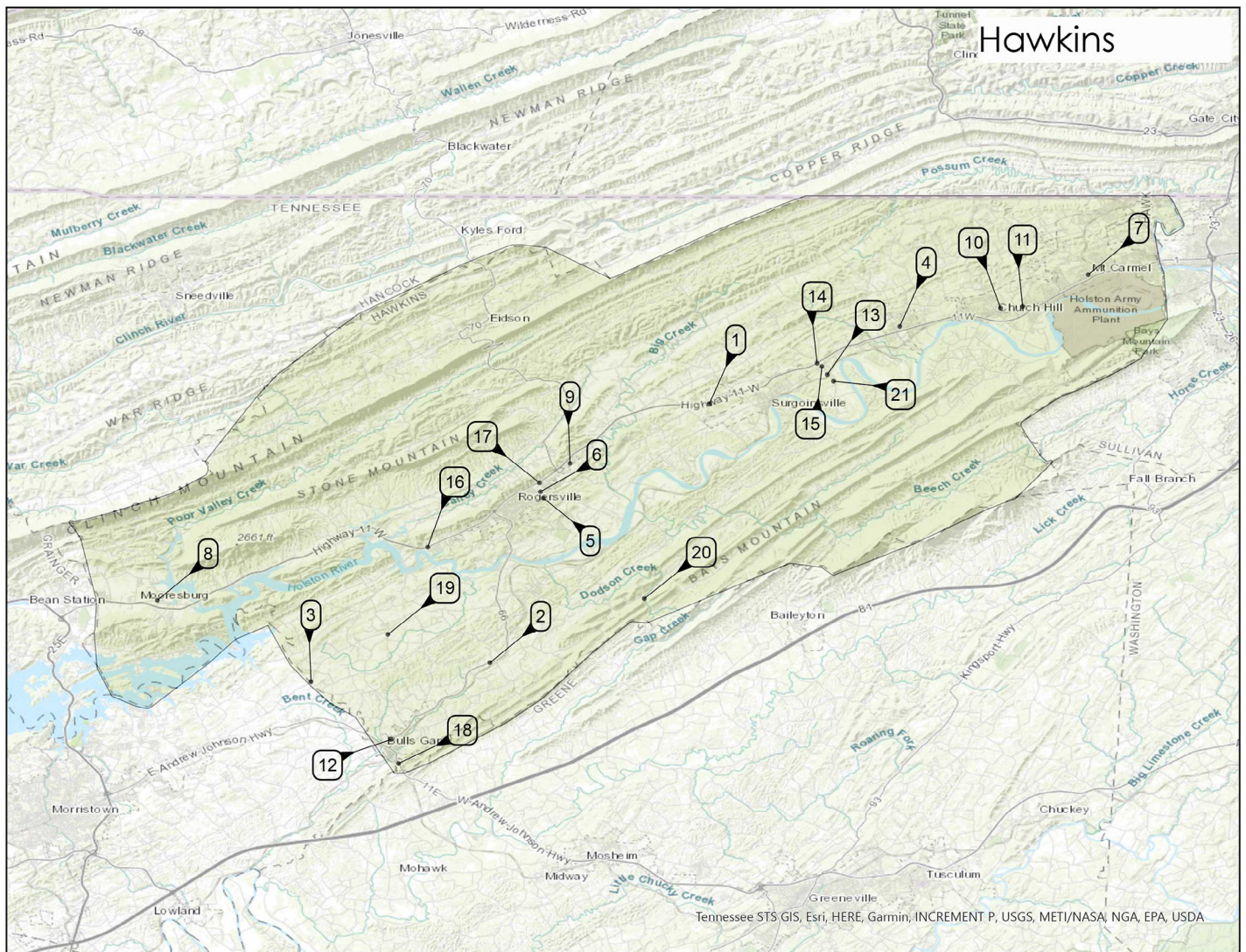
Hancock County Transportation Needs Map



Hawkins County Transportation Needs

HAWKINS COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	US-11W has several potholes that need to be filled.
2	Bike Lanes needed on SR-66 between Bulls Gap and Rogersville
3	Road alignment needed on SR-13 near Hamblen County Line.
4	Add sidewalks along Volunteer Street, Tipton Avenue, and Armstrong Drive. Connect to Volunteer High School. Safe Routes to School Candidate.
5	Add sidewalks on Woodlawn Street and McKinney Avenue to connect to Rogersville Middle School.
6	Add sidewalks on Main Street and McKinney Avenue to connect to Hawkins Elementary School. Safe Routes to School candidate.
7	Add sidewalk along Cherry Street, Crest Drive, and Hammond Avenue. Connect to Mt. Carmel Elementary School. Safe Routes to School Candidate.
8	Add sidewalks along SR-31. Connect to Mooresburg Elementary School. Safe Routes to School Candidate
9	Add sidewalk along E. Main St. Connect to Joseph Rogers Primary School. Safe Routes to School candidate.
10	Add sidewalks along Park Avenue, Oak Street, and Pine Street to connect to existing sidewalks along Central Avenue. Connect to Church Hill Intermediate and Middle School. Safe Routes to School Candidate
11	Add sidewalks on Old Stage Rd to connect to Church Hill Elementary School. Safe Routes to School candidate
12	Sidewalks are needed near Bulls Gap School. Lack of sidewalks is a safety hazard. Safe Routes to School Program.
13	Phipps Bend Rd needs re-pavement and guardrail installation
14	US-11W & Phipps Bend Rd, needs better lighting at this intersection. There are 1,700-2,000 employees in industrial park, recently had a traffic study there, heavy truck traffic (1,800 trucks per week). There have been fatalities (Industrial Park on Phipp
15	Safety issues at intersection of SR 346 and Phipps Bend Rd. Bad lighting at intersection. High truck volumes are on this road.
16	Traffic issues with truck traffic at this section when Hwy. 11W goes from 2 to 4 lanes
17	Intersection of Hwy. 11E and Park Blvd. has safety issues due to lots of truck traffic.
18	US-11E between I-81 and SR-66 is 2 lane road. Has a lot of truck traffic and accidents. Needs to be widened
19	Safety marking on Phillips Town Rd (Bulls Gap St Clair Rd) near SR-113)
20	Guardrails needed along SR-70 near Greene County line
21	Phipps Bend Rd needs repaving for school expansion (CTE and TCAT center)

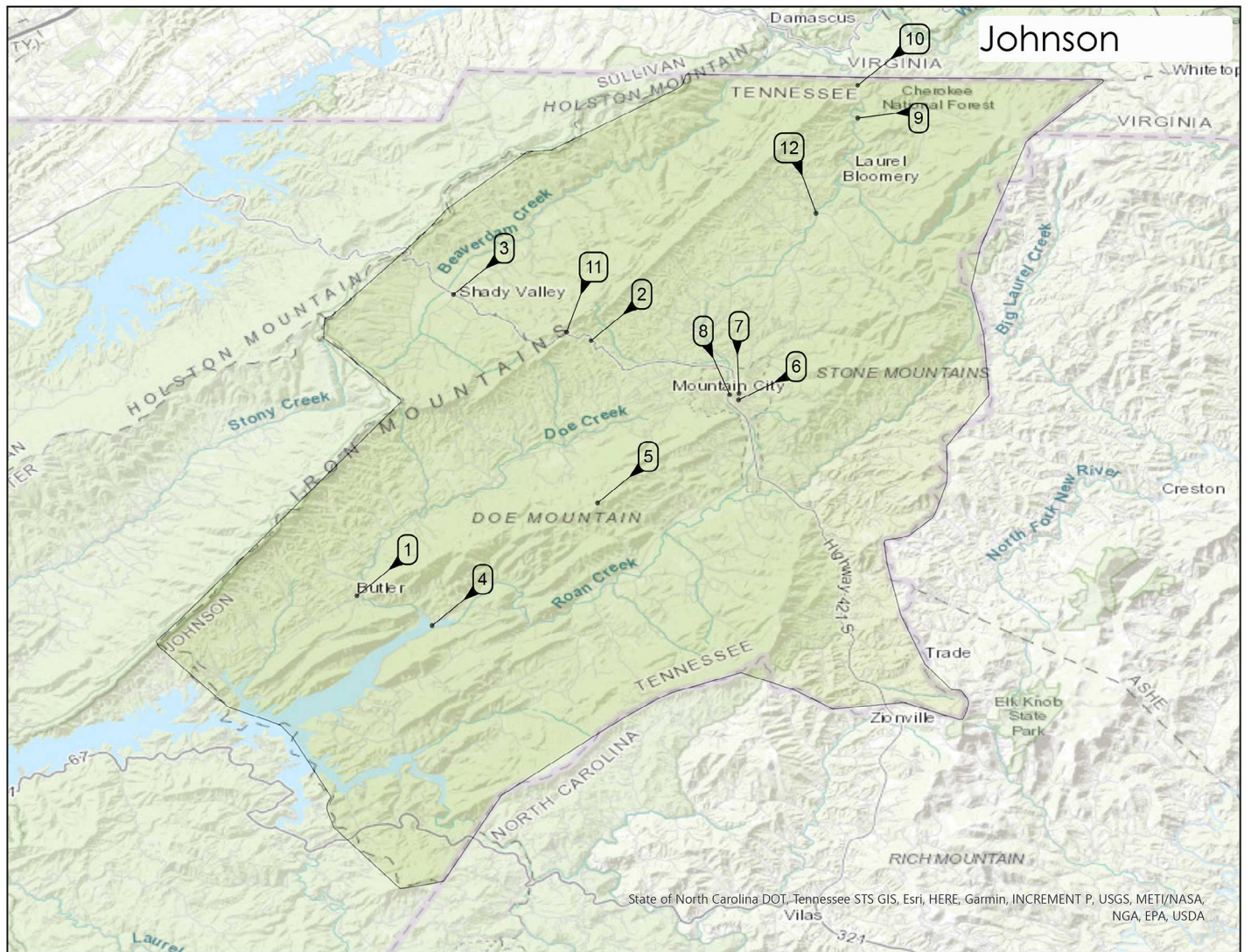
Hawkins County Transportation Needs Map



Johnson County Transportation Needs

JOHNSON COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	T-intersection, sight distance issues. Several fatal crashes have occurred here.
2	US-421 is not designed for truck traffic. Lots of trucks use US-421 and get stuck on it's windy and narrow roads. Trucks should not take this road and should be rerouted onto another route.
3	At intersection: US-421 & SR-133/ SR-91. Flashing Beacon needs to be replaced. Replace it with traffic signal. Needs traffic signal study
4	Guardrails are needed on Lakeview Drive, Road is very close to the water. There is a RSAR for Lakeview Drive.
5	Off Highway Vehicles (OHV) access needed to nearby routes and to Mountain City
6	Sidewalks insufficient, not ADA compliment, Church Street (on west side of Church St). Need improvements.
7	The Downtown area is included in the federal Thriving Communities program.
8	NetTrans wants to use the church parking lot across from Walgreens. Potential site to be acquired by TDOT for ROW
9	SR-91 curves has safety issues, needs improvements
10	SR-91 has lots of truck traffic. Needs improvements, truck pull-offs, widening/shoulders on some sections. It is a programmed Transportation Project (Pin: 124133) - preliminary engineering.
11	Line of sight issue. Very curvy road. Truck traffic should not be using this road, they get stuck. School busses also drive this road.
12	North End of SR-91, near Ackerson Creek Rd, Several almost collisions at this intersection; traffic coming from the south is hard to see.

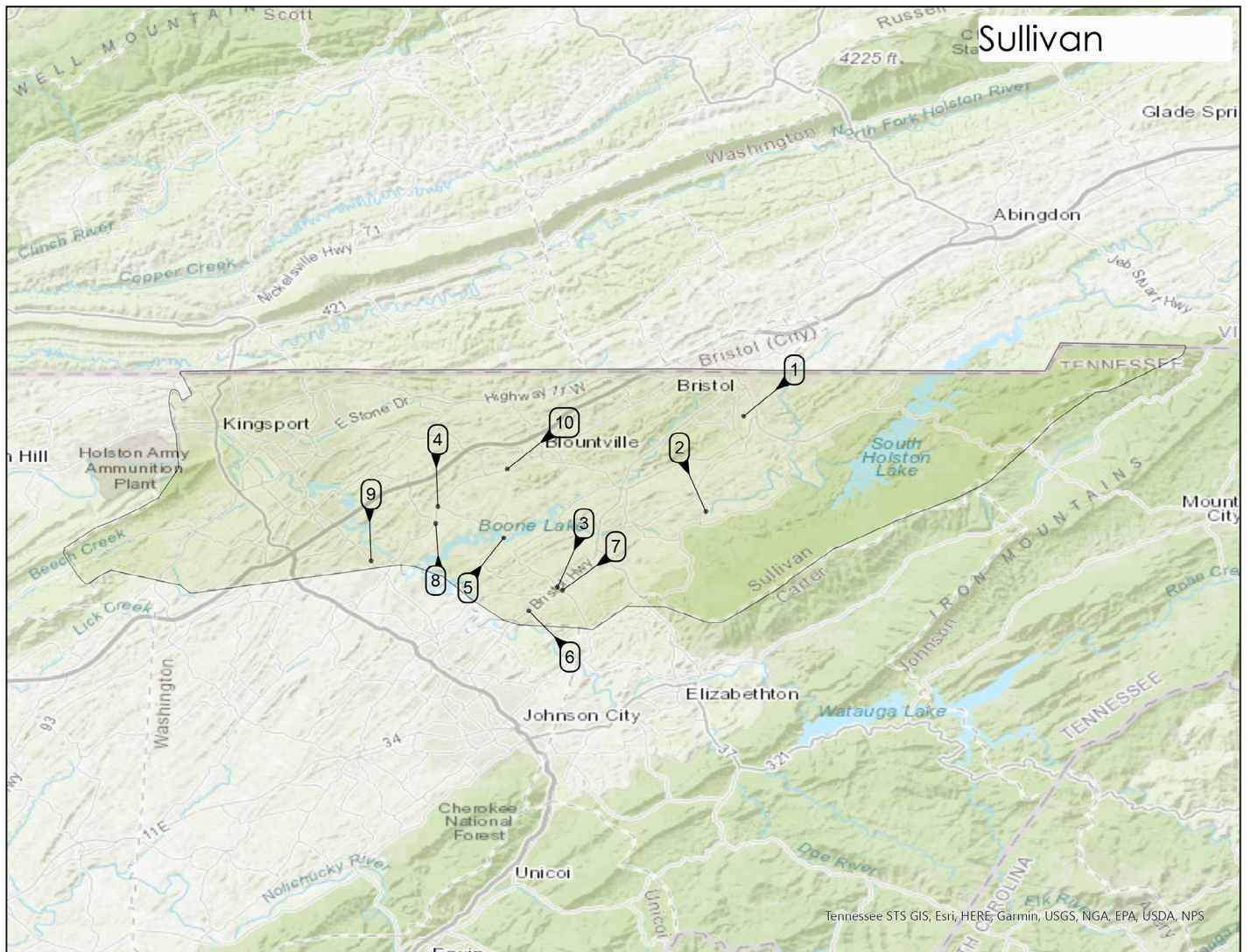
Johnson County Transportation Needs Map



Sullivan County Transportation Needs

SULLIVAN COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	Bristol Industrial Park (Located near SR-394) is expanding. This will add truck traffic to surrounding roads.
2	Urban Transportation Planning Grant awarded, Weaver Pike (intersection with Riverside Rd) up to Old Jonesboro Rd intersection. Done by CDM Smith.
3	Intersection of US-11W and Allison Rd is a disaster. County owns the road, buisnesses are built right up to the road. No room to widen or add turn lanes without taking out businesses. It is not included the Johnson City MPO Long Range Plan.
4	Rural Safety Audit (RSA) needed for Allison Rd/Devault Bridge Rd/Muddy Creek Rd needs to be extended to SR-75. Needs better striping, signage etc.
5	Devault Bridge Rd is very narrow at Boone Lake. Bridge is dated, may need replacement soon
6	Rocky Mount State Historic Park has heavy traffic on event days
7	Lots of development coming to Piney Flats Rd, specifically residential development. Will experience a lot of traffic in the near future
8	Aerospace Park (Wysong Enterprises behind airport) has commercial space available for development.
9	SR-36 at Washington County line near Liberty Church sometimes impossible to turn onto SR-36 there (big TDOT project coming) acceleration lane needed?
10	Muddy Creek Rd and SR-75 (Bristol Hwy) is a dangerous intersection. A lot of residential development on SR-75. travel/ commute to airport is along this route. TDOT is planning to add a signal at this intersection.

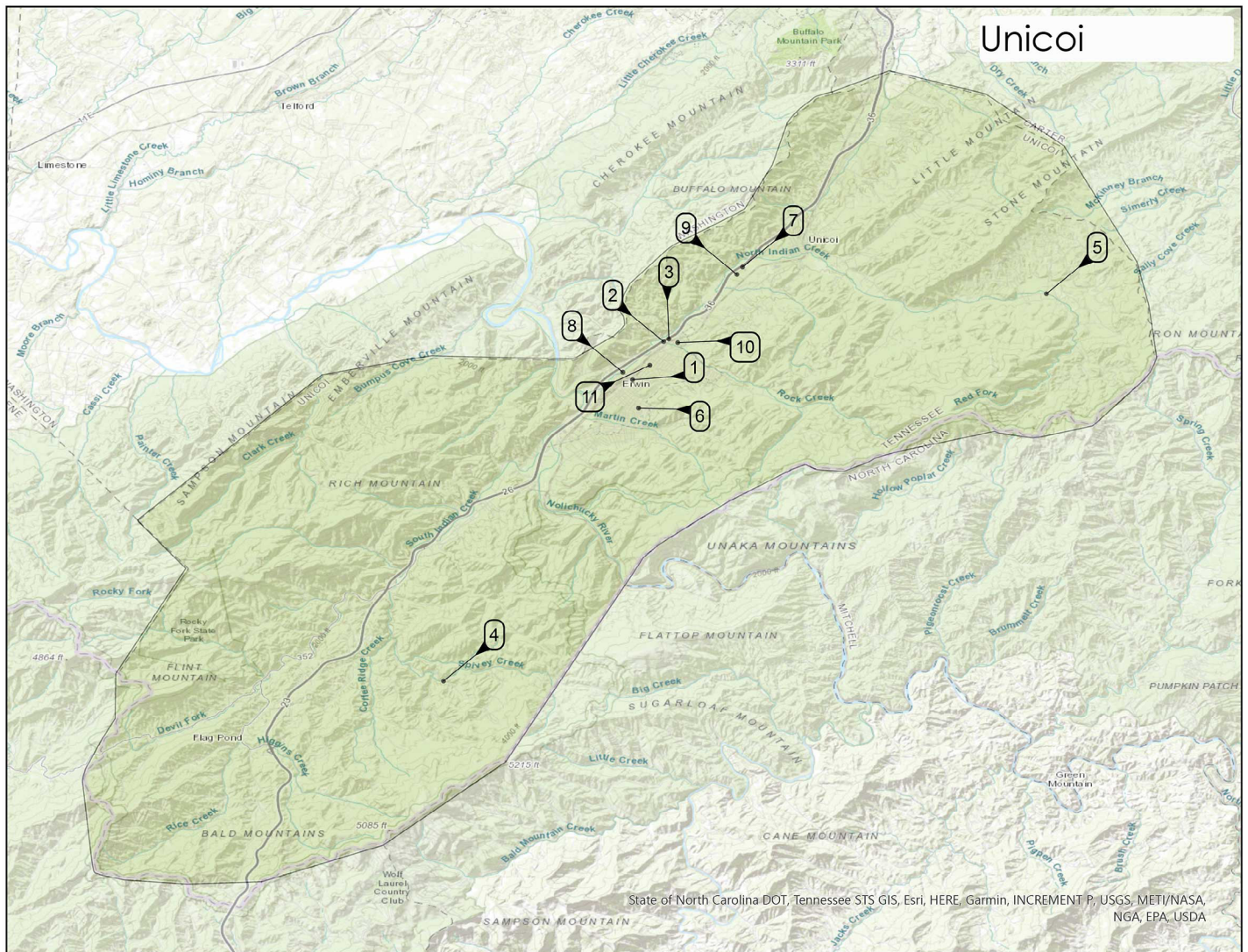
Sullivan County Transportation Needs Map



Unicoi County Transportation Needs

UNICOI COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	Main St. between 2nd and 10th St. is an active Multimodal project.
2	Paving needs of Erwin Linear Trail because of rooting issues.
3	Town of Erwin would like to build a pedestrian bridge (on Erwin Linear Trail) across the creek.
4	Unicoi County local bridge deck replacement on Chandler Cove Road over Spivey Creek
5	Safety Concerns. Speed limit decreases from 50 mph to 30 mph approaching the Limestone Cove town limit.
6	Blinking signs would be great near Unicoi County Middle School/Love Chapel elementary school for safety & speed enforcement.
7	RV development coming to Frontage Road near Walmart - proposed development
8	Traffic Signal timing issues at 2nd Street near Food City
9	Drainage issues near Tinker Rd
10	Casey Jones Rd needs to be widened (Brackins Machine Shop)
11	Stop sign at Elm Ave and 7th Street is missing. Safety hazard

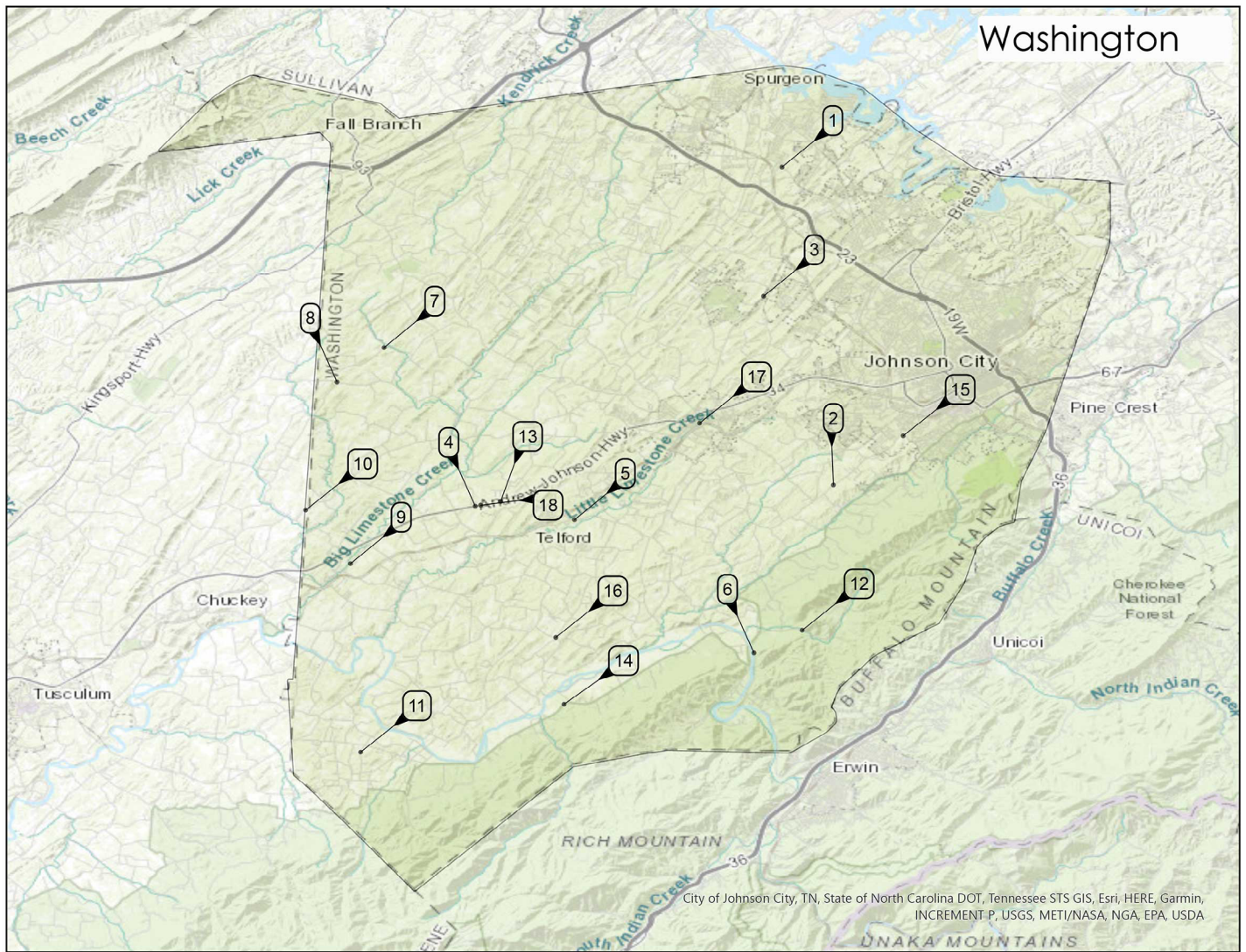
Unicoi County Transportation Needs Map



Washington County Transportation Needs

WASHINGTON COUNTY	
<i>Label ID</i>	<i>Transportation Need Description</i>
1	Several safety concerns on Old Gray Station Rd/ Gray Station Rd corridor. Lots of crashes at intersections, and along the roadway due to curves and wet conditions. Install pavement markings, guardrail, other spot improvements. Included in a Corridor Safe
2	Safety Concerns on Greenwood Drive. Issues with roadway departures, speeding, and lots of crashes, in particular in wet weather conditions. Improvements such as roadway design improvements, traffic calming measures, pavement friction treatments, signage.
3	Safety concerns with Boones Creek Rd/ SR-354. There is a transportation study.
4	Improvements to intersection of Blalock Rd and Hwy 321/ Andrew Johnson Hwy. Blalock Rd improvements, widening. Project was awarded.
5	SR-353 Issues on turn lane into Aerojet facility with trucks stacking up.
6	Safety concerns on Arnold Rd. From SR-81 (LM 0.00) to Dry Creek Rd (LM 1.94). Included in TDOT 2023 LRSI.
7	Safety concerns on Glendale Rd. From Arnold Rd (LM 0.00) to Johnson City City Limits (LM 6.32). Included in TDOT 2023 LRSI.
8	Safety concerns on Skipper Ridge Rd/ Providence Rd. From Glendale Rd (LM 0.00) to SR-75 (LM 3.74). Included in TDOT 2023 LRSI.
9	Safety Concern on Big Limestone Rd. From SR-34 (LM 0.00) to Old SR-34 (LM 1.78). Included in TDOT 2023 LRSI.
10	Safety concerns on Old SR-34/ Clear Springs Rd/ Bowmantown Rd. Total of 7.73 miles. Included in TDOT 2023 LRSI.
11	Safety Concerns on Dunbar Rd. From Corby Bridge Rd (LM 0.30) to Liberty Church Drive (LM 1.07). Included in TDOT 2023 LRSI.
12	Safety concerns on Dry Creek Rd., from Arnold Rd (LM 0.00) to Johnson City limits (LM 6.32) were included in a 2023 TDOT Local Roads Safety Initiative.
13	Traffic light study taking place at the intersection of US321/US11E & Precision blvd/Stockyard rd
14	SR 107 experiences a lot of traffic when I-81 is shut down. Truck traffic gets rerouted, very curvy road
15	Safety Concerns on Lone Oak Rd
16	Safety concerns on Conklin Rd
17	International Story Telling Center - brings a heavy amount of traffic to downtown Jonesborough during International Story Telling festival
18	Grandview Schools, located adjacent to Hwy 11E, four-lane divided highway, sight distance issues, lower the speed limit (currently 65 mph), from 65 to 30 mph not good.

Washington County Transportation Needs Map



REGIONAL GOALS AND STRATEGIES

Improve Safety Throughout the Region

Strategies:

- Identify funding sources for local roads maintenance and safety improvements.
- Request RSARs for several roadways in need
- Assistance with funding/ help identify funding sources.
- Corridor Studies
- Implement proven safety measures.

Improve Roadway Deficiencies and Traffic Management

Strategies:

- Corridor studies
- Technical assistance with engineering improvements on state routes i.e., traffic signal design
- Identify funding sources for local roads maintenance and safety improvements.
- TDOT Traffic Operations Division has the Preventive Maintenance Inspection and Inventory Program (PMII) to assist local governments with the maintenance of traffic signals (contact: Kevin.Counts@tn.gov)
- Technical assistance with engineering improvements on state routes i.e., traffic signal design
- Initiate traffic studies for certain locations

Improve Multimodal Facilities

Strategies:

- Inventory existing sidewalks and bicycle facilities and determine deficiencies.
- Evaluate ADA compliancy of existing pedestrian facilities.
- Identify funding sources and grant opportunities.
- Apply for Multimodal Access Grants

Freight Management

Strategies:

- Improve communication with trucking companies to route the trucks on adequate roads (through GPS)
- Install signage to direct truck traffic needed – signage on designated routes and deterrent signage on local routes.
- Coordinate with TDOT freight division about Googlemaps / Waze issues

The [following Mitigation Strategies](#) are taken from a Freight Study done for TDOT that could be applied in the First Tennessee RPO [Source: University of Memphis. Understanding Freight Impacts on Tennessee Communities. Research Final Report from The University of Memphis, August 31, 2022]

- Adding truck-friendly or truck-only lanes can relieve congestion by reducing the existing conflicts between passenger cars and heavy trucks, as well as stabilizing the traffic flow, improving safety, and increasing the convenience and comfort of car passengers.
- Modal switch is one of the most effective strategies to reduce congestion, as it reduces truck volumes and their interaction with pedestrians and passenger vehicles. It can also benefit the reduction of emissions and increase safety.
- Placing more dynamic and static warning signs, including speed limits and potential hazards for large and heavy-duty trucks, is recommended as an economically efficient approach.

GUIDANCE ON FUNDING OPPORTUNITIES

Transportation Funding Database

TDOT has created a [Transportation Funding Database](#) that includes federal, state, and non-profit funding opportunities. Some of the programs applicable to communities in the RPO include:

- [Multimodal Access Grant \(MMAG\)](#)
- [Pedestrian Road Safety Initiative](#)
- [State Industrial Access Program](#)
- [Transportation Alternatives Program \(TAP\)](#)
- [Transportation Planning Grant](#)

Tennessee Transportation Assistance Program (TTAP)

For some requests from local officials, the RPO Coordinator can provide them with contact information about the [Tennessee Transportation Assistance Program \(TTAP\)](#) offered by the Center for Transportation Research at the University of Tennessee.

TTAP is available to provide no-cost transportation technical assistance to all local governments in Tennessee. Technical assistance projects may range in scope from a single phone call to several on-site visits depending on the nature and complexity of the issue under discussion. TTAP can provide transportation officials with the information necessary to maintain a safe and efficient local transportation network. Examples of TTAP technical assistance projects include:

- Traffic signal warrant analysis
- Intersection safety studies
- Pavement management system implementation
- Roadway drainage analysis
- Road Safety Audits (RSA)
- MUTCD compliance
- Traffic Counting

Local governments may request TTAP assistance by calling: 1-800-252-7623 or by sending an email to TTAP@utk.edu.

Community Transportation Planning Request (CTPR) Process

The Long Range Planning has a process for communities to submit requests to TDOT for new projects. In the past, elected officials requested projects directly from the Commissioner or their representatives in the General Assembly. These types of requests sometimes were not processed on time or had little to no follow-up, particularly in times of staff turnover.

The 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 specified 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 CTPRs are 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. OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.

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

APPENDIX

PREVIOUS LOCAL PLANS

- Carter County Land Use and Transportation Plan. 2008.
- Carter County, Elizabethton Land Use Plan. 1984.
- Carter County, Watauga Land Use and Transportation Plan. 2012.
- Greene County Land and Transportation Plan. 2009.
- Greene County, Baileyton. Urban Growth Plan. 1999.
- Greene County, Greenville Comprehensive Plan. 2009.
- Greene County, Mosheim Land Use and Transportation Plan. 2005.
- Greene County Tusculum Land Use Plan. 1990.
- Hawkins County Land Use and Transportation Plan. 2010
- Hawkins County, Bulls Gap Land Use and Transportation Plan. 2010
- Hawkins County, Church Hill Land Use and Transportation Plan. 2010
- Hawkins County, Rogersville Land Use and Transportation Plan. 2005.
- Johnson County Land Use and Transportation Plan. 2005.
- Johnson County, Mountain City Land Use and Transportation Plan. 2010.
- Sullivan County Land Use and Transportation Plan. 2008.
- Sullivan County, Bluff City Land Use and Transportation Plan. 2008.
- Sullivan County, Bristol Land Use Plan. 2013.
- Unicoi County Land Use Transportation Plan. 2008.
- Unicoi County, Erwin Land Use and Transportation Plan. 2001.
- Unicoi County, Unicoi Land Use and Transportation Plan. 2009.
- Washington County Land Use and Transportation Plan. 2008.
- Washington County, Johnson City Major Street and Road Plan. 2015.
- Washington County, Jonesborough Land Use and Transportation Plan. 1995.

GIS METHODOLOGY

Activity Center Analysis

A GIS (Geographic Information Systems) spatial analyst model was developed to determine the areas with the highest concentration of activity in the Middle Tennessee region. This methodology will be described in detail 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.

SAFETY PROJECTS DATA TABLES

CARTER COUNTY							
<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.15	BRISTOL HWY.	01392	Various Local Roads in Carter County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	2.85
125450.15	BUCK MOUNTAIN RD.	01387	Various Local Roads in Carter County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	6.73
125450.15	TIGER CREEK RD.	01427	Various Local Roads in Carter County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	11.15

GREENE COUNTY							
<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.13	FISHPOND RD.	0A574	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	0.28
125450.13	SNAPPS FERRY RD.	01391	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	5.43
125450.13	CLEAR SPRINGS RD.	0A421	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.9
125450.13	BLUE SPRINGS PKWY.	01346	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.67
128247.00	DEBUSK RD.	0A856	Debusk Road, From SR-35 (US 321/ Newport Hwy) to SR-70 (Asheville Hwy)	EPD	Miscellaneous Safety Improvements	LET	0.89
128247.00	DEBUSK RD.	0A841	Debusk Road, From SR-35 (US 321/ Newport Hwy) to SR-70 (Asheville Hwy)	EPD	Miscellaneous Safety Improvements	LET	1.32
127637.00	ASHEVILLE HWY.	SR070	From End of Nolichucky River Bridge to SR-35 West Main Street	EPD	Safety Improvements	LET	6.46
125450.13	FISHPOND RD.	0A574	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.15
125450.13	CLEAR SPRINGS RD.	01352	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.17

GREENE COUNTY

<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.13	OVEN CREEK LN.	01342	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.37
125450.13	PHILLIPI CHURCH RD.	0B069	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.25
121494.00	E. ANDREW JOHNSON HWY.	SR034	From near Main Street to near Emerald Road	EPD	SR-34, From near Main Street to near Emerald Road-Signing, Pavement Marking, Guardrail and Pavement Overlay	CLOSED	2.73
125450.13	CLEAR SPRINGS RD.	0A421	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	0.33
125450.13	FISHPOND RD.	0A574	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	0.36
124928.00	E. ANDREW JOHNSON HWY.	SR034	From South of Tusculum Heights Drive to South of Ball Road	Highway Safety Improvement Program	SR-34, From South of Tusculum Heights Drive to South of Ball Road-Safety	CONSTCOMP	0.4
125450.13	CLEAR SPRINGS RD.	01352	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	0.1
125450.13	BLUE SPRINGS PKWY.	01346	Various Local Roads in Greene County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.61
121484.00	E. ANDREW JOHNSON HWY.	SR034	From West of North Spring Street to East of Dulaney Road/Railroad Street	Design	Pavement removal, paving, add turn lanes, signing, pavement markings, guardrail	CLOSED	0.01

HANCOCK COUNTY							
<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.65	CAMPBELL DR.	0A005	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.75
125450.65	DUCK CREEK RD.	02608	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	5.15
125450.65	FOX BRANCH RD.	02614	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	6.03
115370.70	PANTHER CREEK RD.	0A073	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	0.63
115370.70	CHINQUIPIN RD.	0A156	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	3.62
115370.70	CHINQUIPIN RD.	0A165	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.22
115370.70	CHINQUIPIN RD.	0A166	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.31
125450.65	SNAKE HOLLOW RD.	0A255	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	9.01
115370.70	ROBERTS RD.	0A099	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	4.84
115370.70	FOX BRANCH RD.	02614	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	3.64
125450.65	ROBERTS RD.	0A099	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4.85
115370.70	CLINCH MOUNTAIN RD.	02612	Various Local Roads in Hancock County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	8.92

HAWKINS COUNTY

<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.25	SPRUCE PINE RD.	0A139	Various Local Roads in Hawkins County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	6.65
125450.25	EARLY BRANCH RD.	0A674	Various Local Roads in Hawkins County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	2.54
125450.25	CLINCH VALLEY RD.	02600	Various Local Roads in Hawkins County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	6.67
125450.25	W. BEAR HOLLOW RD.	0A282	Various Local Roads in Hawkins County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	1.71
127877.00	US-11W	SR001	From South Rogersville City Limits to North of Intersection SR-70 in Rogersville	EPD	Miscellaneous Safety Improvements	LET	4.72
125450.25	THORPS CHAPEL RD.	0A861	Various Local Roads in Hawkins County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	3.56
125450.25	SLATE HILL RD.	02550	Various Local Roads in Hawkins County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	4.57

JOHNSON COUNTY							
<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.77	DRY HILL RD.	01076	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	10.07
125450.77	JACKSON LN.	02615	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	3.92
125450.77	COLD SPRINGS RD.	02617	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	5.08
115370.82	OLD BUTLER RD.	0A063	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Johnson County (Local Roads Safety Initiative) - Signs, Pavement Markings, Guardrail	CLOSED	0.83
115370.82	RED BRUSH RD.	0A254	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Johnson County (Local Roads Safety Initiative) - Signs, Pavement Markings, Guardrail	CLOSED	3.06
115370.82	STATE HWY. 91	0A104	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Johnson County (Local Roads Safety Initiative) - Signs, Pavement Markings, Guardrail	CLOSED	2.9
115370.82	SLABTOWN RD.	0A062	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Johnson County (Local Roads Safety Initiative) - Signs, Pavement Markings, Guardrail	CLOSED	2.23
115370.82	BIG DRY RUN RD.	01394	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Johnson County (Local Roads Safety Initiative) - Signs, Pavement Markings, Guardrail	CLOSED	7.77
125450.77	PLEASANT VALLEY RD.	01396	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.69

JOHNSON COUNTY

<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
119043.00	STATE HWY. 67	SR067	Intersection at Pedro Shoun Lane/Sprucey Lane	Spot Safety	Install left-turn lanes on SR-67, relocation of utility poles, and drainage modifications including the extension of two box culverts.	CONSTCOMP	0.5
115370.82	DRY STONE BRANCH RD.	02619	Various Local Roads in Johnson County (Local Roads Safety Initiative)	LRSI	Various Local Roads in Johnson County (Local Roads Safety Initiative) - Signs, Pavement Markings, Guardrail	CLOSED	0.21

SULLIVAN COUNTY							
<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.14	PAINTER CREEK RD.	0A835	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.78
125450.14	GOVERNMENT RD.	0A839	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	5.69
125450.14	MEADOW CREEK RD.	02676	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.08
125450.14	KNOB PARK RD.	0A830	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.01
118776.01	AIRPORT ACCESS RD.	SR357	From Hospitality Place/ Flagship Drive to I-81 NB Ramps	Design	Drainage, Pavement Removal, Paving, Roadway and Pavement Appurtenances Seeding, Sodding, Signing, Pavement Markings and Signalization	CLOSED	0.12
125450.14	GOVERNMENT RD.	0A839	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.38
125450.14	S. HOLSTON DAM RD.	01380	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.37
121574.00	VOLUNTEER PKWY.	SR034	From North of SR-37 to North of River Road	Design	Clearing and Grubbing, earthwork, drainage, pavement removal, paving, seeding, signing, pavement markings, guardrail	CONSTCOMP	0.5
125450.14	RIDGE DR.	0A221	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.26
118777.00	VOLUNTEER PKWY.	SR034	Intersection At Cox Street (L.M. 15.26) RSAR	Design	Drainage, Paving, Roadway and Pavement Appurtenances, Signing, Pavement Markings and Signalization	CLOSED	0.01
125450.14	PADDLE CREEK RD.	0A888	Various Local Roads in Sullivan County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	6.22

UNICOI COUNTY							
<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
125450.03	OLD SR-81	02559	Various Local Roads in Unicoi County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	7.5
125450.03	GENTRY MOUNTAIN RD.	01347	Various Local Roads in Unicoi County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	1.46
125450.03	UNAKA SPRINGS RD.	0A067	Various Local Roads in Unicoi County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	1.65
125450.03	SCIOTO RD.	01415	Various Local Roads in Unicoi County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	5.27
119934.00	UNICOI DR.	SR107	From SR-395(Tenth Street) to SR-173(Unicoi Drive) (RSAR)	EPD	SR-107, From SR-395 (Tenth Street) to SR-173 (Unicoi Drive) (RSAR) - Signing, Pavement Markings and Guardrail	CLOSED	4.05
120164.00	SPIVEY MOUNTAIN RD.	SR036	From North Carolina State Line to I-26 interchange (RSAR)	EPD	Paving, Signing, Pavement Markings and Guardrail	CLOSED	7.6
119580.00	SR-81	SR081	From East Walnut Street to Arnold Road in Washington County (RSAR)	EPD	Paving, Signing, Pavement Markings and Guardrail	CLOSED	1.8
119580.00	BOGART HILL RD.	SR081	From East Walnut Street to Arnold Road in Washington County (RSAR)	EPD	Paving, Signing, Pavement Markings and Guardrail	CLOSED	2.09

WASHINGTON COUNTY

<i>PIN</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>	<i>Project Type</i>	<i>Scope of Work</i>	<i>Status</i>	<i>Length (miles)</i>
119580.00	SR-81	SR081	From East Walnut Street to Arnold Road in Washington County (RSAR)	EPD	Paving, Signing, Pavement Markings and Guardrail	CLOSED	1.8
119580.00	BOGART HILL RD.	SR081	From East Walnut Street to Arnold Road in Washington County (RSAR)	EPD	Paving, Signing, Pavement Markings and Guardrail	CLOSED	2.09
125450.06	MAPLE SWAMP RD.	02563	Various Local Roads in Washington County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.83
125450.06	CORBY BRIDGE RD.	02569	Various Local Roads in Washington County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	6.93
125450.06	GUY BROWN RD.	0B108	Various Local Roads in Washington County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	0.83
125450.06	PLEASANT GROVE RD.	0A210	Various Local Roads in Washington County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.97
125450.06	OAKLAND RD.	02573	Various Local Roads in Washington County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4.6
120244.00	HWY. 107	SR107	From Greene County Line to SR-81 (RSAR)	EPD	Earthwork, Drainage, Paving, Signing, Pavement Markings and Guardrail	CLOSED	11.34
114038.01	BAILEY BRIDGE RD.	SR353	Culvert over Branch, LM 3.23	Design	Install guardrail across structure. Replace structure.	CLOSED	0.2

TRAFFIC VOLUMES/PERCENT CHANGE DATA TABLES

CARTER COUNTY TERMINI									
Station Number	Route Number	Termini	AADT 2022	AADT 2012	AADT 2007	AADT 2002	2022-2012 Percent Change	2022-2007 Percent Change	2022-2002 Percent Change
001	SR091	From 0B022 Sid Richardson Rd. to Cross Mountain Rd/ Johnson Co. line	393	483	435	348	-18.63	-9.66	12.93
025	SR067	From SR159/ US-321 to Johnson Co. line	3884	3379	4048	3849	14.95	-4.05	0.91
026	SR159	From 0A796 Green Hollow Rd. to 0B048 Soapstone Hollow Rd.	2132	1710	2057	1620	24.68	3.65	31.60
048	01427	From 0A619 Clarktown Rd. to SR037/ US 19 E	638	578	642	667	10.38	-0.62	-4.35
049	01429	From 01429 Poga Rd. to Tennessee/ North Carolina State line	508	426	533	572	19.25	-4.69	-11.19
050	01429	From 01429 Poga Rd. to Tennessee/ North Carolina State line	276	255	269	260	8.24	2.60	6.15
051	SR037	From SR173 Simerly Creek Rd. to SR143 Roan Rd.	8247	6093	7289	7658	35.35	13.14	7.69
052	SR143	From 0A662 Smith Branch Rd. to SR037/ US 19 E	2764	1929	2185	2194	43.29	26.50	25.98
053	0A651	From 0A652 Old Hwy. 143 to 0A653 Dark Hollow Rd.	642	480	662	645	33.75	-3.02	-0.47
055	SR037	From SR143 Roan Rd. to Tennessee/ North Carolina State line	6093	4605	5476	5678	32.31	11.27	7.31
056	SR143	From 0A657 Heaton Creek Rd to 0A663 Herm Barnett Rd.	1969	1146	1388	1502	71.82	41.86	31.09
057	02680	From 0A666 Duck Branch Rd to SR143	689	525	663	742	31.24	3.92	-7.14
058	SR143	From 0A663 Herm Barnett Rd to Tennessee/North Carolina State line	551	127	177	204	333.86	211.30	170.10
059	SR159	From 01429 Poga Rd. to 01076 Buntontown Rd.	1455	1147	1608	1388	26.85	-9.51	4.83
068	SR091	From 0A930 Rex Harrel Rd. to 0A970 Hurley Hollow Rd.	1670	2001	2312	1993	-16.54	-27.77	-16.21
071	SR067	From 0A778 Shook Branch Rd. to SR159/ US-321	3909	4447	5526	5100	-12.10	-29.26	-23.35
072	01427	From 0B178 Captain Nelson Cemetery Rd. to SR037/ US 19 E	120	106	123	281	13.21	-2.44	-57.30
112	SR037	From 0B221 Stonewall Dr. to 0A969 Holston Mountain Rd.	10349	8970	9987	9950	15.37	3.62	4.01
126	01387	From 0A707 Buck Mountain Rd. to 0A720 Bear Branch Rd.	275	243	370	271	13.17	-25.68	1.48
127	01076	From SR159/ US-321 to Johnson Co. line	242	208	266	205	16.35	-9.02	18.05
140	01392	From 0A065 Slagle Rd. to 0A995 Rock Hill Rd./ Sullivan Co. line	716	619	732	614	15.67	-2.19	16.61

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001	02594	From 0A321 Millers Chapel Rd. to 0A267 Ryan Rd.	590	741	781	1131	-20.38	-24.46	-47.83
004	02535	From 02531 W. Pines Rd. to 02594 Horton Hwy.	83	201	221	305	-58.71	-62.44	-72.79
005	02583	From 01236 Doc. Hawkins Rd. to 02594 Horton Hwy.	189	184	250	228	2.72	-24.40	-17.11
006	02594	From 01339 Van Hill Rd. to 0A321 Millers Chapel Rd.	1299	1428	1620	1884	-9.03	-19.81	-31.05
007	01236	From 01339 Van Hill Rd. to 0A238 Baileyton Main St.	850	1174	1056	1098	-27.60	-19.51	-22.59
008	02594	From 01339 Van Hill Rd. to SR070 Lonesome Pine Tr.	1016	1093	1084	1028	-7.04	-6.27	-1.17
009	01339	From 0A328 Baileyton Main St. to Hawkins Co. line	1027	982	1108	914	4.58	-7.31	12.36
013	02594	From SR070 Lonesome Pine Tr. to 01339 Van Hill Rd.	691	679	613	672	1.77	12.72	2.83
014	SR070	From 0A150 George Malone Rd. to Hawkins Co. line	1391	1216	1196	1093	14.39	16.30	27.26
015	01350	From SR070 Lonesome Pine Tr. to 0A475 McIntosh Ln.	467	447	483	408	4.47	-3.31	14.46
016	02590	From 01350 Gap Creek Rd. to 01333 Wilkerson Rd.	491	528	511	524	-7.01	-3.91	-6.30
018	SR034	From 0B016 Fox Tr./Cherokee St. to I0081	16893	14593	15947	16310	15.76	5.93	3.57
019	01350	From SR 34 W. Andrew Johnson Hwy. to SR348 McDonald Rd.	1254	1138	1307	1161	10.19	-4.06	8.01
020	SR034	From 0B016 Fox Tr./Cherokee St. to I0081	14265	13033	14425	14744	9.45	-1.11	-3.25
021	01350	From 0A475 McIntosh Ln. to SR070 Lonesome Pine Tr.	1694	1642	1480	1346	3.17	14.46	25.85
023	01333	From 0A082 Mt. Carmel Rd. to 01333 Mt. Carmel Rd.	857	1048	1112	1354	-18.23	-22.93	-36.71
024	01346	From 0B118 Emerald Rd. to 02523 Broom Factory Rd.	3788	4122	4213	4508	-8.10	-10.09	-15.97
025	02541	From 02541 Mt. Carmel Rd. to SR070 Lonesome Pine Tr.	715	707	707	749	1.13	1.13	-4.54
026	SR070	From 0A150 George Malone Rd. to Hawkins Co. line	956	1050	1093	927	-8.95	-12.53	3.13
027	SR070	From 0A136 Lovers Ln. to 0A150 George Malone Rd.	1487	1496	1651	1514	-0.60	-9.93	-1.78
028	02592	From SR172 Baileyton Rd. to 02594 Horton Hwy.	944	954	864	1058	-1.05	9.26	-10.78
030	02592	From SR172 Baileyton Rd. to SR093 Kingsport Hwy.	643	617	611	653	4.21	5.24	-1.53

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031	01236	From 01236 Doc. Hawkins Rd. to SR093 Kingsport Hwy.	416	409	395	549	1.71	5.32	-24.23
032	SR093	From 0A011 Old Wilson Hill Rd. to Washington Co. line	3530	2462	2604	2676	43.38	35.56	31.91
033	02531	From SR093 Kingsport Hwy. to 01337 Smith Mill Rd.	579	711	684	827	-18.57	-15.35	-29.99
034	01335	From 0A421 Clear Spring Rd. to Washington Co. line	346	335	409	427	3.28	-15.40	-18.97
038	SR351	From SR093 Kingsport Hwy. to 0A384 Quaker Knob Rd.	2488	2052	2026	2049	21.25	22.80	21.43
039	01391	From 0B535 Cimarron Tr. to SR351 Rheatown Rd.	2735	2147	2471	2193	27.39	10.68	24.72
040	01335	From 0A423 Old Stage Rd. to From 0A421 Clear Spring Rd.	810	961	928	1147	-15.71	-12.72	-29.38
043	SR351	From 0A534 Charles Johnson Rd. to SR107 Erwin Hwy.	1833	1431	1453	1312	28.09	26.15	39.71
045	SR034	From SR107 Tusculum Bypass to 0A521 Chuckey Doak Rd.	9501	17897	20449	21411	-46.91	-53.54	-55.63
046	SR034	From 0A001 Emory Rd. to 05389 Erwin Hwy.	37866	24789	39044	34446	52.75	-3.02	9.93
048	SR093	From 0A361 Taylor Ln. to 0A011 Old Wilson Hill Rd.	2601	2633	2696	3503	-1.22	-3.52	-25.75
049	SR172	From 0B534 Terry Leonard Dr. to 0A147 Thistle Cv.	7040	6699	6947	7295	5.09	1.34	-3.50
050	SR070	From 0A113 Sassafras Ln. to SR034 W. Andrew Johnson Hwy.	2576	2724	3505	3451	-5.43	-26.50	-25.35
051	SR350	From 0B161 Arnold Rd./SR070 70 Bypass to SR035 S. Main St.	5004	5713	6585	7347	-12.41	-24.01	-31.89
052	0A002	From 0A990 Hal Henard Rd. to 0B121 Outer Dr.	550	794	780	722	-30.73	-29.49	-23.82
054	02586	From 02586 Little Warrensburg Rd. to SR348 McDonald Rd.	717	869	908	912	-17.49	-21.04	-21.38
055	SR348	From SR340 Fish Hatchery Rd. to 0A965 Schackleford Rd.	637	725	533	631	-12.14	19.51	0.95
056	02469	From SR348 McDonald Rd. to Hamblen Co. line	350	333	291	306	5.11	20.27	14.38
058	SR340	From SR340 Warrensburg Rd. to Hamblen Co. line	1216	971	1100	1252	25.23	10.55	-2.88
059	SR348	From SR340 Fish Hatchery Rd. to 0A965 Schackleford Rd.	626	782	703	724	-19.95	-10.95	-13.54
060	02586	From SR340 Fish Hatchery Rd./Warrensburg Rd. to 02586 Little Warrensburg Rd.	121	169	155	154	-28.40	-21.94	-21.43

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031	01236	From 01236 Doc. Hawkins Rd. to SR093 Kingsport Hwy.	416	409	395	549	1.71	5.32	-24.23
032	SR093	From 0A011 Old Wilson Hill Rd. to Washington Co. line	3530	2462	2604	2676	43.38	35.56	31.91
033	02531	From SR093 Kingsport Hwy. to 01337 Smith Mill Rd.	579	711	684	827	-18.57	-15.35	-29.99
066	SR349	From 0A872 Pates Ln. to SR340 Fish Hatchery Rd./Warrensburg Rd.	764	1062	984	1021	-28.06	-22.36	-25.17
070	SR035	From 0A872 Pates Ln. to 0A844 Lick Hollow Rd.	5457	4952	5242	5022	10.20	4.10	8.66
071	SR349	From 0A872 Pates Ln. to SR035 Newport Hwy.	1662	2189	1999	2195	-24.07	-16.86	-24.28
072	SR035	From 0A844 Lick Hollow Rd. to SR070 Asheville Hwy.	8435	8202	8817	8499	2.84	-4.33	-0.75
073	SR070	From 03880 Marshall Ln. to 0B396 Weemes St./Ell St.	10877	11701	12647	12707	-7.04	-14.00	-14.40
074	01329	From 0A820 Whirlwind Rd. to 0A812 Whispering Rd.	1360	1530	1992	1675	-11.11	-31.73	-18.81
075	03863	From SR035 N. Main St. to 0B311 Stratford Dr.	2349	3038	3920	4168	-22.68	-40.08	-43.64
077	SR107	From SR351 107 Cut-off to Washington Co. line	4816	4225	4524	4458	13.99	6.45	8.03
079	SR351	From SR070 Asheville Hwy. to SR107 Erwin Hwy.	3554	3044	3337	3088	16.75	6.50	15.09
080	01344	From SR351 107 Cut-off to 01344 Camp Creek Rd.	3638	3445	3581	3708	5.60	1.59	-1.89
081	02517	From SR351 107 Cut-off to 01329 Old Asheville Hwy./ E. Allen Bridge Rd.	861	826	1261	805	4.24	-31.72	6.96
082	01344	From SR351 107 Cut-off to 0A651 Susong Rd.	953	938	986	1121	1.60	-3.35	-14.99
083	SR351	From SR070 Asheville Hwy. to SR107 Erwin Hwy.	2028	2039	2234	1953	-0.54	-9.22	3.84
084	01329	From SR070 Asheville Hwy. to 0A754 Green Lawn Ave.	782	832	881	800	-6.01	-11.24	-2.25
085	02578	From 0A723 S. Allens Bridge Rd. to 0A859 Johnson Rd.	1390	1229	1370	1359	13.10	1.46	2.28
086	01342	From 0A732 Cedar Creek Rd. to SR070 Asheville Hwy.	456	495	525	564	-7.88	-13.14	-19.15
087	SR070	From 0A743 Sanford Cir. to A0653 Dyer Rd./Kelly Gap Rd.	3379	3161	3524	3441	6.90	-4.11	-1.80
088	SR070	From 0A743 Sanford Cir. to A0653 Dyer Rd./Kelly Gap Rd.	2000	2407	2524	2425	-16.91	-20.76	-17.53
089	SR107	From SR070 Asheville Hwy. to Cocke Co. line	645	965	913	875	-33.16	-29.35	-26.29

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031	01236	From 01236 Doc. Hawkins Rd. to SR093 Kingsport Hwy.	416	409	395	549	1.71	5.32	-24.23
032	SR093	From 0A011 Old Wilson Hill Rd. to Washington Co. line	3530	2462	2604	2676	43.38	35.56	31.91
033	02531	From SR093 Kingsport Hwy. to 01337 Smith Mill Rd.	579	711	684	827	-18.57	-15.35	-29.99
099	SR172	From 01342 Hillcut Rd. to SR035 Newport Hwy.	3950	3441	3465	3344	14.79	14.00	18.12
100	SR034	From 03867 Snapps Ferry Rd. to 0A001 Emory Ed.	23958	24941	29501	27483	-3.94	-18.79	-12.83
101	SR034	From 0A002 Old Knoxville Hywy. to SR035 N.Main St.	27534	26960	27278	29692	2.13	0.94	-7.27
102	SR070	From SR034 W. Andrew Johnson Hwy. to SR070 70 Bypass/ 0B161 Arnold St.	16305	18030	19271	19514	-9.57	-15.39	-16.44
103	SR070	From SR070/SR350 W. Summer St. to SR035 W. Main St.	12832	13933	14290	13493	-7.90	-10.20	-4.90
104	SR035	From SR070 Asheville Hwy. to SR035 S. Main St.	7619	9036	9949	9709	-15.68	-23.42	-21.53
105	SR035	From 0A005 Bohannon Ave. to 0B205 Housley Ave.	3078	3674	4415	5180	-16.22	-30.28	-40.58
106	SR035	From SR107 Tusculum Blvd. to 0A005 Bohannon Ave.	5300	6930	7253	8508	-23.52	-26.93	-37.71
107	SR107	From SR035 N.Main St. to 03867 Snapps Ferry Rd.	12121	12108	14409	16714	0.11	-15.88	-27.48
108	SR107	From 03867 Snapps Ferry Rd. to SR034 E. Andrew Johnson Hwy.	10324	11224	14568	14904	-8.02	-29.13	-30.73
109	SR035	From 0B180 W. Depot St./E. Depot St. to SR107 Tusculum Blvd	9867	9778	12459	12769	0.91	-20.80	-22.73
111	03882	From 03882 Industrial Rd. to 01391 Snapps Ferry Rd.	4985	4861	5708	5647	2.55	-12.67	-11.72
112	SR034	From 0B212 N.Main St. to 03867 Snapps Ferry Rd.	24021	26919	30762	30389	-10.77	-21.91	-20.95
114	03867	From SR107 Tusculum Blvd. to SR034 E. Andrew Johnson Hwy.	178	6800	7539	8493	-97.38	-97.64	-97.90
115	01346	From 0B002 Twin Barns Rd. to SR034 W. Andrew Johnson Hwy.	4961	5001	5630	5552	-0.80	-11.88	-10.64
116	SR070	From 0A743 Sanford Cir. to 03880 Marshall Ln.	6790	7023	7434	7564	-3.32	-8.66	-10.23
117	SR034	From 0A002 Old Knoxville Hywy. to SR035 N.Main St.	26728	24989	26758	28443	6.96	-0.11	-6.03
118	SR035	From 01342 Poplar Springs Rd./W. Allens Bridge Rd. to 0A882 Fallen Bridge Ln.	3548	3329	3035	2961	6.58	16.90	19.82
119	SR034	From I0081 to Hawkins Co. line	8114	7866	7405	7725	3.15	9.57	5.04

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120	I0081	From SR034 Andrew Johnson Hwy. to Hamben Co. line	44318	28050	32651	28644	58.00	35.73	54.72
121	SR107	From SR070 Ashville Hwy. to Cocke Co. line	269	377	407	345	-28.65	-33.91	-22.03
122	SR035	From 0A875 Old Kentucky Rd. W. to 0A872 Pates Ln.	3790	3660	3884	3683	3.55	-2.42	2.91
123	I0081	From 0A105 Weems Chapel Ln. to SR070 Lonesome Pine Tr.	37035	22526	27890	29479	64.41	32.79	25.63
124	I0081	From 0A090 Wills Hill Ln. to SR172 Baileyton Rd.	37616	22849	28022	26562	64.63	34.24	41.62
126	I0081	From 01236 Baileyton Main St. to 02535 Barkley Rd.	37804	23817	28945	26342	58.73	30.61	43.51
127	SR034	From 0A488 Rufe Taylor Rd. to 0A486 Harlan St./Morgan St.	22896	20417	23762	23015	12.14	-3.64	-0.52
128	01354	From 05389 Erwin St. to SR070 Tusculum Bypass	1700	1430	1863	1789	18.88	-8.75	-4.97
130	01337	From 01337 Smith Mill Rd. to I0081	1384	1388	1224	1485	-0.29	13.07	-6.80
131	05389	From SR034 E. Andrew Johnson Hwy. to 0A008 Old Tusculum Rd.	5869	5459	6193	7129	7.51	-5.23	-17.67
133	01391	From SR034 Andrew Johnson Hwy. to 0A376 Scott Farm Rd.	5689	4941	5791	6830	15.14	-1.76	-16.71
134	SR034	From 0B016 Fox Tr./Cherokee St. to I0081	15074	13976	15736	16576	7.86	-4.21	-9.06
135	SR034	From 0A002 Old Knoxville Hwy. to SR035 N.Main St.	19199	17183	19482	20679	11.73	-1.45	-7.16
136	02580	From 01344 Camp Creek Rd. to 02580 Anest Rd./0A591 Greystone Rd.	1393	1291	1760	1606	7.90	-20.85	-13.26
138	02584	From SR351 107 Cut-off to 02582 Seaton Rd.	1616	1500	1503	1608	7.73	7.52	0.50
139	02519	From SR107 Erwin Hwy. to 02580 Anest Rd.	696	639	590	746	8.92	17.97	-6.70
140	01352	From 01352 Clear Springs Rd. at Washington Co. line to 01352 S. Clear Springs Rd at Washington Co. line	440	517	482	545	-14.89	-8.71	-19.27
141	03875	From SR035 Main St. to 03871 Crescent Dr./01329 S. McKee St.	951	877	1034	1162	8.44	-8.03	-18.16
142	03869	From SR107 Tusculum Blvd. to 03863 E. Church St.	10501	10421	12853	12316	0.77	-18.30	-14.74
143	02576	From 0A214 Cedar Creek Rd. to Cocke Co. line	146	149	178	202	-2.01	-17.98	-27.72

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144	SR034	From 0A521 Chuckey Doak Rd. to 0A424 Chuckey Hwy.	12379	12111	12075	11940	2.21	2.52	3.68
145	SR348	From 0A280 W. Greene Dr. to SR034 Andrew Johnson Hwy.	2975	3500	3289	3793	-15.00	-9.55	-21.57
146	SR350	From 0A805 Spring St. to 0B436 Sunnyside Loop	4414	4057	4830	4424	8.80	-8.61	-0.23
147	SR351	From SR070 Asheville Hwy to SR107 Erwin Hwy.	2829	2529	2458	2154	11.86	15.09	31.34
148	SR350	From 0B436 Sunnyside Loop to SR351 107 Cut-off	3394	3021	3255	2946	12.35	4.27	15.21
150	SR350	From SR035 S. Main St. to 01329 S. McKee St.	4370	4037	5218	5536	8.25	-16.25	-21.06
151	01348	From 0B045 N. Spring St. to 01346 Blue Springs Pkwy.	1586	2832	3009	3065	-44.00	-47.29	-48.25
152	01391	From 0A376 Scott Farm Rd. to 0B535 Cimarron Tr.	4115	3729	4164	4029	10.35	-1.18	2.13
153	02529	From SR351 Rheatown Rd. to SR093 Kingsport Hwy.	189	169	224	207	11.83	-15.63	-8.70
154	02537	From 02594 Horton Hwy. to 02596 Jearoldstown Rd.	60	186	150	255	-67.74	-60.00	-76.47
155	01344	From 0A651 Susong Rd./01344 Sunnysdale Rd. to 02580 Greystone Rd.	869	2068	1949	2062	-57.98	-55.41	-57.86
156	02580	From 01344 Camp Creek Rd. to 02580 Anest Rd./0A591 Greystone Rd.	668	711	681	667	-6.05	-1.91	0.15
157	02582	From 02582 McCoy Rd. to 02582 Middle Creek Rd.	374	419	379	396	-10.74	-1.32	-5.56
158	SR107	From SR351 107 Cut-off to Washington Co. line	10394	10056	10288	9919	3.36	1.03	4.79
159	SR093	From 0A011 Old Wilson Hill Rd. to Washington Co. line	2520	1698	1707	1819	48.41	47.63	38.54
162	02596	From I0081 to Hawkins Co. line to 0A267 Moody Rd.	286	318	284	279	-10.06	0.70	2.51
163	SR093	From 0A011 Old Wilson Hill Rd. to Washington Co. line	1781	1532	1624	1732	16.25	9.67	2.83
164	SR070	From 0A150 George Malone Rd. to Hawkins Co. line	1283	1337	1404	1333	-4.04	-8.62	-3.75
167	0A961	From SR348 McDonald Rd. to 0A961 Midway Railroad St dead end	146	173	232	281	-15.61	-37.07	-48.04
168	01331	From 01350 N. Mohawk Rd. to SR348 McDonald Rd.	180	184	215	254	-2.17	-16.28	-29.13
169	01350	From SR 34 W. Andrew Johnson Hwy. to SR348 McDonald Rd.	733	734	707	763	-0.14	3.68	-3.93
170	02523	From 02523 Raders Sidetrack Rd. to SR349 Warrensburg Rd.	260	221	227	180	17.65	14.54	44.44

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171	0A002	From 0B002 Mt. Pleasant Rd. to 0A990 Hal Henard Rd.	186	184	229	257	1.09	-18.78	-27.63
172	02521	From SR350 Jones Brige Rd. to 0A042 Buckingham Rd.	1232	1062	1145	1240	16.01	7.60	-0.65
173	03863	From 0A779 Pinto Rd. to 0A042 Buckingham Rd.	1192	1595	1767	1732	-25.27	-32.54	-31.18
174	03880	From SR035 W. Main St. to SR070 Asheville Hwy.	1851	1885	2017	1618	-1.80	-8.23	14.40
175	03871	From 03880 Marshall Ln. to SR070 Asheville Hwy.	1403	1498	1556	1137	-6.34	-9.83	23.39
176	03871	From SR070 Asheville Hwy. to 03871 Crescent Dr.	4821	5998	7536	6800	-19.62	-36.03	-29.10
177	0A006	From SR070 70 Bypass to 0A006 S. Irish St.	626	842	968	903	-25.65	-35.33	-30.68
178	01329	From 01329 S. Main St. to SR350 E. McKee St.	5437	5800	7698	7039	-6.26	-29.37	-22.76
179	03868	From SR350 E. McKee St. to 03863 E. Church St.	8735	8274	11056	9548	5.57	-20.99	-8.51
180	0B379	From 0B145 S. Cutler St. to SR035 S. Main St.	963	1310	1553	2170	-26.49	-37.99	-55.62
181	SR350	From 0B161 Arnold Rd./SR070 70 Bypass to SR035 S. Main St.	5039	4215	6072	6435	19.55	-17.01	-21.69
182	03863	From SR034 Andrew Johnson Hwy. to SR035 N. Main St.	4274	3956	5169	5234	8.04	-17.31	-18.34
183	03863	From SR035 N. Main St. to 0B311 Stratford Dr.	4648	4991	6443	6635	-6.87	-27.86	-29.95
184	03874	From SR350 E. McKee St. to SR107 Tusculum Blvd.	4128	3099	4712	5648	33.20	-12.39	-26.91
185	0A006	From 03863 W. Church St. to 03865 Baileyton Rd.	2076	2465	3573	3099	-15.78	-41.90	-33.01
186	0A007	From 0A006 N. Irish St. to SR035 N. Main St.	853	1191	1232	1231	-28.38	-30.76	-30.71
187	0A006	From 03863 W. Church St. to 03865 Baileyton Rd.	1421	1919	2536	2504	-25.95	-43.97	-43.25
188	03882	From SR034 Andrew Johnson Hwy. to 03882/04573 Kiser Blvd.	5900	5557	5931	6591	6.17	-0.52	-10.48
189	0A005	From 0A005 Bohannon Ave. to 03867 Snapps Ferry Rd.	1657	1590	1763	2637	4.21	-6.01	-37.16
190	03877	From 03867 Snapps Ferry Rd. to SR107 Tusculum Blvd.	1796	1809	1680	1738	-0.72	6.90	3.34
191	03879	From SR107 Tusculum Blvd. to 0A792 Holly Creek Rd.	6367	5332	5234	5964	19.41	21.65	6.76
192	SR107	From 03867 Snapps Ferry Rd. to SR034 E. Andrew Johnson Hwy.	9149	8945	9819	11596	2.28	-6.82	-21.10

GREENE COUNTY TERMINI									
<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
193	04303	From SR107 Tusculum Blvd. to 04304 Old Shiloh Rd.	5126	5204	5952	5304	-1.50	-13.88	-3.36
194	04304	From 0A008 Old Tusculum Rd. to 02521 Shiloh Rd.	2574	1841	2267	1987	39.82	13.54	29.54
195	SR172	From 01342 Hillcut Rd. to SR035 Newport Hwy.	5811	4482	5023	5330	29.65	15.69	9.02
197	02527	From SR034 Andrew Johnson Hwy. to 0A469 Williams Springs Rd.	525	624	595	582	-15.87	-11.76	-9.79
198	I0081	From 01236 Baileyton Main St. to 02535 Barkley Rd.	1301	937	1260	1293	38.85	3.25	0.62
199	I0081	From 01236 Baileyton Main St. to 02535 Barkley Rd.	1514	808	900	1006	87.38	68.22	50.50
200	02539	From 02529 Old Snapps Ferry Rd. to Washington Co. line	147	126	119	110	16.67	23.53	33.64
201	04573	From 0A367 Delwood Cir. to 03882 Industrial Rd.	2324	2739	3205	3158	-15.15	-27.49	-26.41
202	0C135	From 01391 Snapps Ferry Rd. to 0B249 Fairgrounds Cir.	2171	3391	3002	3091	-35.98	-27.68	-29.76
203	03865	From SR034 Andrew Johnson Hwy. to SR035 N. Main St.	3897	3588	3816	4156	8.61	2.12	-6.23
204	03873	From SR035 S. Main St. to 03874 N. College St.	1250	1889	2345	2593	-33.83	-46.70	-51.79
205	01337	From 02531 W. Pines Rd./01337 Jearoldstown Rd. to 0A294 Smith Mill Rd.	981	793	754	843	23.71	30.11	16.37
206	SR107	From 03867 Snapps Ferry Rd. to SR034 E. Andrew Johnson Hwy.	14343	16340	19026	17759	-12.22	-24.61	-19.24
207	SR107	From 03867 Snapps Ferry Rd. to SR034 E. Andrew Johnson Hwy.	1327	14974	16558	17474	-91.14	-91.99	-92.41
208	03871	From 03871 E. Vann Rd. to 01329/03875 S. Main St.	4934	5205	7075	6341	-5.21	-30.26	-22.19
209	03878	From 0C135 Farigrounds Rd. to SR034 Andrew Johnson Hwy.	3280	1764	2062	3091	85.94	59.07	6.11
210	SR107	From SR034 Andrew Johnson Hwy. to 05389 Erwin Hwy.	7248	5799	7096	9919	24.99	2.14	-26.93
211	05389	From 0A513 Edens Rd. to SR107 Erwin Hwy./Tusculum Hwy.	3235	4243	3823	2100	-23.76	-15.38	54.05

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
001	SR070	From SR033 Kyles Ford Rd. to Tennessee/Virginia state line	164	173	232	311	-5.20	-29.31	-47.27
002	SR033	From SR070 State Hwy. 70 to Tennessee/Virginia state line	329	414	387	398	-20.53	-14.99	-17.34
003	02612	From SR070 State Hwy. 70 to 0A091 Clinch Mountain Rd.	81	90	89	151	-10.00	-8.99	-46.36
005	SR070	From SR033 Kyles Ford Rd. to Hawkins Co. line	453	659	708	775	-31.26	-36.02	-41.55
008	SR066	From SR066 Main St. to Hawkins Co. line	605	861	814	789	-29.73	-25.68	-23.32
009	SR033	From 0A047 Satterfield St. to 0A066 Little Black Rd.	1146	1467	1612	1450	-21.88	-28.91	-20.97
010	SR063	From SR063 Mulberry Gap Rd. to 0A033 Wahoo Rd.	869	872	949	976	-0.34	-8.43	-10.96
011	SR033	From SR033 Tazewell Hwy. to SR063 Newmans Ridge Rd./0A224 N. College St.	4055	3571	4178	4267	13.55	-2.94	-4.97
012	SR033	From SR003/SR066 Main St. to Claiborne Co. line	1097	1126	1239	1468	-2.58	-11.46	-25.27
013	SR031	From 0A169 Ben Bloomer Rd. to SR066 Main St.	2675	2383	2961	2761	12.25	-9.66	-3.11
014	SR033	From SR003/SR066 Main St. to Claiborne Co. line	963	939	1042	1298	2.56	-7.58	-25.81
015	SR063	From SR063 Mulberry Gap Rd. to 0A033 Wahoo Rd.	520	421	568	616	23.52	-8.45	-15.58
016	02618	From SR063 Newmans Ridge Rd. to Tennessee/Virginia state line	319	318	342	501	0.31	-6.73	-36.33
017	SR063	From SR063 Newmans Ridge Rd to Cailborne Co. line	362	305	355	440	18.69	1.97	-17.73
018	02620	From SR031 State Hwy. 31 to Claiborne Co. line	210	268	253	323	-21.64	-17.00	-34.98
019	SR063	From SR063 Newmans Ridge Rd to Cailborne Co. line	373	397	417	540	-6.05	-10.55	-30.93
025	02546	From SR031 State Hwy. 31 to Grainger Co. line	233	232	120	368	0.43	94.17	-36.68
027	SR131	From SR031 State Hwy. 31 to Grainger Co. line	828	684	815	863	21.05	1.60	-4.06
029	01190	From SR031 State Hwy. 31 to Hawkins Co. line	491	423	503	647	16.08	-2.39	-24.11
030	SR031	From 02546 War Creek Rd. to Hawkins Co. line	2283	1987	2565	2536	14.90	-10.99	-9.98
031	02616	From SR063 Newmans Ridge Rd. to Tennessee/Virginia state line	130	160	127	292	-18.75	2.36	-55.48

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
032	SR033	From SR003/SR066 Main St. to Claiborne Co. line	686	641	885	851	7.02	-22.49	-19.39
033	SR033	From 02614 Panther Creek Rd to SR033 Kyles Ford Rd.	684	625	783	827	9.44	-12.64	-17.29
034	01343	From SR063 Mulberry Gap Rd. to Tennessee/Virginia state line	282	271	312	412	4.06	-9.62	-31.55
035	01334	From 0A180 Big Creek Rd. to SR033 State Hwy. 33	77	96	128	266	-19.79	-39.84	-71.05
036	02614	From SR033 Kyles Ford Rd. to 02614 Fox Branch Rd.	464	483	564	624	-3.93	-17.73	-25.64
038	02608	From 02608 Duck Creek Rd. to SR066 State Hwy.66	191	154	168	341	24.03	13.69	-43.99
039	02614	From 02614/0A073 Panther Creek Rd. to SR033 Kyles Ford Rd.	155	196	224	314	-20.92	-30.80	-50.64
040	02610	From SR066 State Hwy. 66 to SR070 State Hwy. 70	83	121	112	150	-31.40	-25.89	-44.67
041	SR066	From SR033 Tazewell Hwy./0A099 Roberts Rd. to SR031 State Hwy 31/ SR066 State Hwy. 66	3348	4048	3979	3709	-17.29	-15.86	-9.73
042	01332	From SR063 Mulberry Gap Rd. to Claiborne Co. line	153	141	139	230	8.51	10.07	-33.48

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
009	01364	From 0A236 Okalona Rd. to Tennessee/Virginia State line	286	286	324	334	0.00	-11.73	-14.37
010	02602	From 01364 Stanley Valley Rd. to 0A234 Plum Grove Rd.	312	332	442	511	-6.02	-29.41	-38.94
012	02549	From SR001 US-11W to SR346 State Hwy. 346/ E. Main St.	2429	2380	2462	2212	2.06	-1.34	9.81
013	02604	From SR 346 E. Main St. to 0A657 Red Hill Rd.	919	1071	858	963	-14.19	7.11	-4.57
017	01364	From SR001 US-11W to 02555 Mt. Zion Rd.	1094	1043	1418	1627	4.89	-22.85	-32.76
018	SR094	From SR066 State Hwy. 66 to 0A173 N. Sulphur Springs Rd.	455	619	655	646	-26.49	-30.53	-29.57
019	SR070	From SR070 Hwy. 70/SR094 SR-94 to Hancock Co. line	1182	1517	2053	1735	-22.08	-42.43	-31.87
024	01190	From SR066 State Hwy. 66 to Hancock Co. line	403	308	432	495	30.84	-6.71	-18.59
025	SR066	From 0B017 N. Brummitt St. to Hancock Co. line	486	477	453	586	1.89	7.28	-17.06
026	SR094	From SR066 State Hwy. 66 to 0A173 N. Sulphur Springs Rd.	191	165	232	218	15.76	-17.67	-12.39
030	SR031	From SR001 US-11W to Hancock Co. line	2939	2524	3232	3001	16.44	-9.07	-2.07
031	02550	From SR001 US-11W to Grainger Co. line	810	793	952	961	2.14	-14.92	-15.71
032	SR001	From 0A063 Jim Town Rd. to Grainger Co. line	7794	8074	7686	7865	-3.47	1.41	-0.90
033	01212	From SR001 US-11W to SR066 State Hwy. 66	1255	1098	1200	1076	14.30	4.58	16.64
034	SR344	From SR001 US-11W to 0B053 Rivergate Manor	1894	1660	1906	1844	14.10	-0.63	2.71
035	SR001	From 0A001 Arrowhead Dr. to 0A977 N. Hawkins St.	13310	14580	14266	13722	-8.71	-6.70	-3.00
036	SR066	From 0B017 N. Brummitt St. to SR001 US-11W	1461	1569	1622	1382	-6.88	-9.93	5.72
037	SR066	From SR001 US-11W to 0A881 Hope Rd.	11793	12727	12897	11636	-7.34	-8.56	1.35
038	01449	From 0A992 Depot St. to SR347 Burem Pk.	8783	8588	10989	11490	2.27	-20.07	-23.56
039	SR347	From SR347 E. Main St. to 0B040 Watson Rd.	3979	3715	4235	4387	7.11	-6.04	-9.30
040	SR070	From SR347 E. Main St. to 0A197 Frontage Rd.	4646	4747	5714	5772	-2.13	-18.69	-19.51
041	SR070	From SR070 Hwy. 70 to SR070 Hwy. 70	2551	2840	3798	3221	-10.18	-32.83	-20.80

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
043	02545	From SR347 Burem Pk. to 01434 Webster Valley Rd.	292	253	196	299	15.42	48.98	-2.34
045	SR347	From 01358 Petersburg Rd. to SR347 Beech Creek Rd./01175 Goshen Valley Rd.	761	878	836	863	-13.33	-8.97	-11.82
046	02598	From SR070 Hwy. 70/ to SR347 Burem Pk.	90	198	214	264	-54.55	-57.94	-65.91
48	01175	From SR347 Beech Creek Rd./ Burem Pk. to 0A660 Simpson Rd.	240	268	272	364	-10.45	-11.76	-34.07
049	SR347	From SR347 Beech Creek Rd./ Burem Pk. to Sullivan Co. line	649	632	644	617	2.69	0.78	5.19
050	01339	From SR347 Beech Creek Rd. to Greene Co. line	824	762	861	774	8.14	-4.30	6.46
051	SR347	From SR347 Beech Creek Rd./ Burem Pk. to 0A660 Simpson Rd.	407	557	537	463	-26.93	-24.21	-12.10
055	01434	From SR070 Hwy.70 to 0A714 Old Hwy. 70	781	952	879	741	-17.96	-11.15	5.40
056	02543	From SR070 Hwy.70 to SR066 State Hwy. 66	313	321	545	646	-2.49	-42.57	-51.55
057	SR113	From SR066 State Hwy. 66 to Hamblen Co. line	2666	2770	3003	2725	-3.75	-11.22	-2.17
061	SR066	From SR034 Andrew Johnson Hwy. to 0A794 Goan Dr.	5183	5095	5250	3807	1.73	-1.28	36.14
063	SR001	From 0A973 Burton Rd. to 0A004 E. Main St.	12492	13506	14404	14281	-7.51	-13.27	-12.53
065	SR001	From 0A001 Arrowhead Dr. to 0A977 N. Hawkins St.	12796	13246	13520	13216	-3.40	-5.36	-3.18
066	SR066	From SR001 US-11W to 0A881 Hope Rd.	15176	13985	15707	15421	8.52	-3.38	-1.59
067	0A280	From SR001 US-11W to SR066 State Hwy. 66	4935	4695	5473	5401	5.11	-9.83	-8.63
070	01186	From 0A273 Carter Valley Loop to 0A361 Cross Valley Rd.	964	964	970	1202	0.00	-0.62	-19.80
073	SR001	From 0A010 Choptack Rd. to 0A005 Old Hwy. 11 W./ Marble Hall Rd.	304	360	431	362	-15.56	-29.47	-16.02
074	SR066	From 0A881 Hope Rd. to 0A794 Goan Dr.	11113	13581	12340	10043	-18.17	-9.94	10.65
075	SR347	From 01358 Petersburg Rd. to SR347 Beech Creek Rd./01175 Goshen Valley Rd.	1147	1115	1203	1285	2.87	-4.66	-10.74
076	SR113	From SR066 State Hwy. 66 to Hamblen Co. line	3102	3127	3162	3063	-0.80	-1.90	1.27
077	SR066	From 0A881 Hope Rd. to 0A794 Goan Dr.	3979	3391	3929	3380	17.34	1.27	17.72

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078	02602	From SR070 Hwy. 70 to 0A217 Housewright Hollow Rd.	685	684	817	1111	0.15	-16.16	-38.34
080	SR066	From 0B017 N. Brummitt St. to Hancock Co. line	164	173	201	204	-5.20	-18.41	-19.61
081	SR346	From 0A289 Old Stage Rd. to 0A318 Depot St.	1129	1703	1788	1474	-33.71	-36.86	-23.41
084	SR001	From 02549 Stony Point Rd. to 0A273 Carter Valley Loop	10287	10938	12178	11263	-5.95	-15.53	-8.67
085	SR001	From 0A004 E.Main St. to 0A273 Carter Valley Loop	10665	10748	11765	11257	-0.77	-9.35	-5.26
086	SR001	From 0A973 Burton Rd. to 0A004 E. Main St.	11231	12239	13428	12527	-8.24	-16.36	-10.35
088	01358	From SR347 Burem Pk. to 01356 McKinney Chapel Rd.	1302	980	747	864	32.86	74.30	50.69
091	02551	From 01364 Stanley Valley Rd. to 01186 Carters Valley Rd.	303	281	300	492	7.83	1.00	-38.41
092	02602	From 0A217 Housewright Hollow Rd. to 02602 Caney Valley Loop	138	178	163	324	-22.47	-15.34	-57.41
093	SR347	From 01358 Petersburg Rd. to SR347 Beech Creek Rd./01175 Goshen Valley Rd.	1767	1861	1927	1981	-5.05	-8.30	-10.80
094	SR346	From 0B314 Phipps Rd. to SR001 US-11W	1688	1871	2577	2547	-9.78	-34.50	-33.73
096	SR347	From SR347 Burem Pk. to SR070 Hwy. 70	5657	6207	6241	6477	-8.86	-9.36	-12.66
097	01356	From SR066 State Hwy. 66 to 0A885 Guntown Rd.	818	580	661	581	41.03	23.75	40.79
098	SR001	From 0A005 Old Hwy. 11 W to 0A001 Arrowhead Dr.	8352	7860	8768	8707	6.26	-4.74	-4.08
099	02606	From 01364 Stanley Valley Rd. to 01186 Carters Valley Rd.	572	514	673	717	11.28	-15.01	-20.22
101	01434	From 02545 Tunnel Hill Rd. to SR347 Burem Pk.	269	312	336	379	-13.78	-19.94	-29.02
104	02604	From 0A656 Longs Bend Pk. to 0A655 Christian Bend Rd.	182	206	184	201	-11.65	-1.09	-9.45
105	01364	From SR001 US-11W to 02555 Mt. Zion Rd.	787	941	1076	1042	-16.37	-26.86	-24.47
106	SR070	From SR070 Hwy. 70 to 0A197 Frontage Rd.	2679	3477	3398	3609	-22.95	-21.16	-25.77
107	SR070	From SR070 Hwy. 70/SR094 SR-94 to Hancock Co. line	589	690	843	924	-14.64	-30.13	-36.26
108	02600	From SR066 State Hwy. 66 to SR070 Hwy. 70	439	557	679	768	-21.18	-35.35	-42.84

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
109	SR066	From 0B017 N. Brummitt St. to Hancock Co. line	299	266	296	393	12.41	1.01	-23.92
110	SR031	From SR001 US-11W to Hancock Co. line	2295	1997	2508	2286	14.92	-8.49	0.39
111	02528	From 02528 Grassy Valley Rd. to SR344 Melinda Ferry Rd.	316	318	386	269	-0.63	-18.13	17.47
112	SR070	From SR066 State Hwy. 66 to Greene Co. line	1224	1084	1165	1002	12.92	5.06	22.16
120	01186	From 0A273 Carter Valley Loop to 0A361 Cross Valley Rd.	633	673	789	1105	-5.94	-19.77	-42.71
121	02547	From 02602 Hickory Cove Rd. to 01364 Stanley Valley Rd.	496	488	679	729	1.64	-26.95	-31.96
123	SR034	From 0A788 Bulls Gap/ St. Clair Rd. to 0A826 County Line Rd.	6334	5855	7055	6988	8.18	-10.22	-9.36
132	02638	From 01434 Webster Valley Rd. to SR070 Hwy. 70	196	221	986	142	-11.31	-80.12	38.03
133	SR070	From SR066 State Hwy. 66 to Greene Co. line	3196	3429	3596	3910	-6.79	-11.12	-18.26

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
001	SR133	From SR034 US-421 to Tennessee/ Virginia state line	531	454	327	479	16.96	62.39	10.86
002	SR091	From 02619 Old SR-91 to Tennessee/ Virginia state line	3131	2482	2874	2971	26.15	8.94	5.39
004	02621	From SR091 State Hwy. 91 to 0A262 Gentry Creek Rd.	739	694	680	921	6.48	8.68	-19.76
006	02619	From SR091 State Hwy. 91 to 0A255 Dooleys Ridge Rd.	318	275	307	490	15.64	3.58	-35.10
007	SR091	From 02619 Old SR-91 to Tennessee/ Virginia state line	4112	3934	3907	4542	4.52	5.25	-9.47
010	SR133	From SR034 US-421 to Tennessee/ Virginia state line	740	871	856	1018	-15.04	-13.55	-27.31
011	SR034	From SR034 US-421 to Sullivan Co. line	590	707	772	982	-16.55	-23.58	-39.92
012	02696	From SR034 US-421 to SR133 Hwy. 133	166	156	195	335	6.41	-14.87	-50.45
013	02623	From 02623 Brinkley Rd. to SR034 US-421	147	149	179	266	-1.34	-17.88	-44.74
014	SR091	From SR034 US-421 to Carter Co. line	503	565	554	612	-10.97	-9.21	-17.81
015	SR034	From SR034 US-421 to Sullivan Co. line	402	696	793	727	-42.24	-49.31	-44.70
016	01396	From SR034 US-421 to SR067 State Hwy. 67	638	657	661	809	-2.89	-3.48	-21.14
017	SR034	From 0A229 Liberty Church Rd. to 0A228	1928	2205	2720	2696	-12.56	-29.12	-28.49
018	02617	From 0A236 Hospital Rd. to 0A243 Old Cool Springs Rd.	1886	2630	2444	3718	-28.29	-22.83	-49.27
019	02694	From SR034 N. Shady St. to SR091 State Hwy. 91	131	172	390	406	-23.84	-66.41	-67.73
020	SR091	From SR034 N. Shady St. to 02619 Old SR-91	3121	2594	4877	5599	20.32	-36.01	-44.26
021	SR067	From 0A092 W. Holy Hill Rd. to Carter Co. line	5964	5916	6187	7040	0.81	-3.60	-15.28
22	SR034	From SR418/SR067 W. Main St. to 0A162 Crossroads	11763	11067	12424	13538	6.29	-5.32	-13.11
023	SR167	From 0A162 Crossroads to Tennessee/ North Carolina State line	1644	1210	1531	1507	35.87	7.38	9.09
024	SR167	From 0A162 Crossroads to Tennessee/ North Carolina State line	2402	2366	2624	2957	1.52	-8.46	-18.77
025	SR034	From 0A162 Crossroads to 02692 Bulldog Rd.	5818	5609	6380	7390	3.73	-8.81	-21.27
026	SR167	From 0A354 Rainbow Rd. to 0A168 Dotson Ln.	4305	4703	4491	4701	-8.46	-4.14	-8.42

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
029	SR067	From 0A092 W. Holy Hill Rd. to Carter Co. line	3437	3685	4093	3912	-6.73	-16.03	-12.14
030	SR167	From SR067 State Hwy. 67 to SR167 Roan Creek Rd.	1413	1387	1401	1351	1.87	0.86	4.59
032	01076	From SR167 Roan Creek Rd. to 0A409 Little Dry Run Rd.	550	524	542	595	4.96	1.48	-7.56
034	SR167	From SR167 Hwy. 167 to 0A375 Slimp Branch Rd.	1038	1109	1168	1116	-6.40	-11.13	-6.99
035	01394	From SR167 Roan Creek Rd. to 01076 Dry Hill Rd./Buntontown Rd.	1069	1097	1124	1187	-2.55	-4.89	-9.94
036	02613	From SR167 Roan Creek Rd. to 02615 Dug Hill Rd.	918	1260	1191	1256	-27.14	-22.92	-26.91
037	02692	From SR034 US-421 to Tennessee/ North Carolina State line	738	630	667	744	17.14	10.64	-0.81
038	SR067	From SR034 US-421 to Tennessee/ North Carolina State line	934	939	1101	1197	-0.53	-15.17	-21.97
039	SR034	From 02692 Bulldog Rd. to Tennessee/ North Carolina State line	5689	5041	5999	6188	12.85	-5.17	-8.06
041	01076	From 01394 Big Dry Run Rd. to Carter Co. line	533	508	501	524	4.92	6.39	1.72
043	01076	From 01394 Big Dry Run Rd. to Carter Co. line	228	183	159	199	24.59	43.40	14.57
044	SR159	From 01389 Greggs Branch Rd. to Tennessee/North Carolina State line	1234	952	1245	1082	29.62	-0.88	14.05
046	01394	From SR167 Roan Creek Rd. to 01076 Dry Hill Rd./Buntontown Rd.	369	379	426	515	-2.64	-13.38	-28.35
048	SR067	From 0A092 W. Holy Hill Rd. to Carter Co. line	3667	3698	3894	4243	-0.84	-5.83	-13.58
049	02615	From 0A360 Adams Dr. to 02615 Dug Hill Rd.	606	827	736	1138	-26.72	-17.66	-46.75
050	02613	From 01394 Big Dry Run Rd. to 0A389 Arnold Town Rd.	155	176	178	243	-11.93	-12.92	-36.21
051	02617	From SR091 State Hwy. 91 to 0A236 Hospital Rd.	392	628	716	801	-37.58	-45.25	-51.06
052	SR067	From 0A092 W. Holy Hill Rd. to Carter Co. line	5305	5745	5744	6574	-7.66	-7.64	-19.30
53	SR034	From 0A228 to SR067/SR418 W. Main St.	8381	6071	6771	6398	38.05	23.78	30.99
054	SR034	From 0A162 Crossroads to 02692 Bulldog Rd.	5206	4734	5656	6003	9.97	-7.96	-13.28
055	02617	From 0A236 Hospital Rd. to SR091 State Hwy. 91	706	743	1089	1174	-4.98	-35.17	-39.86

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
056	02619	From 0A104 State Hwy. 91 to 0A255 Dooleys Ridge Rd.	216	326	306	350	-33.74	-29.41	-38.29
057	02621	From 02621 Branch Rd. to 0A266 Greer Branch Rd.	342	300	456	458	14.00	-25.00	-25.33
058	SR418	From SR418/0A138 Main St. to SR034 S. Shady St.	5466	6410	9057	9225	-14.73	-39.65	-40.75
059	01389	From 01076 Buntontown Rd. to SR159 US-321	424	383	365	374	10.70	16.16	13.37
060	SR167	From SR167 Hwy. 167 to 0A375 Slimp Branch Rd.	2373	2265	2419	2189	4.77	-1.90	8.41
061	02698	From SR091 Sate Hwy. 91 to Tennessee/Virginia State line	550	508	500	480	8.27	10.00	14.58
062	SR091	From SR034 N. Shady St. to 02619 Old SR-91	3241	2525	0	0	28.36	3241.00	3241.00

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
001	SR044	From SR034 Carl R. Moore Pkwy. to Tennessee/Virginia State Line	2142	2106	1881	2290	1.71	13.88	-6.46
002	SR034	From SR435 Old US-Hwy. 421 to Johnson Co. line	1904	1648	1780	2152	15.53	6.97	-11.52
051	SR044	From SR044 Dry Branch Rd. to 0A941 Old Weaver Pk.	1469	1392	1378	1498	5.53	6.60	-1.94
052	01081	From SR044 Dry Branch Rd. to 0A981 Big Arm Rd.	1425	1274	1356	1487	11.85	5.09	-4.17
053	SR037	From 0C811 Osbornes Dr. to Carter Co. line	10140	9488	10214	10371	6.87	-0.72	-2.23
059	01361	From 0B064 Hensen Ave. to 01374 Old Hwy. 11E/Main St.	4181	3671	3554	4487	13.89	17.64	-6.82
060	01374	From 0B101 Taylor Dr. to 01374 Old Hwy. 11E/Main St.	1084	1065	985	1269	1.78	10.05	-14.58
062	0A004	From 0B073 Edgefield Rd. to 0B068 Bowman Ford Rd.	1238	1430	1256	1281	-13.43	-1.43	-3.36
063	02656	From 02599 Allison Rd. to 0B055 Hicks Rd.	5421	4198	3862	4053	29.13	40.37	33.75
064	02599	From 01375 Muddy Creek Rd. to 0A232 Spangler Rd./ Church Hill Rd.	1927	2117	1984	2746	-8.97	-2.87	-29.83
112	01380	From SR034 Carl R. Moore Pkwy. to 01380 S. Holston Dam Rd.	1810	1682	1530	1702	7.61	18.30	6.35
134	01392	From 0D229 Old Elizabethton Rd. to Carter Co. line	800	762	915	914	4.99	-12.57	-12.47
145	01374	From 0B107 Main St. to SR037 US-Hwy. 19E	3785	3733	3429	4431	1.39	10.38	-14.58
187	SR044	From 0A941 Old Weaver Pk. to SR044 River Bend Rd.	2401	2356	3080	3065	1.91	-22.05	-21.66
198	SR034	From SR435 Old US-Hwy. 421 to Johnson Co. line	675	419	467	636	61.10	44.54	6.13
207	02668	From 0A946 Possum Creek Rd. to SR044 Hickory Tree Rd.	340	381	435	318	-10.76	-21.84	6.92
208	0A678	From 0A888 Bullock Hollow Rd. to SR044 River Bend Rd.	687	613	862	835	12.07	-20.30	-17.72
213	02678	From 02678 Fairview School Rd. to 0A281 Big Hollow Rd.	966	1446	1179	1624	-33.20	-18.07	-40.52
249	02676	From 0A870 Veidleman Creek Rd. to 02676 Meadow Creek Rd.	628	603	777	669	4.15	-19.18	-6.13
280	SR358	From SR044 Rock Hold Rd. to 0A914 Old Silver Grove Rd.	1205	1164	1186	1465	3.52	1.60	-17.75
281	SR044	From SR044 Dry Branch Rd. to 0A941 Old Weaver Pk.	1914	1856	1854	2098	3.13	3.24	-8.77

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<i>Station Number</i>	<i>Route Number</i>	<i>Termini</i>	<i>AADT 2022</i>	<i>AADT 2012</i>	<i>AADT 2007</i>	<i>AADT 2002</i>	<i>2022-2012 Percent Change</i>	<i>2022-2007 Percent Change</i>	<i>2022-2002 Percent Change</i>
004	SR173	From SR107 Unicoi Dr. to Carter Co. line	1232	1381	1069	1005	-10.79	15.25	22.59
005	SR107	From SR173 Simerly Creek Rd. to Tennessee/North Carolina State line	1057	995	1062	999	6.23	-0.47	5.81
006	SR107	From 0A376 Scott Rd. to SR173 Simerly Creek Rd.	2577	2520	2586	2629	2.26	-0.35	-1.98
007	01415	From SR107 Unicoi Dr. to 0A548 Laurel Ln.	1347	1209	1069	1293	11.41	26.01	4.18
008	02561	From 0A341 Gaddy Circle Rd. to 0A344 Tipton Rd.	581	477	618	490	21.80	-5.99	18.57
009	05575	From SR173 SR-173 to 0A571 Pine Hill Rd.	3172	3465	3630	3546	-8.46	-12.62	-10.55
010	SR107	From SR107/SR173 Unicoi Dr. to 0A376 Scott Rd.	4687	4520	5060	5044	3.69	-7.37	-7.08
011	01351	From 01419 Harris Hollow Rd. to 0A582 Elks Club Rd.	1663	1286	1658	986	29.32	0.30	68.66
012	SR107	From SR107 John Sevier Hwy. to 0A559 Quail Run Ct.	4155	5288	5645	7479	-21.43	-26.40	-44.44
013	SR395	From 0A269 Daniels Rd. to 0A277 Bear Wallow Flats	732	562	613	501	30.25	19.41	46.11
014	0A181	From SR107 N. Main St. to 0A231 Toney Ave.	705	574	727	721	22.82	-3.03	-2.22
015	SR107	From SR107 John Sevier Hwy. to 0A559 Quail Run Ct.	5797	8122	8387	10508	-28.63	-30.88	-44.83
016	SR107	From I0026 to SR107 John Sevier Hwy.	9422	6517	6080	6298	44.58	54.97	49.60
017	0A068	From 0A491 Temple Hill Rd. to 0A088 Spring St.	773	1001	1120	1083	-22.78	-30.98	-28.62
018	0A491	From 0A068 Chestoa Pike Rd. to 04701 Jackson-Love Hwy.	2367	3364	3445	3171	-29.64	-31.29	-25.35
019	SR036	From SR352 Old SR-81 to SR036 Spivey Mountain Rd.	1380	1841	1821	2183	-25.04	-24.22	-36.78
020	SR352	From SR036 Spivey Mountain Rd. to SR352 Devil Fork. Rd.	858	1056	940	1325	-18.75	-8.72	-35.25
021	SR036	From SR352 Old SR-81 to Tennessee/ North Carolina State line	511	693	698	914	-26.26	-26.79	-44.09
024	SR036	From SR352 Old SR-81 to Tennessee/ North Carolina State line	339	387	370	536	-12.40	-8.38	-36.75
025	01347	From 02622 Tilson Mountain Rd. to 01347 Gentry Mountain Rd.	234	337	285	390	-30.56	-17.89	-40.00

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026	02622	From 01347 Coffee Ridge Rd. to 02559 Old SR-81	52	88	106	170	-40.91	-50.94	-69.41
027	SR352	From 02559 Old SR-81 to Tennessee/ North Caroline State line	486	563	676	697	-13.68	-28.11	-30.27
028	01347	From 02559 Old SR-81 to 01347 Gentry Mountain Rd.	243	257	273	382	-5.45	-10.99	-36.39
029	02557	From 02559 Old SR-81 to dead end	215	259	301	361	-16.99	-28.57	-40.44
030	02559	From SR352 Devil Fork Rd. to Tennessee/North Carolina State line	144	172	178	130	-16.28	-19.10	10.77
032	04701 & 04716	From 0A190 S. Elm Ave. to 0A148 Carolina Ave.	6446	8290	7600	8304	-22.24	-15.18	-22.37
033	0A125	From 0A130 Martin Creek Rd. to 0A133 Odom Branch Rd.	342	598	589	757	-42.81	-41.94	-54.82
034	02559	From SR352 Devil Fork Rd. to Tennessee/North Carolina State line	116	135	139	49	-14.07	-16.55	136.73
036	I0026	From 0A177 Jackson-Love Hwy. to 0A300 Pippin Hollow Rd.	12654	15319	15964	11148	-17.40	-20.73	13.51
037	SR081	From I0026 James H. Quillen Pkwy. to Washington Co. line	4379	4440	5325	5472	-1.37	-17.77	-19.97
039	I0026	From 0A177 Jackson-Love Hwy. to 0A300 Pippin Hollow Rd.	13947	16869	17605	12789	-17.32	-20.78	9.05
040	01351	From 04718 Jackson Ave. to SR107 N. Main St.	5148	8492	8884	8609	-39.38	-42.05	-40.20
041	I0026	From 0A177 Jackson-Love Hwy. to 0A300 Pippin Hollow Rd.	16623	19403	19197	14671	-14.33	-13.41	13.31
042	02559	From SR352 Devil Fork Rd. to Tennessee/North Carolina State line	480	481	551	398	-0.21	-12.89	20.60
043	04701	From 0A491 Temple Hill Rd. to 0A098 Norris St.	6047	7580	7989	8191	-20.22	-24.31	-26.18
044	SR173	From SR173 SR-173 to 0A308 Tennesse St.	5914	6067	6906	6980	-2.52	-14.36	-15.27
046	SR173	From I0026 to SR173 Unicoi Rd.	5170	5111	5732	5044	1.15	-9.80	2.50
047	0E523	From 05381 S. Mohawk Dr. to 0A128 Okolona Dr./Martin Creek Rd.	597	1064	1180	1157	-43.89	-49.41	-48.40
048	05381	From 0E523 Martin Creek Rd. to 05381 Greenway Cir.	914	1819	2034	2091	-49.75	-55.06	-56.29
049	04701	From 0A095 Guinn Ln. to 05381 S. Mohawk Dr.	3743	6245	6439	6985	-40.06	-41.87	-46.41
050	04703	From 0A088 Fish Hatchery Rd. to 04701 Love St.	1868	2735	3130	3358	-31.70	-40.32	-44.37
051	04701	From 0A145 Sinasta Dr./Holston St. to 04716 Love St.	2899	4404	3942	4393	-34.17	-26.46	-34.01

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052	05381	From 05381 Greenway Cir. to oA128 Love St.	1735	2381	2701	2562	-27.13	-35.76	-32.28
053	0A128	From 0E523 Martin Creek Rd. to 0A128 Love St.	877	1259	1284	1645	-30.34	-31.70	-46.69
054	04710	From 0A128 Love St. to 04710 E. Erwin Rd.	1043	1982	2287	2486	-47.38	-54.39	-58.05
056	04706	From 0A295 Gay St. to 0A213 5th St.	5395	6301	5497	5712	-14.38	-1.86	-5.55
057	04701	From 0A295 Gay St. to 0A207 2nd St.	4892	6843	8047	10161	-28.51	-39.21	-51.86
058	04707	From 04706 N. Elm Ave. to 0A554 9th St.	2855	3176	2865	2680	-10.11	-0.35	6.53
059	04718	From SR107 N. Main St. to 01351 Harris Hollow Rd.	488	508	804	882	-3.94	-39.30	-44.67
061	04710	From 04710 Mohawk Dr. to SR395 Tenth St.	1006	1295	1416	1575	-22.32	-28.95	-36.13
062	01351	From 0A303 Dry Creek Rd. to 0A307 Riverside Dr.	1607	1513	1166	850	6.21	37.82	89.06
063	0A309	From I0026 to 0A310 Lincoln St.	394	428	587	637	-7.94	-32.88	-38.15
064	SR395	From SR107 N. Main St. to 0A268 Unaka View Dr.	3722	4088	4426	5986	-8.95	-15.91	-37.82
065	SR395	From 0A269 Daniels Rd. to 0A277 Bear Wallow Flats	902	861	1156	1252	4.76	-21.97	-27.96
066	I0026	From SR036 Spivey Mountain Rd. to Tennessee/North Carolina State line	10622	7097	9339	5671	49.67	13.74	87.30
068	I0026	From SR036 Spivey Mountain Rd. to Tennessee/North Carolina State line	7310	8962	9858	6180	-18.43	-25.85	18.28
069	I0026	From 0A177 Jackson-Love Hwy. to SR036 Spivey Mountain Rd.	8283	10012	10962	7918	-17.27	-24.44	4.61
070	01349	From Washington Co. line to dead end	80	101	121	160	-20.79	-33.88	-50.00
071	01351	From 04718 Jackson Ave. to SR107 N. Main St.	5639	7982	8685	10289	-29.35	-35.07	-45.19
072	04708	From 0A554 9th St. to SR207 N. Main St.	2619	3122	2653	2516	-16.11	-1.28	4.09
073	04719	From 04718 Jackson Ave. to SR107 N. Main St.	290	304	203	278	-4.61	42.86	4.32
074	0A169	From 0E523 Martin Creek Rd. to 0A128 Love St.	365	1038	1123	1243	-64.84	-67.50	-70.64
075	01347	From 02559 Old SR-81 to 01347 Gentry Mountain Rd.	594	546	621	722	8.79	-4.35	-17.73
076	01419	From I0026 to 04718 Jskson Ave.	6383	7294	7651	7777	-12.49	-16.57	-17.92
077	05381	From 05381 S. Mohawk Dr. to 05381 S. Mohawk Dr.	2303	2485	2250	2050	-7.32	2.36	12.34
078	05381	From 05381 S. Mohawk Dr. to 05381 S. Mohawk Dr.	2431	2655	2395	2170	-8.44	1.50	12.03

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079	I0026	From SR173 SR-173 to 0A305 Tinker Rd.	15924	18514	18731	0	-13.99	-14.99	1592400.00
080	06023	From SR107 John Sevier Hwy. to 04701 N. Main St.	7155	0	0	0	7155.00	7155.00	7155.00
990	I0026	From SR036 Spivey Mountain Rd. to Tennessee/North Carolina State line	8759	8065	9618	5882	8.61	-8.93	48.91

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012	SR081	From SR093 Hwy. 93 to 0A157 Mitchell Ridge Rd.	2034	2069	2150	2143	-1.69	-5.40	-5.09
013	01335	From SR081 SR-81 to 02650 Providence Rd.	784	899	811	860	-12.79	-3.33	-8.84
046	02650	From SR075 Bownantown Rd. to 0A415 Baskett Rd.	452	423	323	398	6.86	39.94	13.57
048	SR034	From 02573 Oakland Rd. to Greene Co. line	11514	11359	12366	11646	1.36	-6.89	-1.13
049	SR075	From SR034 Veterans Pkwy. to 02573 Oakland Rd.	818	660	580	595	23.94	41.03	37.48
050	SR034	From 02573 Oakland Rd. to Greene Co. line	12015	11296	12352	11496	6.37	-2.73	4.51
051	0A850	From 01352 Old SR-34 to 0A871 Urbana Rd.	365	369	514	540	-1.08	-28.99	-32.41
070	01349	From SR081 SR-81 to Unicoi Co. line	335	371	424	589	-9.70	-20.99	-43.12
071	SR107	From SR081 SR-81 to 01357 Jackson Bridge Rd.	4335	3900	4111	3948	11.15	5.45	9.80
076	02569	From 01352 Old SR-34 to 0B138 Copp Rd.	776	526	662	534	47.53	17.22	45.32
077	02569	From 01352 Old SR-34 to 0B138 Copp Rd.	310	368	297	321	-15.76	4.38	-3.43
106	01352	From 0A850 Big Limestone Rd. to 0A905 Gravel Hill Rd.	1176	1121	1265	1268	4.91	-7.04	-7.26
123	01352	From SR075 Berkley Rd. to Greene Co. line	491	613	562	641	-19.90	-12.63	-23.40
136	02652	From 0A207 Blakcley Creek Rd. to SR081 SR-81	297	257	259	391	15.56	14.67	-24.04
137	02539	From 01335 Glendale Rd. to Greene Co. line	127	167	146	207	-23.95	-13.01	-38.65
178	02563	From 0B111 Honeysuckle Ln. to 02563 Maple Swamp Rd.	300	426	330	386	-29.58	-9.09	-22.28
197	02567	From 02563 Liberty Church Dr. to SR107 Hwy. 107	486	624	731	950	-22.12	-33.52	-48.84
237	SR081	From 02628 Taylor Bridge Rd. to 0B185 Shin Bone Rd.	4903	4614	5134	5413	6.26	-4.50	-9.42
239	02573	From 0A234 McInturff Rd. to 01352 Bowmantown Rd.	1186	1137	1329	1274	4.31	-10.76	-6.91