# Appendix C.

## Sevierville
## Jurisdiction SAP



# Appendix C. Sevierville Jurisdiction SAP

Most traffic entering Sevier County for recreation and tourism will drive through Sevierville as their entry point. The City of Sevierville has plenty of shopping and recreation destinations itself, but it also has the largest portion of tourist, commuter, and resident trips among the four municipalities. This is evident in the crash totals of vehicles registered in-state versus out-of-state. Only 19% of vehicles involved in a crash in Sevierville were registered in Tennessee. That ratio is slightly higher than crashes outside any incorporated area (13%), but less than half the 42% of vehicles in the other three jurisdictions.

Over 6,000 of the 8,499 crashes (71%) that occurred in Sevierville were on State Routes. Sevierville is crossed by several State Routes, which represent 84% of the non-Interstate vehicle miles traveled within the City. Although higher classification roadways dominate the vehicle exposure, crash rates per vehicle mile are significantly higher on lower classified roadways. Minor collectors represent the highest average crash rate, followed by local roads.

Figure 1 illustrates the distribution of crashes in Sevierville by severity from January 2019 to April 2024. The majority of crashes resulted in property damage only (7,070), while minor injuries (795) and possible injuries (493) accounted for a smaller portion. More severe outcomes included 121 serious injury crashes and 20 fatal crashes during the study period.

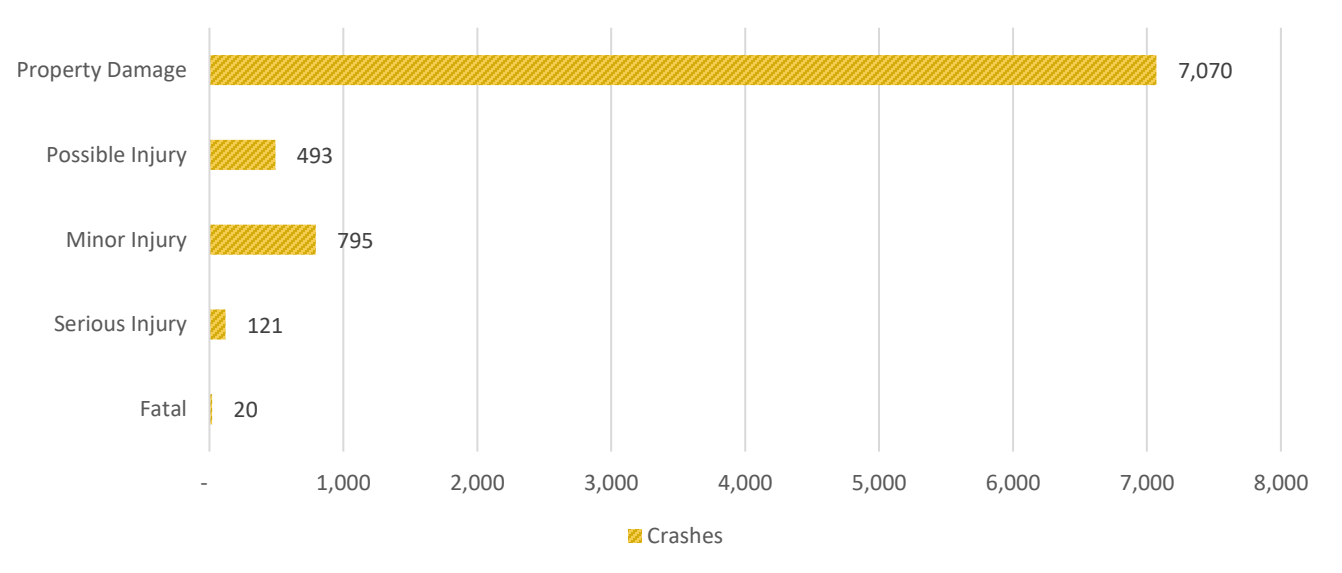



**Figure 1 Sevierville Crash Severity (January 2019 to April 2024)**

The highest concentrations of fatal and serious injury (KA) crashes are located along the city's major corridors (Figure 2)—particularly Winfield Dunn Parkway (SR 66), Main Street (US 441), and Dolly Parton Parkway (SR 35). These routes carry the region's heaviest traffic volumes, serving both local commuters and visitors traveling to commercial destinations and the Smoky Mountains. Several Vulnerable Road User (VRU) crashes also appear along these same corridors, reinforcing the need for enhanced pedestrian crossings, lighting improvements, and access management strategies to improve safety for all roadway users.

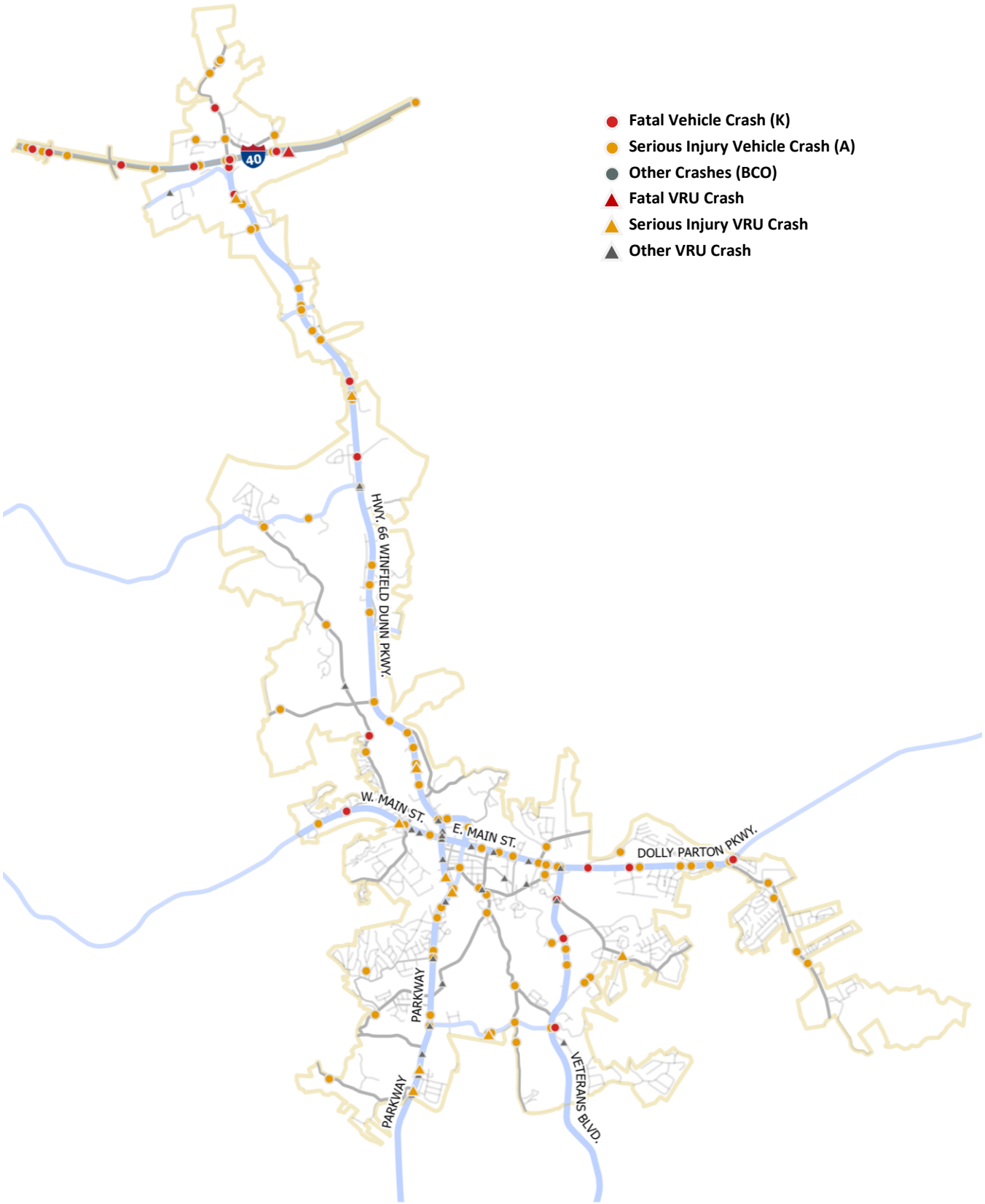



**Figure 2 Sevierville Crash Severity by Location (January 2019 to April 2024)**

Figure 3 shows the distribution of crashes in Sevierville by manner of collision. The majority of crashes were rear end and angle collisions. These crash types are consistent with the city's congested travel corridors, particularly along Winfield Dunn Parkway (SR 66) and US 441, where frequent signalized intersections, high traffic volumes, and numerous driveways create frequent stop-and-go conditions and turning conflicts. Sideswipe and single-vehicle crashes were also common, reflecting lane-change maneuvers and roadway departure risks in areas with narrow shoulders and limited sight distance. While most of these crashes resulted in property damage only, rear-end and angle crashes continue to be the primary contributors to serious injury and fatal outcomes in Sevierville, underscoring the need for access management and intersection safety treatments.

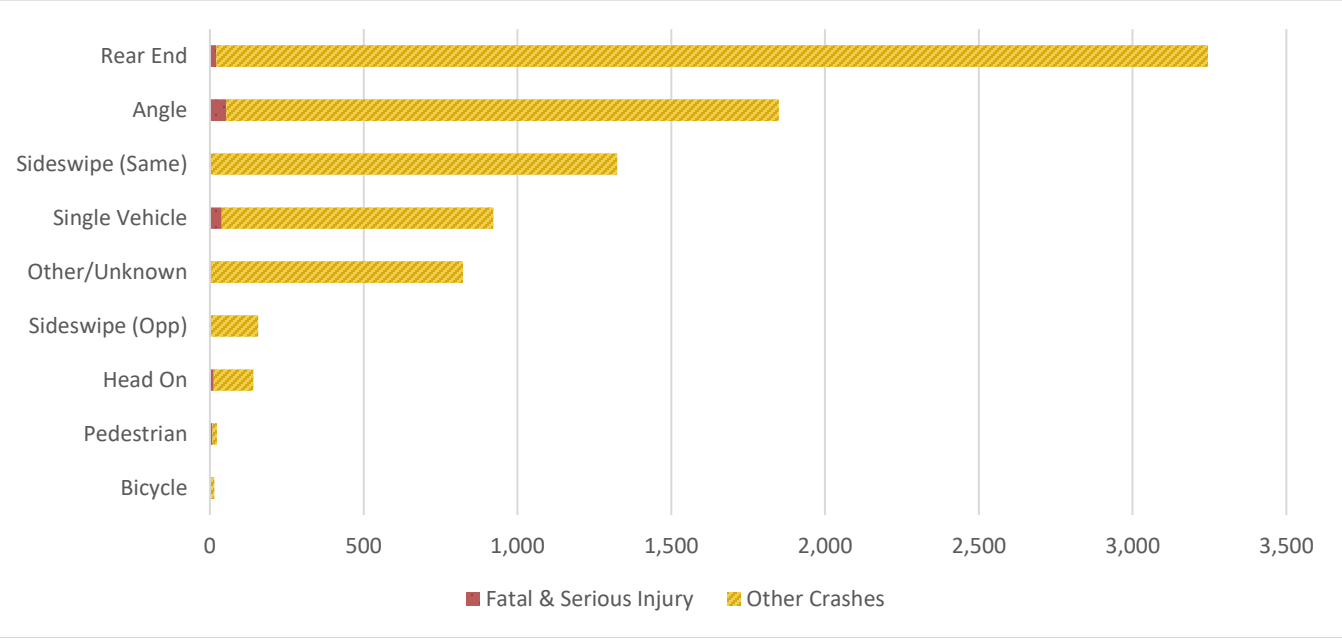



**Figure 3 Sevierville Crash Manner (January 2019 to April 2024)**

## Public Survey Responses

Figure 4 illustrates the locations of public survey responses received within Sevierville. Participants identified a wide range of safety issues concentrated along the city's major corridors, including Winfield Dunn Parkway (SR 66), Main Street (US 441), Veterans Boulevard, and connecting routes near the commercial core. The most frequently reported concerns included roadway conditions (56 responses), visibility (44), near misses (39), and pedestrian safety (25), reflecting the challenges of navigating Sevierville's high-traffic urban environment. Respondents also cited issues related to lighting (11), speeding (21), and bicycle safety (5)—indicating opportunities to improve multimodal safety across both state and local roadways.

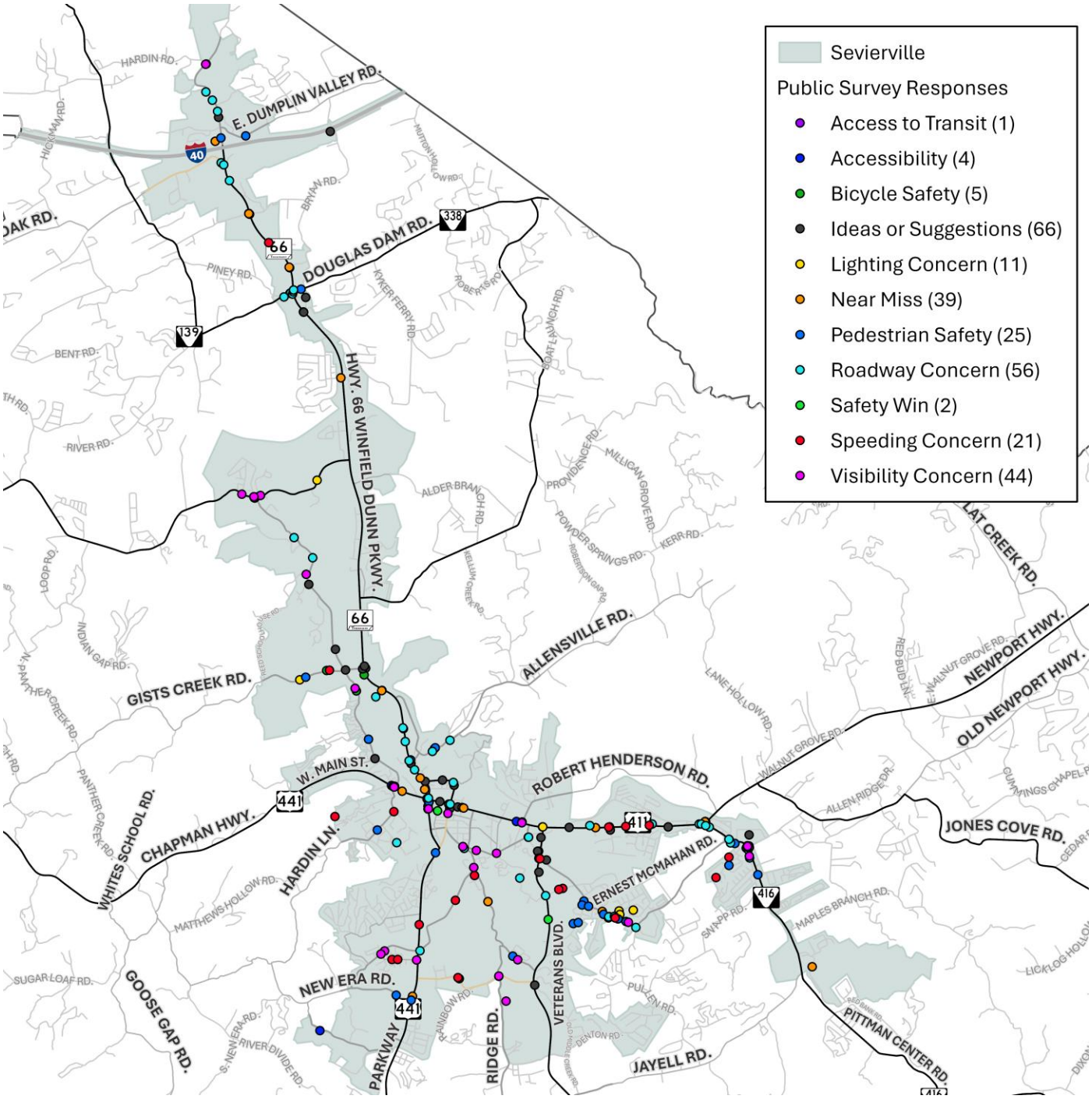



**Figure 4 Sevierville Public Survey Responses**

## Safety Networks

The **High Injury Network (HIN)** in Sevierville highlights roadway segments where **the highest concentrations of fatal and serious injury (KA)crashes** have occurred. As shown in Figure 5, the HIN is primarily concentrated along Winfield Dunn Parkway (SR 66), Parkway (US 441), and Dolly Parton Parkway (US 411. These roadways carry high volumes of both local and visitor traffic, with frequent intersections, signalized crossings, and numerous commercial driveways contributing to increased crash exposure. The combination of heavy

congestion, turning conflicts, and pedestrian activity creates conditions that elevate crash severity along these corridors. By identifying these segments as part of the HIN, the Safety Action Plan directs attention to Sevierville's most critical safety locations—where targeted countermeasures such as access management, signal timing improvements, pedestrian crossings, and speed management strategies will have the greatest potential to reduce fatalities and serious injuries.

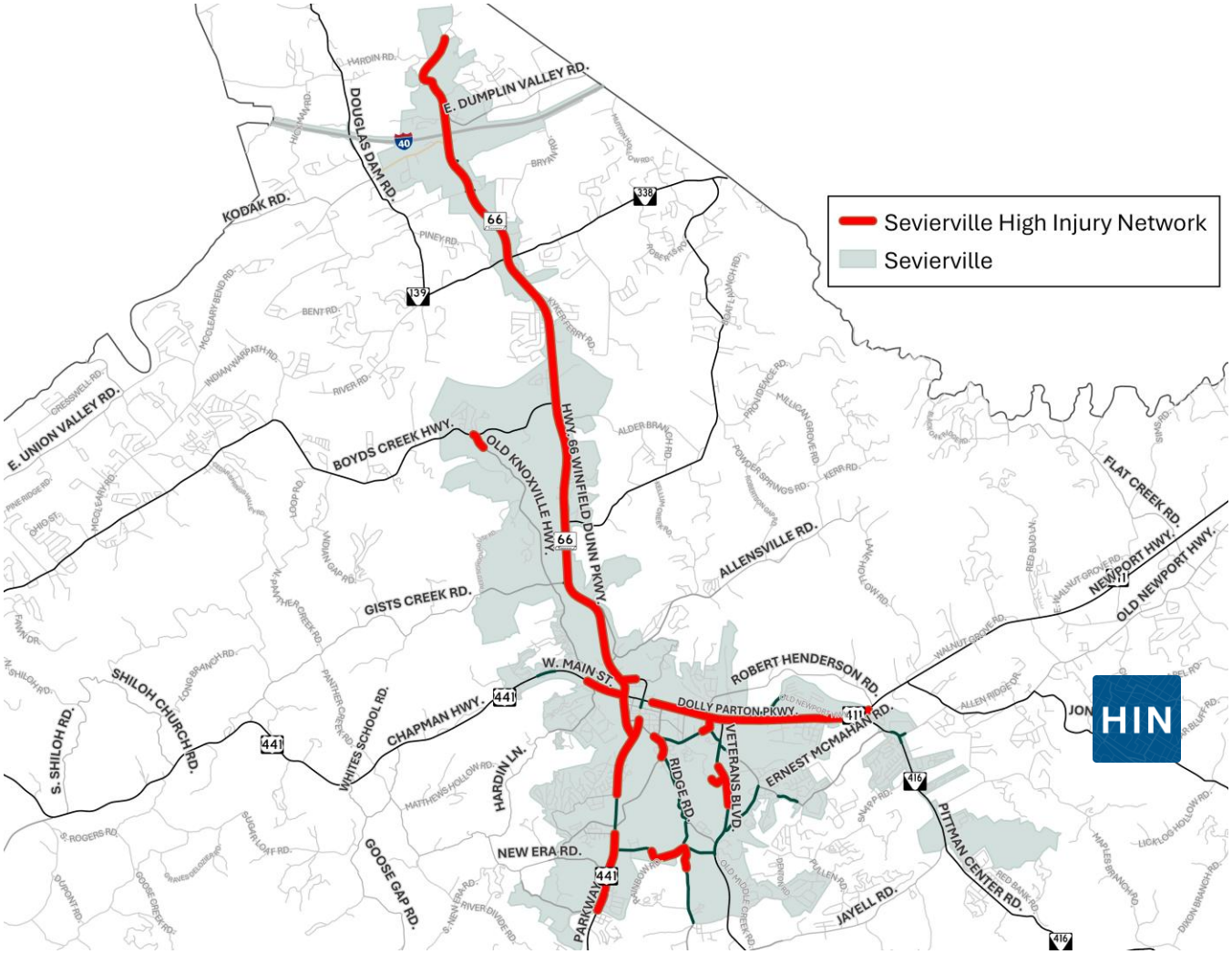



**Figure 5 Sevierville High Injury Network (HIN)**

The **High-Risk Network (HRN)** identifies roadway segments with the greatest potential for future fatal and serious injury crashes (see Figure 6). Unlike the High Injury Network, which focuses only on corridors with the highest concentration of KA crashes, the HRN considers **all reported crashes** to evaluate risk. A weighted scoring system gives the greatest emphasis to fatal crashes, with progressively lower weights assigned to serious injury, minor injury, and property damage only (PDO) crashes. This approach highlights corridors with recurring crash patterns that, while not always severe today, have a higher likelihood of producing severe outcomes in the future. As shown in Figure 6, the HRN analysis highlights major corridors such as Winfield Dunn Parkway (SR 66), Parkway (US 441), and Dolly Parton Parkway (US 411), where congestion, turning conflicts, and a high number of access points contribute to crash risk.

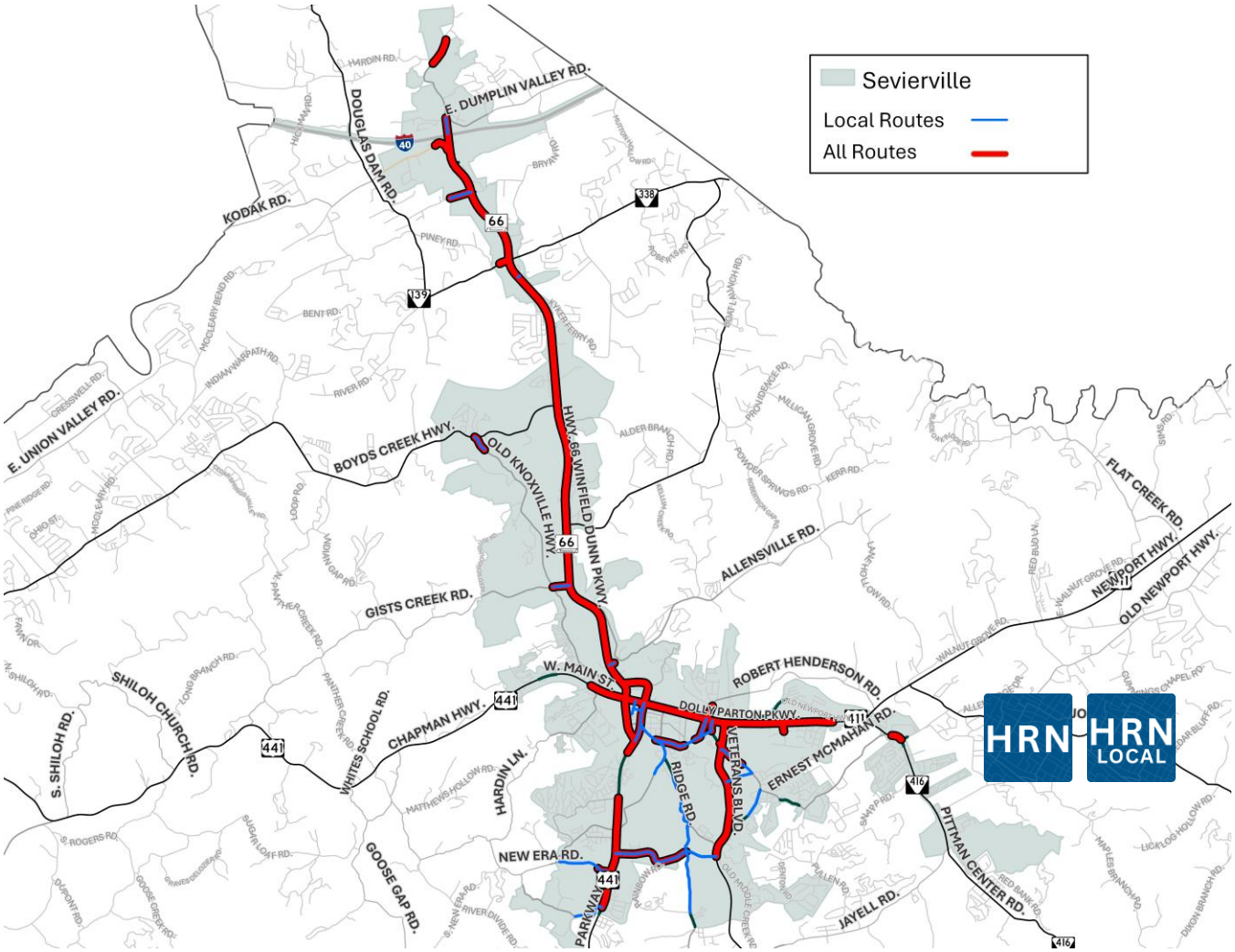



**Figure 6 Sevierville High Risk Network (HRN)**

The **Local High-Risk Network (HRN Local)** refines the HRN analysis by removing state and federal highways to focus on **locally maintained roadways** within Sevierville. Although these roads carry less traffic overall, they often feature sharp curves and limited shoulders—conditions that elevate crash risk, particularly for tourist drivers unfamiliar the roadways. As shown in Figure 6, HRN Local segments include portions of Veterans Boulevard, Ridge Road, and New Era Road, which serve both residents and visitors traveling between lodging and commercial areas. Identifying these local corridors ensures that safety improvements extend beyond major routes and address the community-scale roadways where crash risks remain high despite lower volumes.

## High Priority Projects

In Sevierville, **29 High Priority Projects** have been identified, targeting locations with the highest concentrations of severe and recurring crashes. Of the 8,499 crashes that occurred within the city during the study period, **5,378 crashes** (63.3 percent) were captured within these project locations. This high percentage reflects the city's more compact roadway network and the concentration of traffic volumes and crash activity along key corridors. The selected projects focus on addressing these high-density crash areas, providing the greatest opportunity for measurable safety improvements within Sevierville's jurisdiction.

**Table 1 Sevierville High Priority Projects**

| ID | Location | Vehicle Crashes | | | | VRU Crashes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Total | K | ABC | O | Total | K | ABC | O |
| S-1 | SR 449 at Middle Creek Rd | 39 | 1 | 5 | 33 | 1 | 0 | 1 | 0 |
| S-2 | SR 449 from Middle Creek Rd to Collier Dr | 174 | 2 | 28 | 144 | 1 | 0 | 1 | 0 |
| S-3 | Middle Creek Rd from SR 449 to Ernest McMahan Rd | 55 | 0 | 9 | 46 | 0 | 0 | 0 | 0 |
| S-4 | Middle Creek Rd from US 411 to SR 449 | 80 | 0 | 11 | 69 | 0 | 0 | 0 | 0 |
| S-5 | Eastgate Rd from Middle Creek Rd to High St | 98 | 0 | 9 | 89 | 0 | 0 | 0 | 0 |
| S-6 | Park Rd at Eastgate Rd | 49 | 0 | 6 | 43 | 1 | 0 | 1 | 0 |
| S-7 | Parkway from Bruce St to SR 66 | 274 | 0 | 28 | 246 | 0 | 0 | 0 | 0 |
| S-8 | Parkway from Court Ave to Prince St | 40 | 0 | 7 | 33 | 0 | 0 | 0 | 0 |
| S-9 | SR 71 from SR 66 to Parkway | 292 | 0 | 35 | 257 | 2 | 0 | 1 | 1 |
| S-10 | US 411 from SR 66 to Pigeon St | 172 | 0 | 29 | 143 | 3 | 0 | 3 | 0 |
| S-11 | US 411 from Love Rd to Mize Ln | 28 | 1 | 8 | 19 | 0 | 0 | 0 | 0 |
| S-12 | SR 66 from US 411 to Bass Pro Dr | 2,368 | 4 | 419 | 1,945 | 6 | 0 | 5 | 1 |
| S-13 | SR 66 from N Parkway to Smoky Mountain Gateway Dr | 751 | 0 | 109 | 642 | 1 | 0 | 1 | 0 |
| S-14 | SR 66 from Gists Creek Rd to Hardin Hills Rd | 229 | 0 | 31 | 198 | 0 | 0 | 0 | 0 |
| S-15 | SR 66 at SR 338 | 150 | 0 | 78 | 72 | 0 | 0 | 0 | 0 |
| S-16 | SR 66 from SR 338 to Two Rivers Blvd | 157 | 1 | 36 | 120 | 2 | 0 | 2 | 0 |
| S-17 | SR 66 at Swaggerty Rd | 59 | 0 | 15 | 44 | 0 | 0 | 0 | 0 |
| S-18 | SR 66 at SR 139 (Henry Crossroads) | 134 | 0 | 34 | 100 | 0 | 0 | 0 | 0 |
| S-19 | SR 66 at Mount Rd | 43 | 0 | 14 | 29 | 0 | 0 | 0 | 0 |
| S-20 | SR 66 at Gateway Blvd | 57 | 1 | 8 | 48 | 1 | 0 | 1 | 0 |
| S-21 | Interstate 40 Exit 407 | 101 | 2 | 16 | 83 | 0 | 0 | 0 | 0 |
| S-22 | Snyder Rd from Hardin Rd to Sevier County Line | 32 | 0 | 7 | 25 | 0 | 0 | 0 | 0 |
| S-23 | Parkway from Pigeon Forge City Limits to SR 71 | 1,022 | 0 | 144 | 878 | 13 | 0 | 10 | 2 |

| ID | Location | Vehicle Crashes | | | | VRU Crashes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Total | K | ABC | O | Total | K | ABC | O |
| S-24 | Collier Dr from Parkway to SR 449 | 388 | 0 | 56 | 332 | 4 | 0 | 4 | 0 |
| S-25 | Collier Dr at Ridge Rd | 28 | 0 | 13 | 15 | 0 | 0 | 0 | 0 |
| S-26 | Ridge Rd from Centerview Rd to Park Rd | 161 | 0 | 37 | 124 | 0 | 0 | 0 | 0 |
| S-27 | Old Newport Hwy from US 411 to Rivers Edge Ln | 17 | 1 | 4 | 12 | 0 | 0 | 0 | 0 |
| S-28 | SR 416 at Old Newport Hwy | 34 | 0 | 11 | 23 | 0 | 0 | 0 | 0 |
| S-29 | Ernest McMahan Rd from Belle Meadows Blvd to Fine Glen Dr | 24 | 0 | 4 | 20 | 0 | 0 | 0 | 0 |

*K = Fatal, A = Serious Injury, B = Minor Injury, C = Possible Injury, O = Property Damage Only*




**Figure 7 Sevierville High Priority Projects**

Figure 8 illustrates the layout used for the Sevierville High Priority Project Sheets. Each sheet provides a concise summary of safety needs, existing conditions, and recommended countermeasures for specific project locations in Sevierville. The layout presents key details in a consistent, easy-to-read format, including the project location and limits, functional classification, traffic conditions, and crash history from January 2019 to April 2024. Identification criteria indicate whether the location was part of the High Injury Network (HIN), High-Risk Network (HRN), HRN Local, Public Concern, Community Task Force or Public Safety Task Forces. Each sheet also includes an aerial map with crashes by severity and a street view image to illustrate site conditions. Recommendations summarize targeted strategies—such as signage improvements, curve warning systems, speed management measures, and geometric enhancements—intended to reduce crash frequency and severity. All High Priority Project Sheets in this section follow this same format.

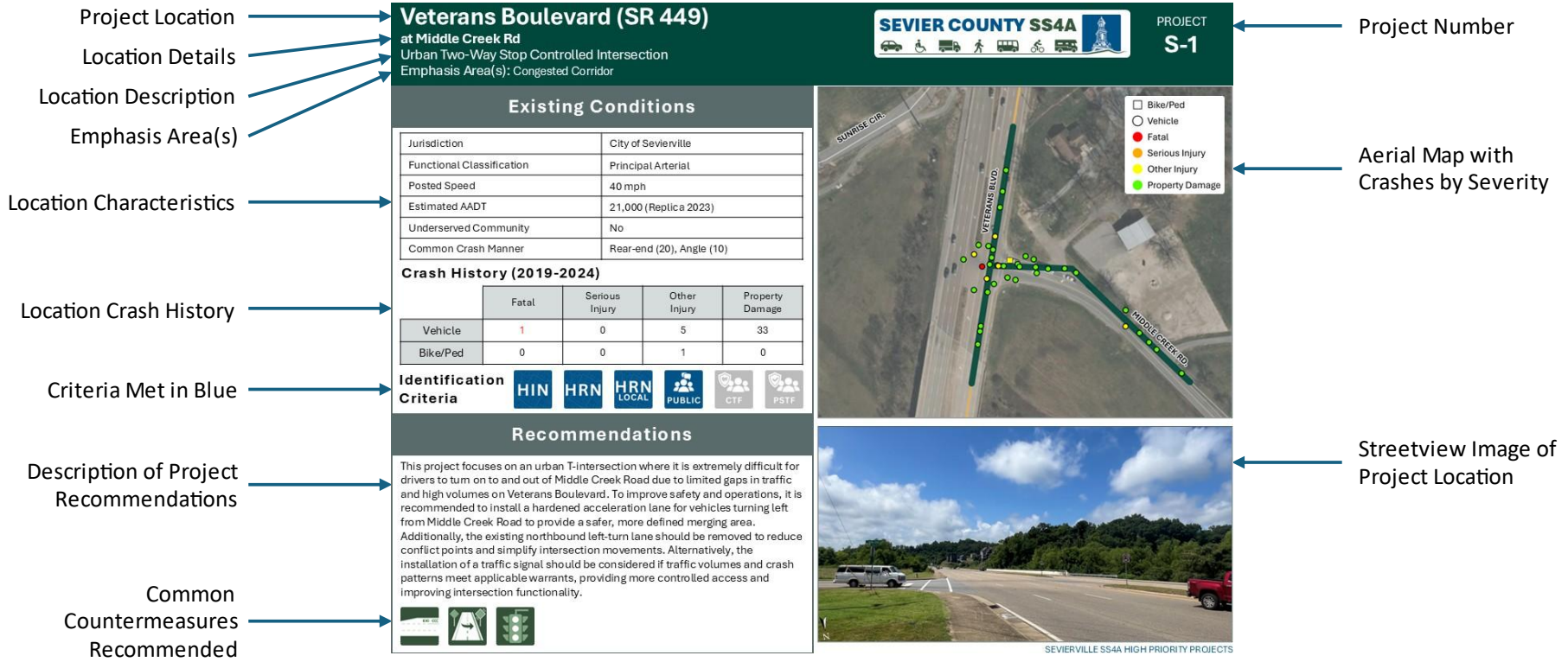



**Figure 8 Example Layout of Sevierville High Priority Project Sheet**

# Veterans Boulevard (SR 449)

**at Middle Creek Rd**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-1

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 40 mph |
| Estimated AADT | 21,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (20), Angle (10) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 0 | 5 | 33 |
| Bike/Ped | 0 | 0 | 1 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on an urban T-intersection where it is extremely difficult for drivers to turn on to and out of Middle Creek Road due to limited gaps in traffic and high volumes on Veterans Boulevard. To improve safety and operations, it is recommended to install a hardened acceleration lane for vehicles turning left from Middle Creek Road to provide a safer, more defined merging area. Additionally, the existing northbound left-turn lane should be removed to reduce conflict points and simplify intersection movements. Alternatively, the installation of a traffic signal should be considered if traffic volumes and crash patterns meet applicable warrants, providing more controlled access and improving intersection functionality.



# Veterans Boulevard (SR 449)

**from Middle Creek Rd to Collier Dr**

6-Lane Urban Divided Highway (1.55 mi)

Emphasis Area(s): Speed Management, Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT **S-2**

## Existing Conditions

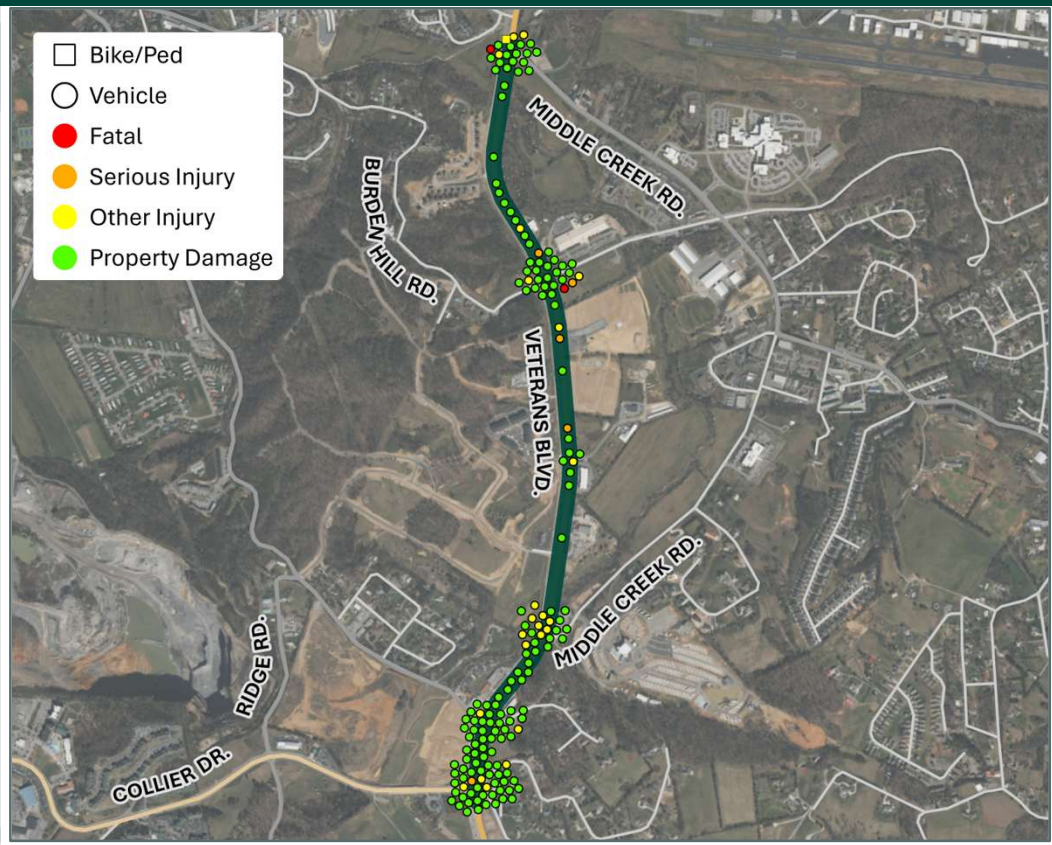
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 40 mph |
| Estimated AADT | 25,000 (Replica 2023) |
| Underserved Community | Yes |
| Common Crash Manner | Angle (58), Sideswipe (41) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 2 | 5 | 23 | 144 |
| Bike/Ped | 0 | 0 | 1 | 0 |

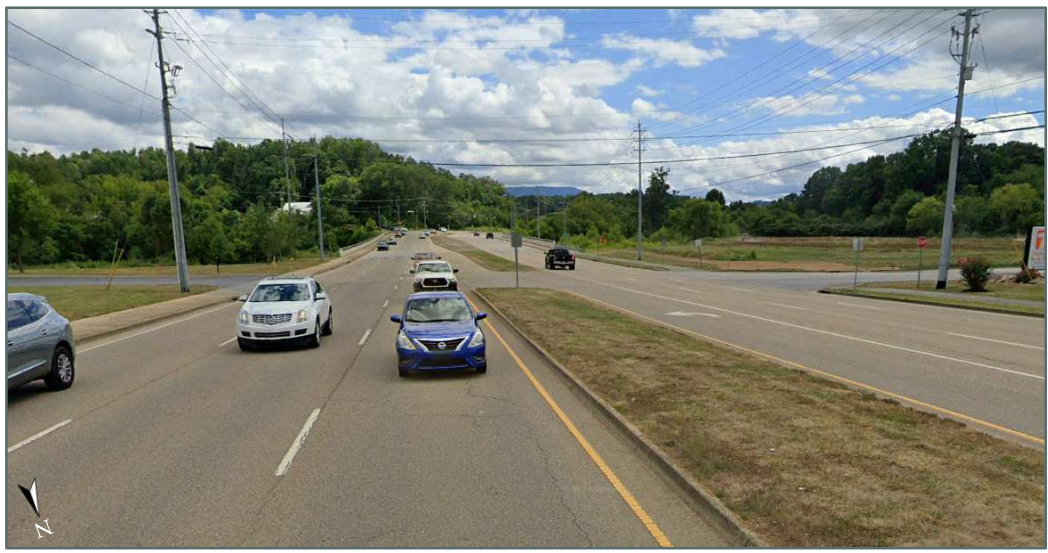
**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a divided highway with crashes concentrated at intersections along the corridor. Contributing factors include congestion, high travel speeds, and inconsistent driver behavior. To improve safety and reduce crash frequency, it is recommended to install dynamic message signs along the corridor to provide real-time information about traffic conditions, upcoming signals, and potential delays. Speed feedback signs should also be installed in key locations to encourage compliance with posted speed limits and alert drivers when they are exceeding safe speeds. In addition, public safety awareness campaigns should be implemented to educate drivers about safe driving practices to reduce risky driving behavior and enhance overall safety.



# Middle Creek Road

**from Veterans Blvd (SR 449) to Ernest McMahan Rd**

2-Lane Urban Roadway (0.80 mi)

Emphasis Area(s): Speed Management, Rural Roadway, Unfamiliar & Risky Driver

SEVIER COUNTY SS4A

PROJECT S-3

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Local |
| Posted Speed | 35 mph |
| Estimated AADT | 5,851 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (24), Angle (13) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 7 | 46 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a narrow, two-lane roadway with minimal shoulders. Crashes along the southern portion of the segment near the RV campground are primarily roadway departures. Rear-end crashes are clustered near the dense medical developments at the opposite end. Contributing factors include limited lane width, lack of recovery area, and inadequate visual cues for turning movements. To increase driver awareness, it is recommended to improve signage, including intersection warning signs to alert drivers to upcoming turning movements and chevrons in the curves. At the intersection with Ernest McMahan Road, larger stop signs and vertical retroreflective strips on the sign posts are recommended to enhance visibility of this stop condition.



# Middle Creek Road

**from Dolly Parton Pkwy (US 411) to Veterans Blvd (SR 449)**

2-Lane Urban Roadway (0.15 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-4

## Existing Conditions

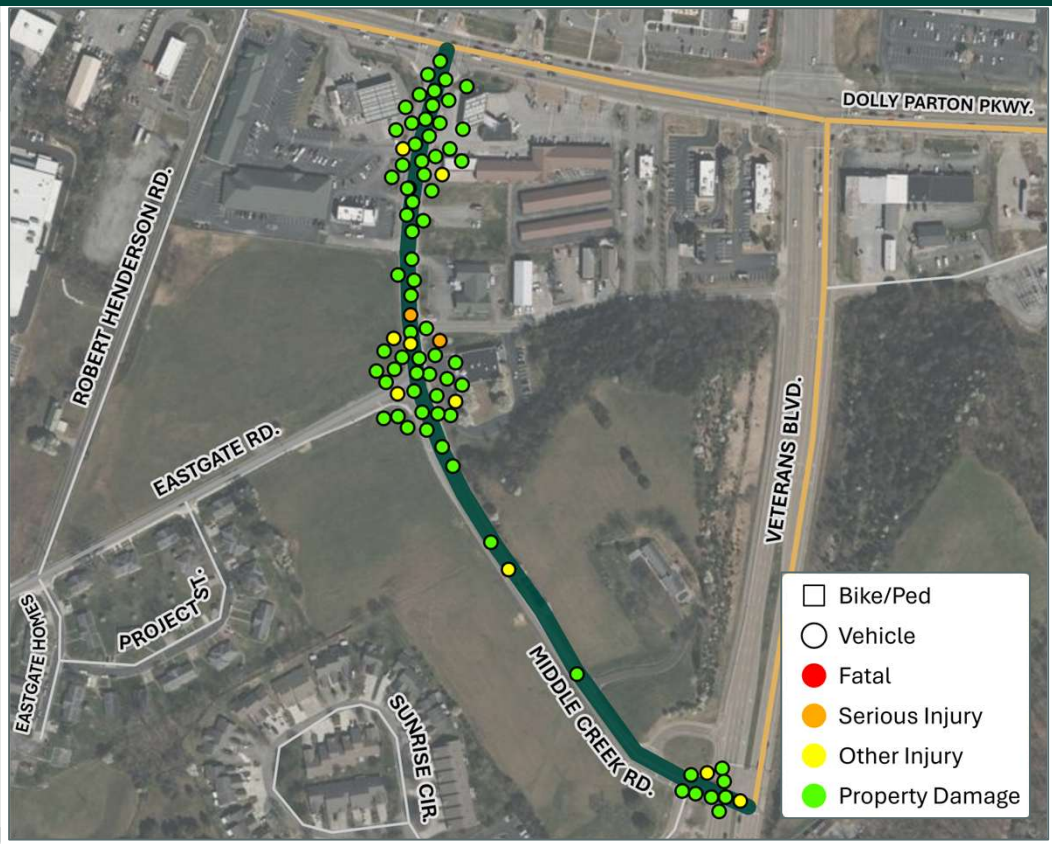
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 10,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (42), Rear-end (21) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 9 | 69 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a 0.15-mile segment of a two-lane urban roadway where frequent angle and rear-end crashes have been reported, largely due to the high number of closely spaced driveways. The short length and concentrated access points create numerous conflict opportunities and limited reaction time for drivers. To improve safety and reduce crash frequency, access management strategies should be implemented to consolidate driveways where feasible. Additionally, consideration should be given to identifying alternative connections to nearby major roadways to alleviate pressure on this segment. In the long term, realigning the roadway to terminate at Eastgate Road may further improve traffic flow and eliminate many of the access-related conflict points.



# Eastgate Road

**from Middle Creek Rd to High St**

2-Lane Urban Roadway (0.75 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT

**S-5**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 30 mph |
| Estimated AADT | 8,019 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Angle (45), Rear-end (19) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 9 | 89 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a narrow, two-lane roadway with sidewalks and a high density of driveways, serving as a key route for local traffic accessing two schools and a city park. The crashes on the corridor are primarily due to frequent turning movements, limited space for maneuvering, and high driveway density. To improve safety and operations, it is recommended to implement access management strategies such as consolidating or spacing out driveways where feasible and providing shared access between properties. Additional improvements could include enhanced signage and pavement markings to increase driver awareness and encourage speed reduction.



# Park Road

**at Eastgate Rd**

Urban Signalized Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT

**S-6**

## Existing Conditions

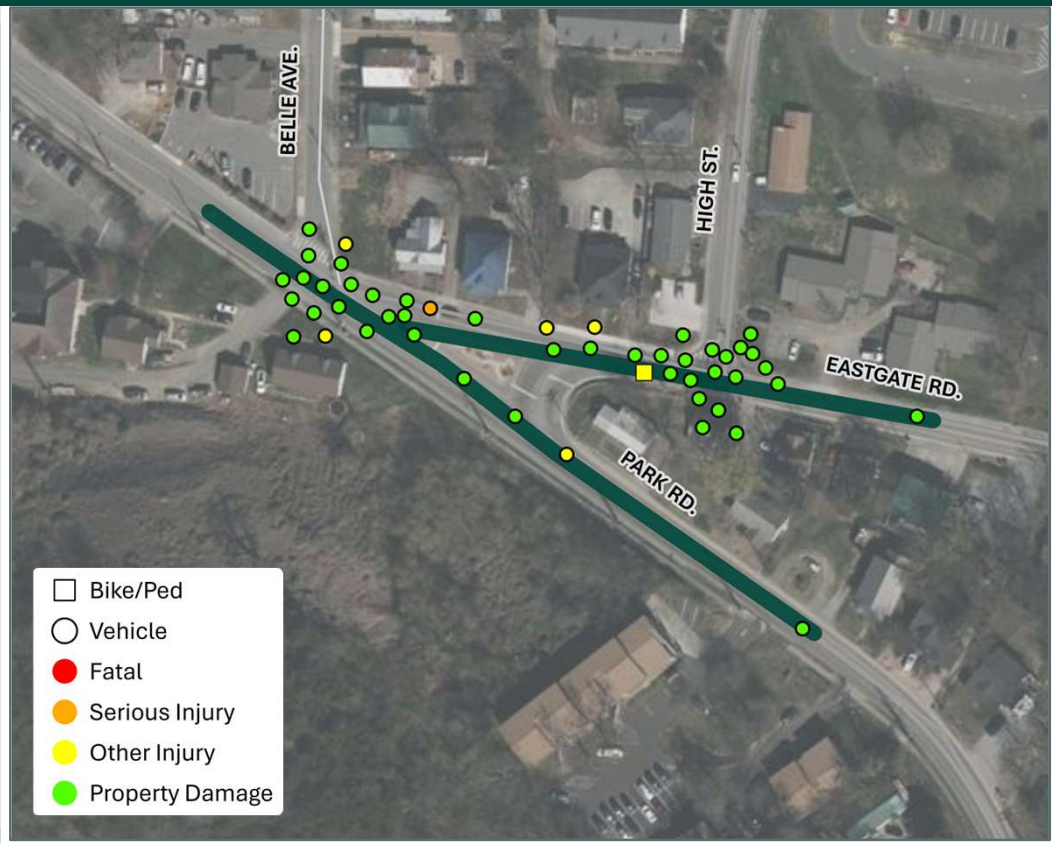
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 30 mph |
| Estimated AADT | 8,608 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Angle (19), Other/Unknown (9) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 5 | 43 |
| Bike/Ped | 0 | 0 | 1 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on an urban signalized intersection with an atypical configuration that creates operational challenges. Due to the extreme skew of the intersection, westbound left-turning vehicles and northbound right-turning vehicles do not travel through the main intersection, resulting in inefficient movements and confusion for drivers. To improve traffic flow, the intersection could be realigned to directly connect Park Road with High Street. A traffic study should be conducted to evaluate the impacts of a new intersection layout, including an analysis of school-related traffic patterns. As an alternative, installing a roundabout or a new traffic signal layout may be considered to improve safety and efficiency.



# Parkway (SR 448)

**from Winfield Dunn Pkwy (SR 66) to Bruce St**

4-Lane Urban Roadway with Center Two-Way Left-Turn Lane (0.75 mi)

Emphasis Area(s): Unfamiliar & Risky Driver

SEVIER COUNTY SS4A

PROJECT S-7

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Minor Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 31,872 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (103), Sideswipe (72) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 26 | 246 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the segment of the Parkway that serves as a primary exit route for drivers returning to Interstate 40. The segment includes an unconventional three-lane bypass configuration where all lanes ultimately lead to the same destination, but lack of clear guidance has led to driver confusion and unnecessary lane changes. To improve clarity and reduce conflicts, it is recommended to install directional shield pavement markings and overhead directional signage throughout the segment to clearly communicate that all lanes continue to the same endpoint. Enhancing signal visibility with larger signal heads, supplemental signal heads, and retroreflective backplates will further support safe navigation and reduce last-minute maneuvers.



# Parkway

**From Prince St to Court Ave**

4-Lane Urban Roadway (0.20 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-8

## Existing Conditions

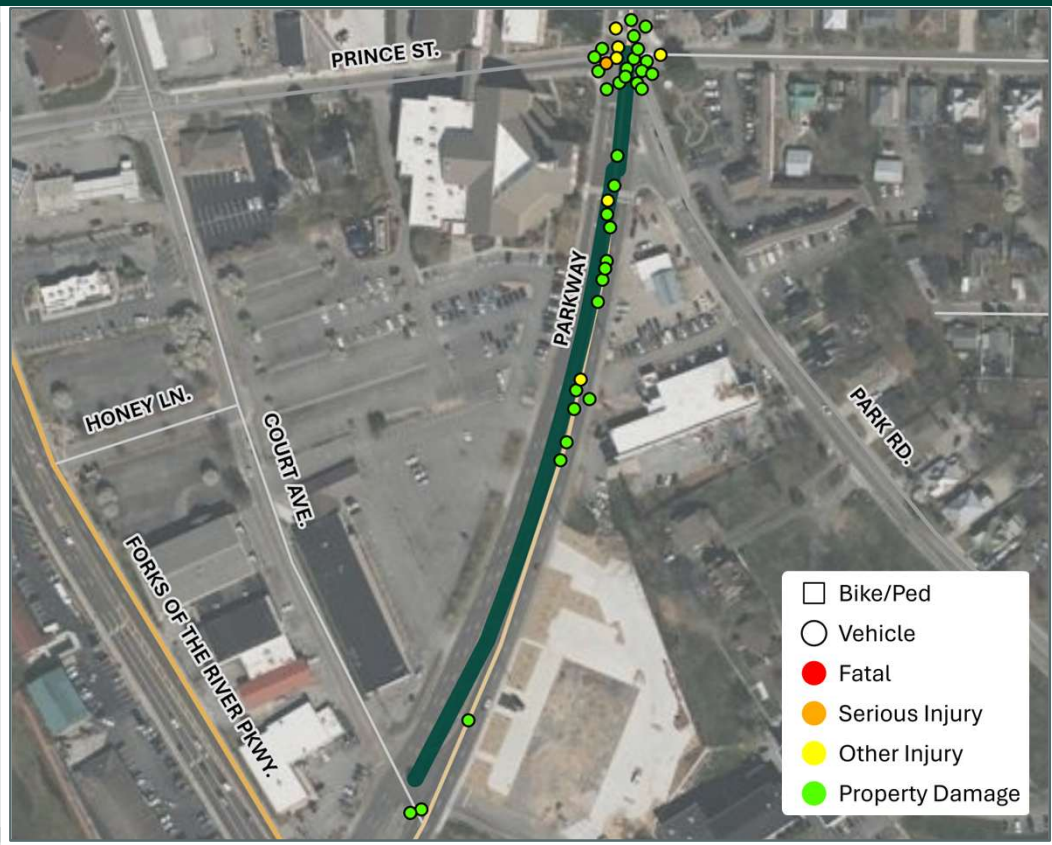
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Minor Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 14,500 (Replica 2023) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (13), Angle (13) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 6 | 33 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on an urban roadway segment with crash clusters concentrated at the intersection of Prince Street and along the Parkway, primarily at driveway locations. These crashes are largely attributed to conflicting turning movements and limited access control. To improve safety and reduce conflict points, it is recommended to install a direction left-turn median opening to better manage access and prohibit left turns out of Court Avenue, which currently creates unsafe turning conditions. At Prince Street, the existing flashing yellow arrow and turn storage should be removed and replaced with protected-only left-turn phasing to reduce angle crashes. Additionally, reflective backplates should be installed on all signal heads to improve visibility.






# Forks of the River Parkway (SR 71)

**from West Main St (US 411) to Parkway**

5-Lane Urban Roadway with Center Two-Way Left-Turn Lane (0.60 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-9

## Existing Conditions

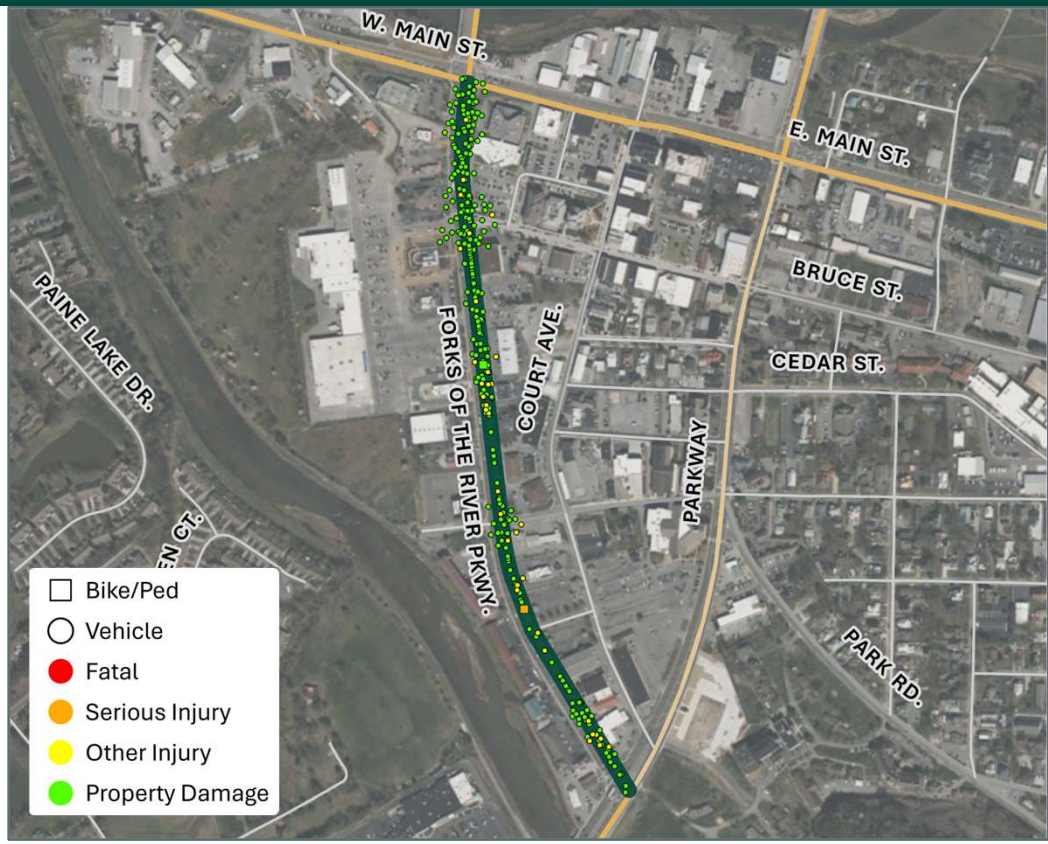
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 31,287 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (86), Angle (85) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 35 | 257 |
| Bike/Ped | 0 | 1 | 0 | 1 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a heavily traveled segment of SR 71 which has experienced a significant number of crashes. Contributing factors include narrow lane widths in certain areas, high congestion, and an excessive number of conflict points due to frequent driveways and turning movements. To improve safety and reduce crash frequency, access management strategies are recommended. These may include consolidating or relocating driveways, installing raised medians to restrict mid-block left turns, and creating dedicated turn lanes at key access points. Additionally, encouraging shared access between adjacent properties and providing parallel service roads or internal circulation routes can further reduce conflicts.



# West Main Street (US 411/US 441)

**from Forks of the River Pkwy (SR 66) to Pigeon St**

4-Lane Urban Roadway with Center Two-Way Left-Turn Lane (0.55 mi)

Emphasis Area(s): VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-10

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 21,023 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (66), Angle (55) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 3 | 26 | 143 |
| Bike/Ped | 0 | 1 | 2 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on an urban roadway segment with a two-way left-turn lane where crashes are occurring due to turning conflicts and limited access control. There are locations where offset side road alignment contributes to driver confusion when turning across the median. To improve safety and connectivity, access management strategies should be implemented to reduce conflict points, including better alignment of side street connections and potential driveway consolidation. Near the intersection with SR 66, a raised median should be installed to restrict turning movements and improve traffic flow. It is also recommended to install sidewalk to fill existing gaps between the greenway and sidewalk to enhance pedestrian access along the corridor.



# West Main Street (US 411/US 441)

**from Love Rd to Mize Ln**

4-Lane Urban Divided Highway (0.20 mi)

Emphasis Area(s): Speed Management, Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-11

## Existing Conditions

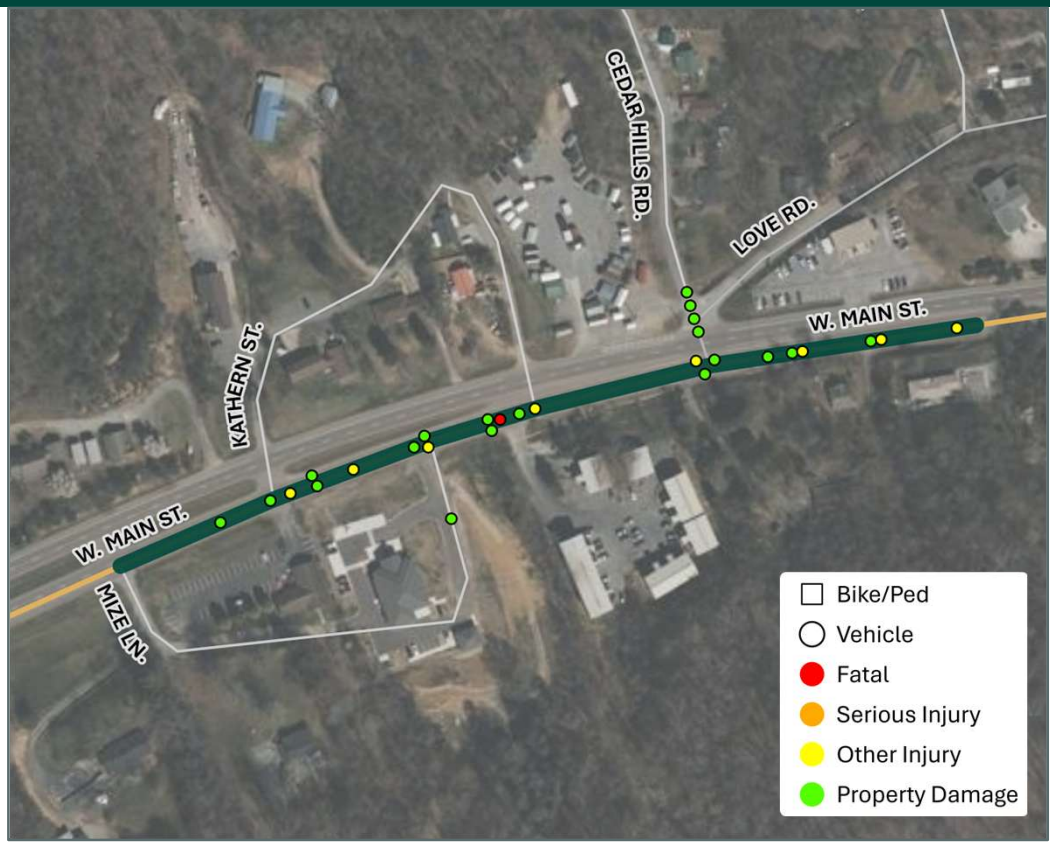
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 45 mph |
| Estimated AADT | 15,772 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (14), Angle (6) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 0 | 8 | 19 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a four-lane divided roadway segment where rear-end and angle crashes have occurred primarily at unsignalized intersections and driveway locations. These crashes are likely driven by excessive speeds, limited turn accommodations, and inadequate median storage. It is recommended to install dedicated turn lanes at key access points and enhance median storage areas to allow vehicles to safely wait for gaps in traffic without obstructing through lanes. Additionally, a speed study should be conducted to evaluate the appropriateness of the current speed limit, with potential consideration for a reduction to better align with roadway conditions and surrounding land uses as the corridor transitions into an undivided facility.



# Winfield Dunn Parkway (SR 66)

**from W Main St (US 411) to Bass Pro Dr**

6-Lane Urban Divided Highway (8.60 mi)

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-12

## Existing Conditions

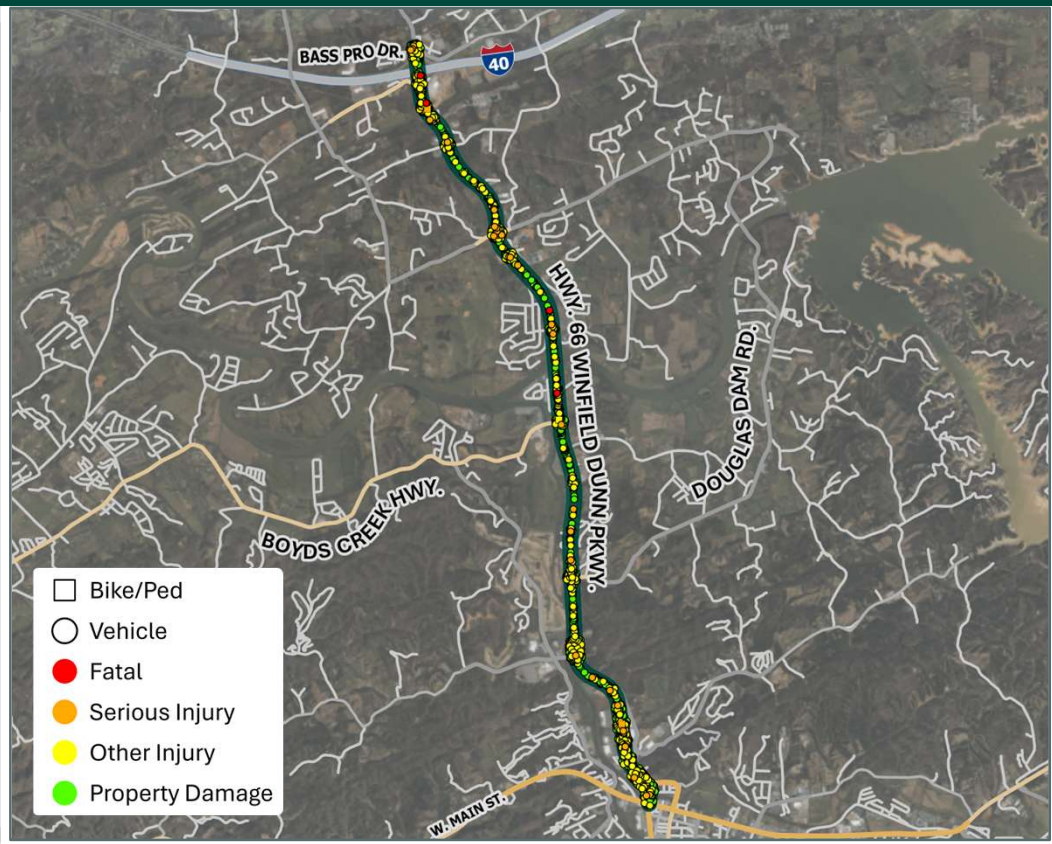
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 35/45 mph |
| Estimated AADT | 53,522 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (1,155), Angle (433) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 4 | 29 | 390 | 1945 |
| Bike/Ped | 0 | 2 | 3 | 1 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a congested six-lane divided urban highway that serves as a major tourist corridor connecting I-40 to the Great Smoky Mountains National Park. The corridor has an exceptionally high number of rear-end and angle crashes, largely due to heavy congestion and sudden stopping. To improve safety and traffic flow, it is recommended to install dynamic message boards to warn drivers of congestion and queuing ahead. Additionally, the construction of the Intra County Parkway is strongly supported to provide a parallel route and help relieve pressure on the corridor. In the short term, a comprehensive corridor study should be conducted to evaluate conditions and recommend targeted improvements to enhance safety, mobility, and overall operations.



# Winfield Dunn Parkway (SR 66)

**from North Parkway (SR 448) to Smoky Mountain Gateway Dr**

6-Lane Urban Divided Highway with Center Two-Way Left-Turn Lane (0.90 mi)

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-13

## Existing Conditions

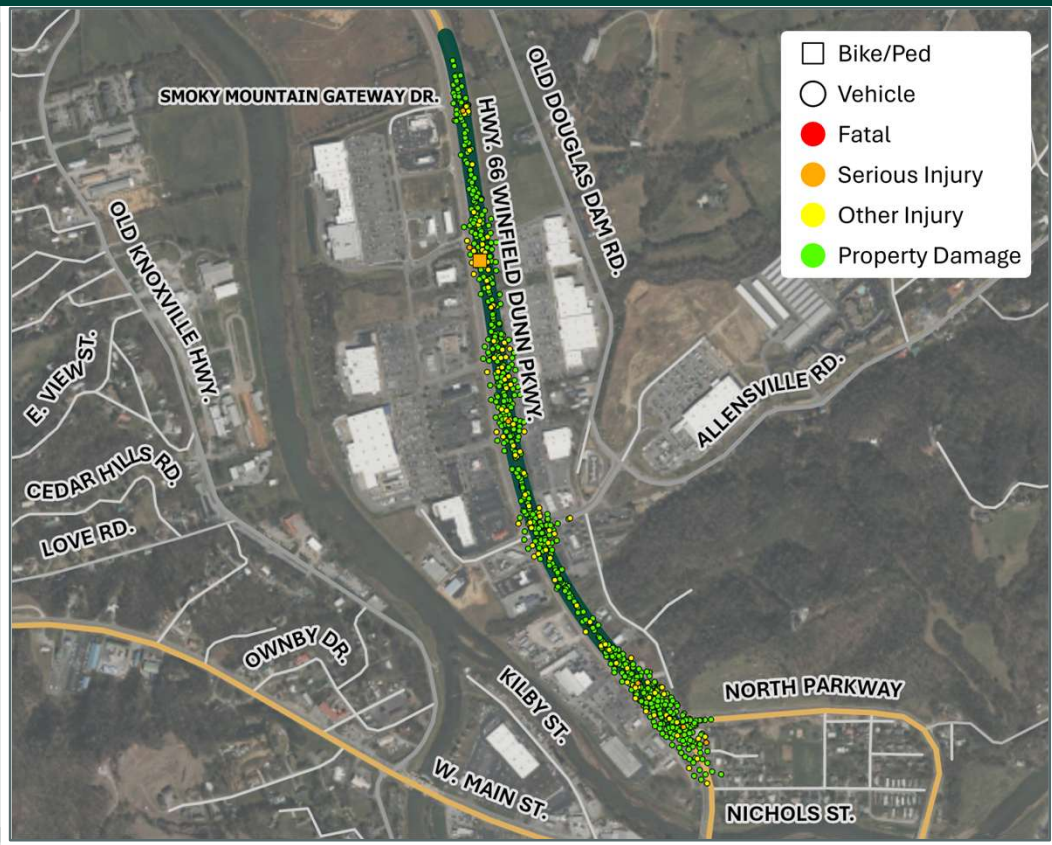
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 35/45 mph |
| Estimated AADT | 57,867 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (392), Angle (134) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 6 | 103 | 642 |
| Bike/Ped | 0 | 1 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the segment of SR 66 from North Parkway to Smoky Mountain Gateway Drive. Contributing factors to crashes in this segment are likely poor lane discipline, distracted driving, and unpredictable access patterns. To enhance safety and visibility, it is recommended to install retroreflective backplates on all signal heads to improve signal recognition. The overhead guide sign for North Parkway should be repositioned strategically to align with locations where queues typically begin to form, giving drivers more time to react. A focused study should also be conducted to better understand the causes of driver distraction. Targeted access management measures should be implemented to reduce conflict points and improve traffic flow.



# Winfield Dunn Parkway (SR 66)

**from Gists Creek Rd to Hardin Hills Rd**

6-Lane Urban Divided Highway (0.15 mi)

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-14

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 45 mph |
| Estimated AADT | 54,000 (Replica 2023) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (170) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 30 | 198 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on the segment of SR 66 from Gists Creek Road to Hardin Hills Road, where driver inattention and limited reaction time have contributed to the frequency of crashes. To improve safety and operations, it is recommended to adjust the signal timing to better manage traffic flow. Supplemental signal heads should be installed in the northbound direction to enhance visibility, particularly for drivers approaching around the curve. Dynamic message signs should be considered to provide real-time warnings of congestion or queuing ahead. To address distracted driving, signage enhancements and public awareness campaigns should be considered to improve diver focus and reduce crash risk along the corridor.



# Winfield Dunn Parkway (SR 66)

**at Douglas Dam Rd (SR 338)**

Urban Signalized Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-15

## Existing Conditions

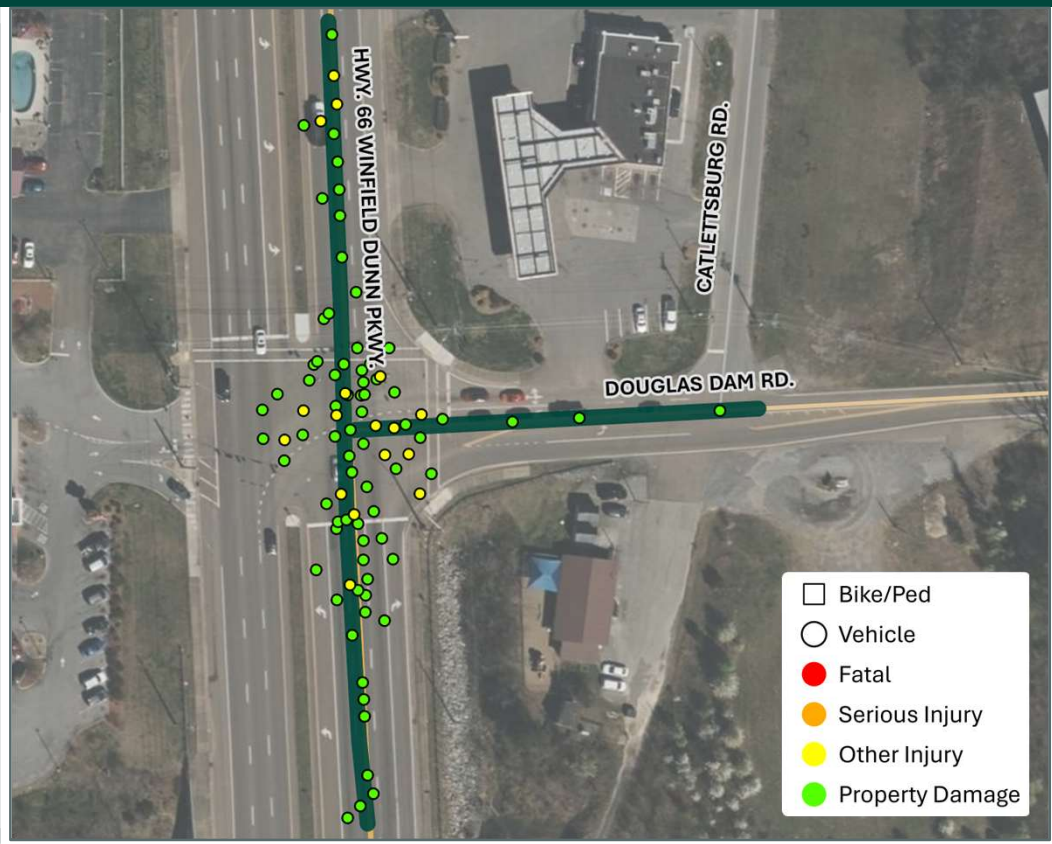
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 45 mph |
| Estimated AADT | 53,500 (Replica 2023) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (40), Angle (19) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 17 | 72 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on the signalized intersection of SR 66 and Douglas Dam Road. The intersection has experienced a pattern of rear-end and angle crashes. While there have been ongoing issues with signal communications, fiber is currently being installed along the corridor, which will support improved signal coordination and real-time traffic management. To further reduce crash frequency and improve safety, advanced warning signage, including “Signal Ahead” signs with flashers may help alert inattentive drivers.



# Winfield Dunn Parkway (SR 66)

**from Boyds Creek Hwy (SR 338) to Two Rivers Blvd**

6-Lane Urban Divided Highway (0.45 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-16

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | National Highway System |
| Posted Speed | 45 mph |
| Estimated AADT | 46,294 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (92), Angle (20) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 1 | 35 | 120 |
| Bike/Ped | 0 | 0 | 2 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on the segment of SR 66 from Boyds Creek Highway to Two Rivers Boulevard, where contributing factors to crashes include high traffic volumes, frequent turning movements, and distracted driving. It is recommended to install retroreflective backplates on all signal heads along the segment to enhance signal recognition. At the Knifeworks Lane intersection, “Signal Ahead” warning signs with flashers should be installed in both directions to provide advance notice of the signal. At the intersection with Two Rivers Boulevard, left turns out should be restricted and converted to a R-cut to reduce conflict points and improve operational efficiency. These improvements aim to enhance driver awareness and reduce turn conflicts.



# Winfield Dunn Parkway (SR 66)

**at Swaggerty Rd**

Urban Signalized Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-17

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 45 mph |
| Estimated AADT | 50,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (31), Angle (15) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 14 | 44 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on the signalized intersection of SR 66 and Swaggerty Road, which serves as a key access point to Northview Academy. It is recommended to install retroreflective backplates on all signal heads to enhance visibility and driver recognition. The southbound left-turn lane should be extended to accommodate school-related traffic volumes and reduce spillback into through lanes. Improved coordination with the upstream signal at Douglas Dam Road is also recommended to optimize traffic flow. Pavement guideline markings should be added to assist with lane positioning and turning movements, particularly for unfamiliar drivers. Restriping Swaggerty Road to remove the left turn lane into Swaggerty's would allow for an additional turn lane on to SR 66.



# Winfield Dunn Parkway (SR 66)

**at Douglas Dam Rd (SR 139)**

Urban Signalized Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-18

## Existing Conditions

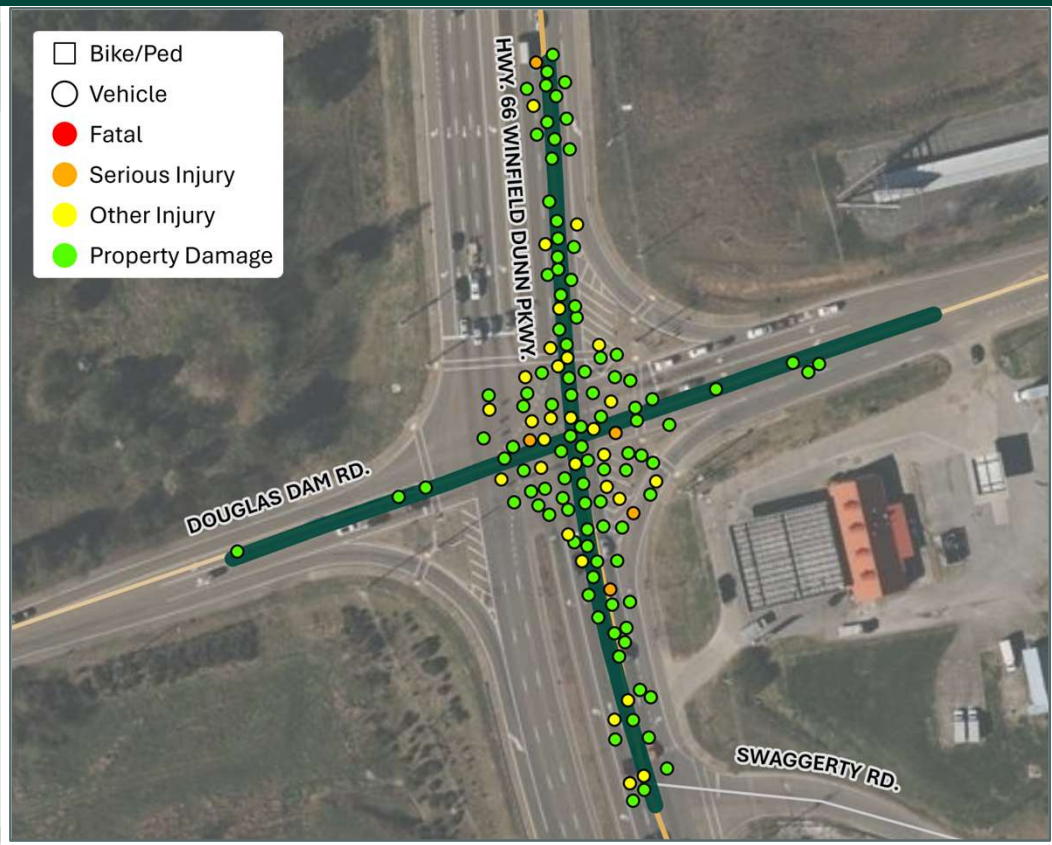
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 45 mph |
| Estimated AADT | 56,522 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (71), Angle (29) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 5 | 29 | 100 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the signalized intersection of SR 66 and Douglas Dam Road. It is located at the sag of a vertical curve and serves as the first signal encountered by southbound traffic exiting the I-40 interchange area. The combination of limited sight distance due to roadway grade and high approach speeds creates a heightened risk for rear-end crashes and driver inattention. To improve visibility and enhance driver awareness, it is recommended to install retroreflective backplates on all signal heads to increase signal conspicuity. Additionally, flashing beacons should be added to the existing signal warning signs in the median to provide advance notification of the upcoming signal and encourage earlier braking.



# Winfield Dunn Parkway (SR 66)

**at Mount Rd**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-19

## Existing Conditions

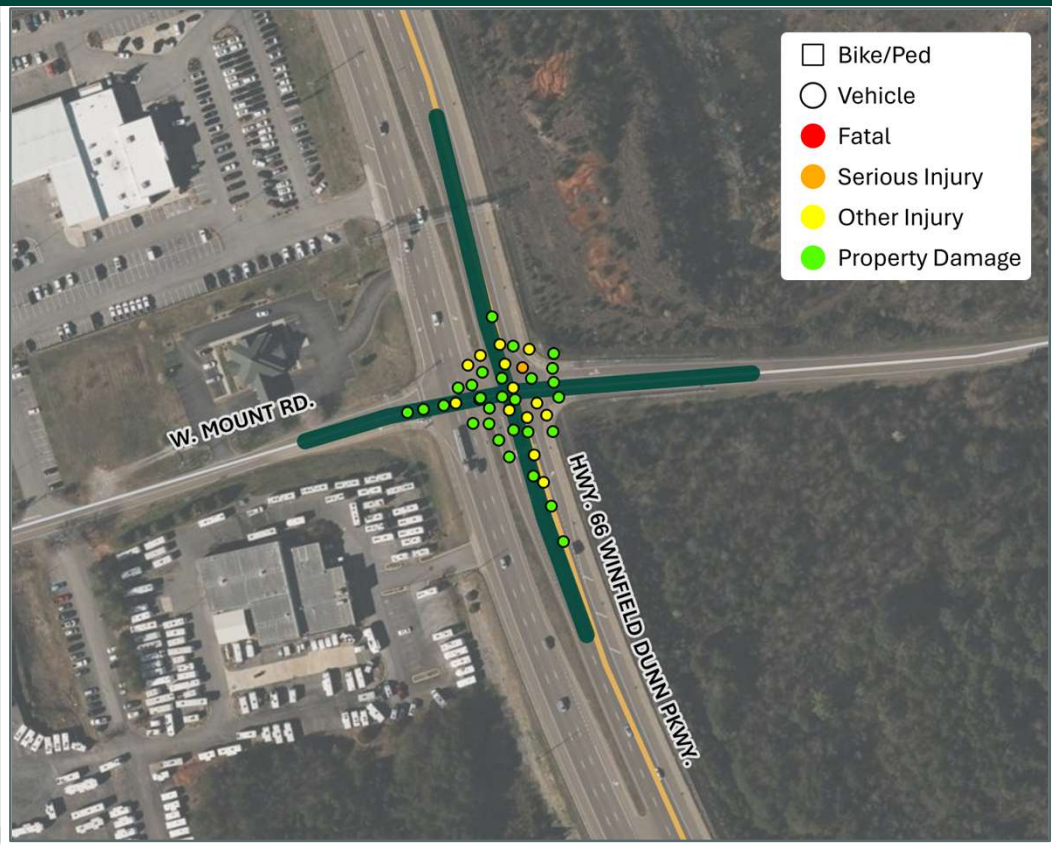
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 45 mph |
| Estimated AADT | 47,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (25), Rear-end (9) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 13 | 29 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the intersection of SR 66 and W Mount Road, where high speed conditions, particularly in the northbound direction due to a steep downgrade, contribute to safety concerns. Vehicles often approach at excessive speeds, increasing the risk of severe crashes. To improve safety and reduce conflict points, it is recommended to install intersection warning signs in both directions along SR 66 to alert drivers of turning movements ahead. The existing median opening should be reconfigured to a Restricted Crossing U-Turn (RCUT) to eliminate direct left turns and reduce angle crash risk. Additionally, a truck acceleration lane is recommended in the southwest quadrant to serve the RV business, providing a safe area to gain speed uphill and merge with SR 66 traffic.



# Winfield Dunn Parkway (SR 66)

**at Gateway Blvd**

Urban Signalized Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-20

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 50,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (19), Rear-end (16) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 0 | 8 | 48 |
| Bike/Ped | 0 | 1 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the signalized intersection of SR 66 and Gateway Boulevard, located within the influence area of the I-40 interchange, where traffic volumes and turning movements are heavily influenced by nearby development. Recent improvements, including signalization and access modifications associated with a major development on the east side of SR 66, have led to measurable safety benefits, particularly in reducing angle crashes. However, as development continues around the interchange, long-term traffic demands will increase, requiring a strategic approach to managing access and mobility. To improve signal visibility from Gateway Boulevard, the addition of a supplemental right turn signal head is recommended.



# Winfield Dunn Parkway (SR 66)

**at Exit 407 (I-40)**

6-Lane Urban Diverging Diamond

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**S-21**

## Existing Conditions

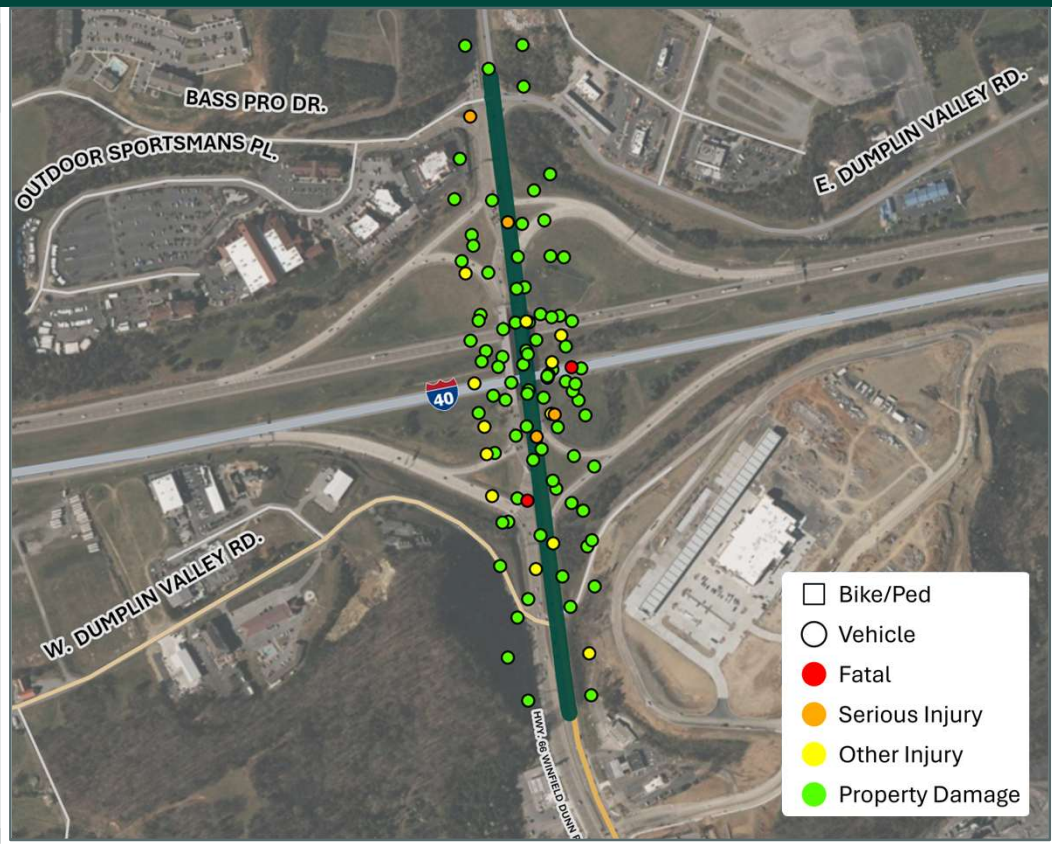
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 25 mph |
| Estimated AADT | 50,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (38), Sideswipe (32) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 2 | 4 | 12 | 83 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on the segment of SR 66 at the interchange with Interstate 40, which experiences a high volume of daily traffic. To improve safety and driver navigation, it is recommended to replace the existing striping on the bridge to enhance lane clarity and reduce sideswipe incidents. Given the consistently high volumes at this interchange and the subsequent congestion along SR 66, the development of an additional interchange in the area is supported to help redistribute traffic volumes, improve regional mobility, and encourage the use of parallel routes. These improvements aim to reduce crashes, improve traffic flow, and support long-term operational efficiency along this key corridor.



# Snyder Road

**from Hardin Rd to Sevier County Limits**

2-Lane Urban Roadway (0.40 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**S-22**

## Existing Conditions

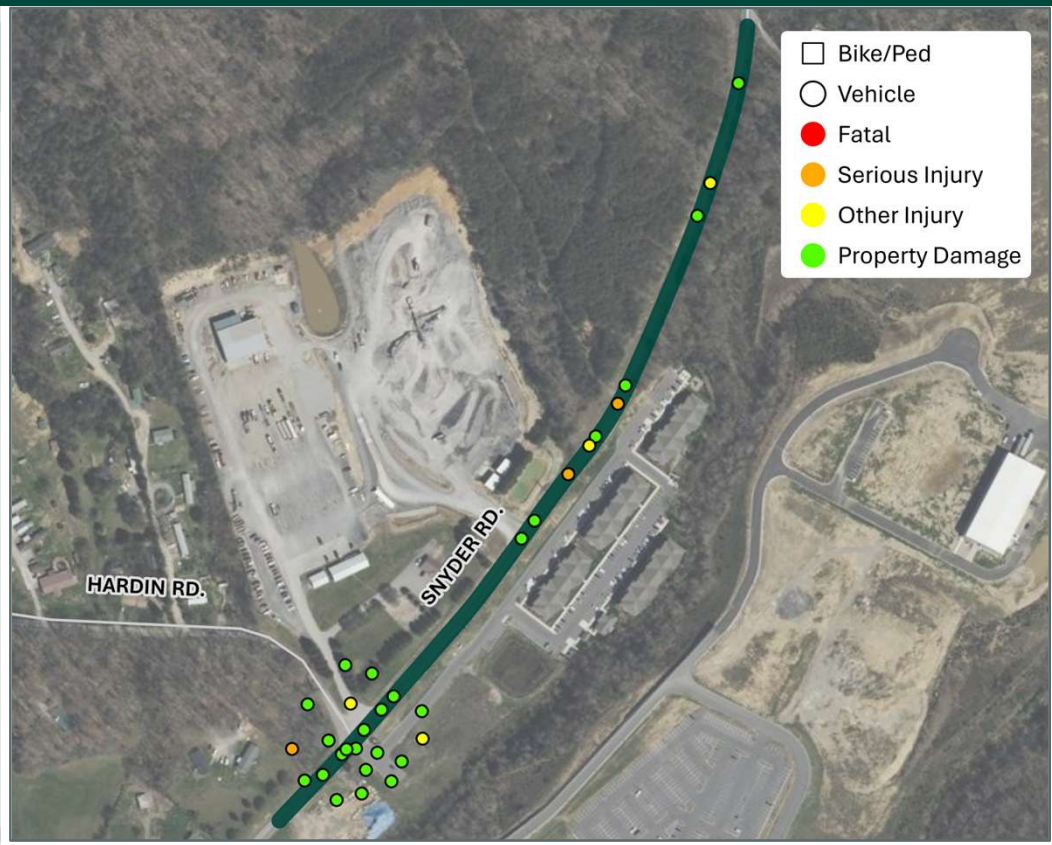
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 7,371 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Angle (16), Single-Vehicle (9) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 3 | 4 | 25 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a two-lane roadway segment with a history of roadway departure crashes and a notable cluster of angle crashes at the intersection with Hardin Road. The segment lacks consistent visual guidance, contributing to loss-of-control incidents. To improve safety along the corridor, it is recommended to install retroreflective roadway striping for better lane visibility, chevron signs to enhance curve guidance, reflectors in the guardrail to improve delineation, and snow plowable centerline reflectors. At the intersection with Hardin Road, safety can be improved by installing intersection warning signs in advance of the junction, a stop bar on the minor approach, and edge line striping to help drivers maintain proper positioning.



# Parkway (US 441)

**from Forks of the River Pkwy (SR 71) to Pigeon Forge City Limits**

6-Lane Urban Divided Highway (2.50 mi)

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**S-23**

## Existing Conditions

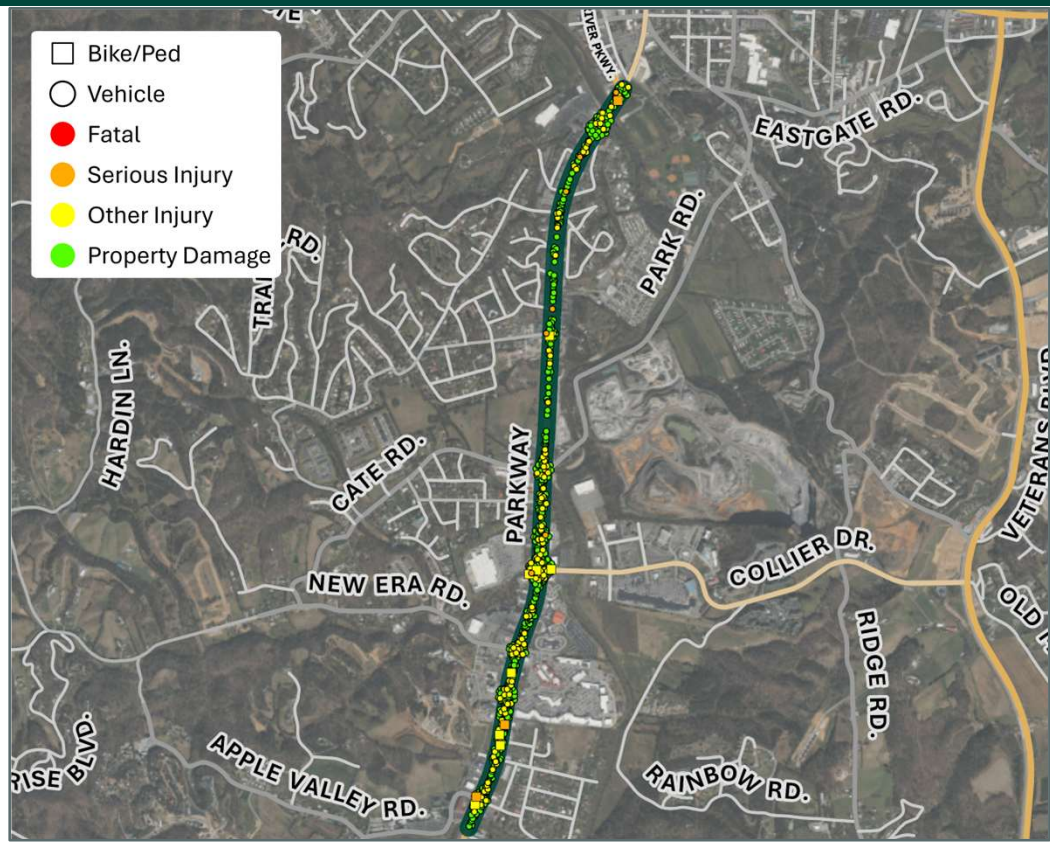
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 55,646 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (459), Sideswipe (208) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 7 | 137 | 878 |
| Bike/Ped | 0 | 3 | 8 | 2 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a 2.5-mile segment of the Parkway that experiences high traffic volumes and a pattern of rear-end and sideswipe crashes, which are commonly associated with congestion and distracted driving. While the corridor benefits from generally good access management, the crash trends suggest a need for improved driver awareness and responsiveness. To address these issues, it is recommended to implement countermeasures aimed at reducing distracted driving, such as a public education campaign. Dynamic message signs should be considered along the corridor to provide real-time information on congestion and queuing. These improvements are intended to enhance driver attention, improve reaction times, and reduce the frequency of crashes.



# Collier Drive

**from Parkway (US 441) to Veterans Blvd (SR 449)**

4-Lane Urban Roadway with Center Two-Way Left-Turn Lane (1.50 mi)

Emphasis Area(s): Speed Management, VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-24

## Existing Conditions

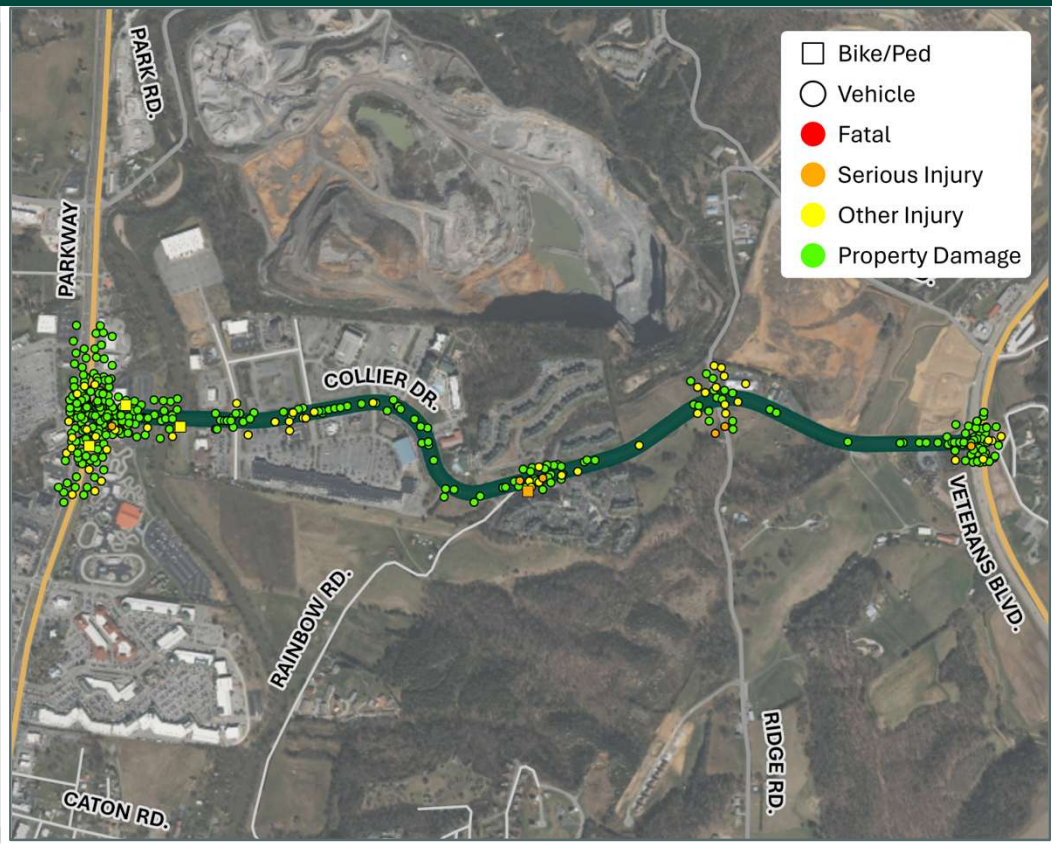
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Minor Arterial |
| Posted Speed | 30 mph |
| Estimated AADT | 16,201 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Rear-end (127), Angle (111) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 6 | 50 | 332 |
| Bike/Ped | 0 | 1 | 3 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on an urban roadway segment where speeding is a significant concern. To improve safety throughout the corridor, it is recommended to install speed limit signs and speed feedback signs to reinforce compliance and driver awareness. Reflective backplates should be added to all signal heads to enhance visibility. At the signalized intersection with the Parkway, the existing channelization should be removed to simplify movements and improve pedestrian safety. A pedestrian-activated mid-block crossing is recommended at the Club Wyndham driveways to provide a safe crossing opportunity in this high-activity area. These improvements aim to calm traffic, reduce crash potential, and enhance multimodal safety along the corridor.



# Collier Drive

**at Ridge Rd**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-25

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Minor Arterial |
| Posted Speed | 30 mph |
| Estimated AADT | 16,201 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Angle (16) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 11 | 15 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on an unsignalized urban intersection where angle crashes are the predominant crash type, with approximately half resulting in injury due to the high speeds along Collier Drive. Limited sight distance from Ridge Road contributes to driver hesitation and unsafe crossing decisions. To improve safety, it is recommended to relocate the existing stop bars closer to the edge line of the main roadway to give drivers a clearer visual reference for advancing and maximizing their available sight distance. To further improve visibility, the hill in the southwest quadrant should be cut back to improve the sight triangle. In the long term, installation of a traffic signal should be considered to provide controlled access and enhance intersection safety.



# Ridge Road

**from Center View Rd to Park Rd**

2-Lane Urban Roadway (2.55 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT S-26

## Existing Conditions

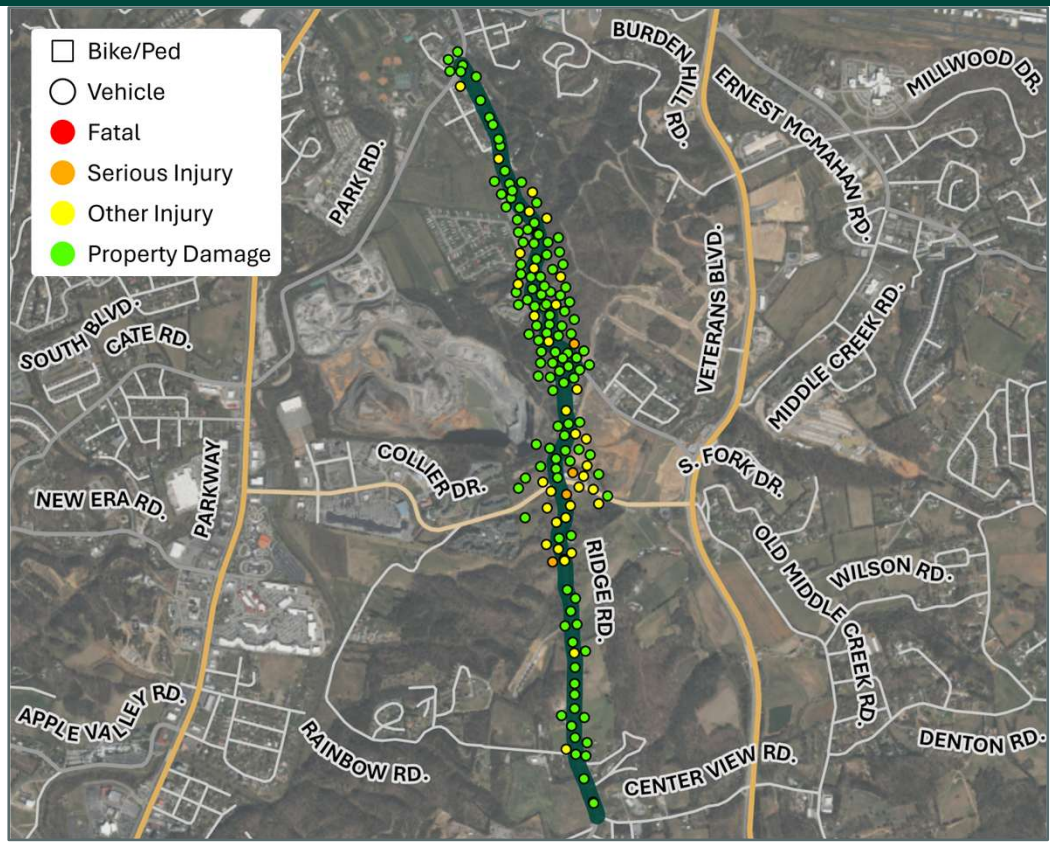
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 25 mph |
| Estimated AADT | 4,242 (TDOT 2024) |
| Underserved Community | Yes |
| Common Crash Manner | Single-Vehicle (76), Angle (27) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 4 | 33 | 124 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a narrow, curvy two-lane roadway with a high incidence of roadway departure crashes. The combination of limited lane width, sharp curves, and poor visibility contributes to unsafe conditions and loss-of-control incidents. To improve safety and driver guidance, it is recommended to install retroreflective striping to enhance lane visibility, especially in areas where there is heavy truck traffic. Chevron signs should be added in curves to provide clear directional guidance, and reflectors should be installed in existing guardrail to improve nighttime visibility. Speed limit signs should also be placed consistently along the corridor to reinforce appropriate travel speeds and promote speed compliance.



# Old Newport Highway

**from Dolly Parton Pkwy (US 411) to Rivers Edge Ln**

2-Lane Urban Roadway (0.70 mi)

Emphasis Area(s): Rural Roadway, Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-27

## Existing Conditions

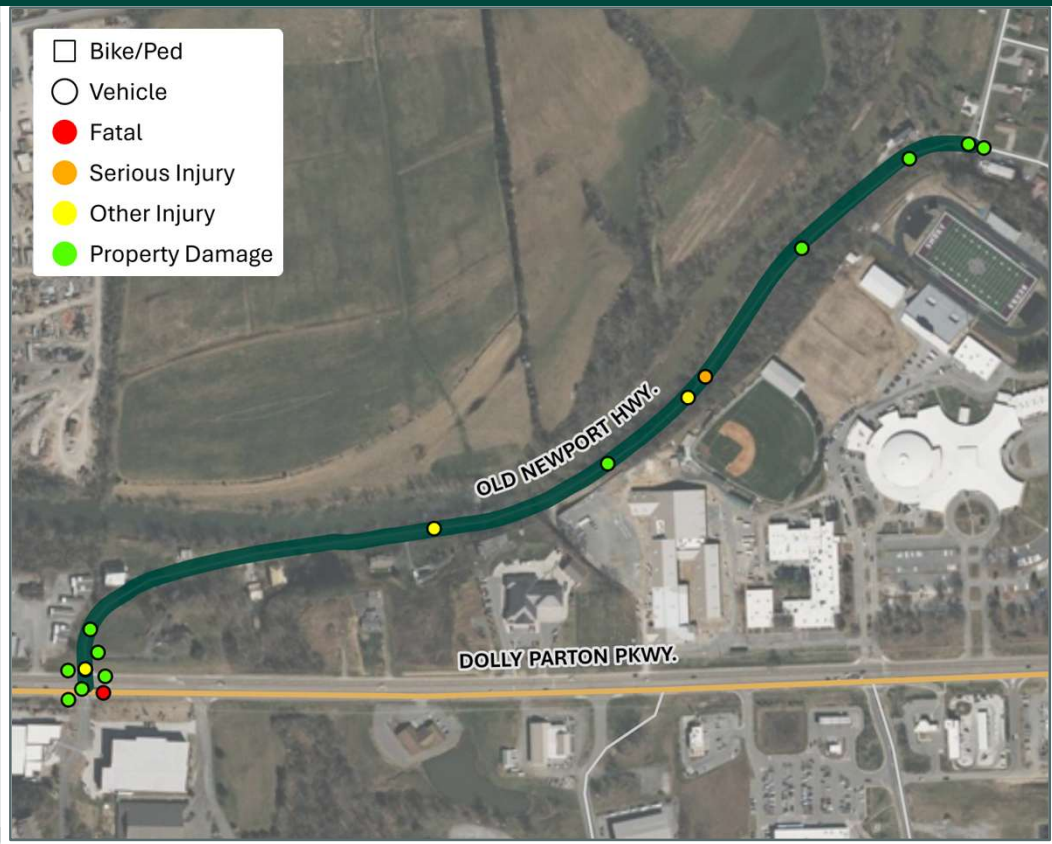
| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Local |
| Posted Speed | 35 mph |
| Estimated AADT | 1,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Single-Vehicle (8), Angle (5) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 1 | 3 | 12 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a two-lane roadway with several curves where speeding has been identified as a persistent issue, contributing to safety concerns along the corridor. To improve driver awareness and reduce crash risk, it is recommended to install additional chevron signage and curve warning signs to enhance guidance through curves. Guardrail should be installed where warranted to reduce the severity of roadway departure crashes, and reflectors should be added to existing guardrail to improve nighttime visibility. At the intersection of Old Newport Highway and US 411, left turns out of Old Newport Highway should be restricted to reduce conflict points and improve safety at this highly congested access location.



# Pittman Center Road (SR 416)

**at Old Newport Hwy**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT S-28

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 14,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (14), Rear-end (10) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 10 | 23 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

The intersection of SR 416 and Old Newport Highway is an unsignalized T-intersection with a stop-controlled approach on Old Newport Highway. The wide approach on Old Newport Highway allows vehicles to queue side by side, but this configuration creates visibility issues, as right-turning vehicles are obstructed by those waiting to turn left. This intersection is currently under design as part of a separate project aimed at addressing its operational and safety challenges. The design project includes the installation of a signal to better manage the high turning volumes, enhance sight lines for right-turning vehicles, and reduce conflicts caused by the wide approach on Old Newport Highway.



# Ernest McMahan Road

**from Belle Meadows Blvd to Fine Glen Dr**

2-Lane Urban Roadway (0.25 mi)

Emphasis Area(s): Speed Management, Unfamiliar & Risky Driver

SEVIER COUNTY SS4A

PROJECT S-29

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Sevierville |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 10,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Single-Vehicle (11), Angle (5) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 4 | 20 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a two-lane roadway segment with several curves where roadway departure crashes are the most common crash type, often linked to limited sight distance and speeding. To improve driver awareness and reduce crash risk, it is recommended to install a “Hill Blocks View” warning sign to alert drivers of the potential for vehicles entering from a side street with limited visibility. A speed limit sign should be added in the westbound direction of Ernest McMahan Road to reinforce appropriate speeds. A speed feedback sign should be installed to encourage speed compliance and alert drivers when they are exceeding the posted limit. These improvements aim to enhance visibility, promote safer speeds, and reduce the possibility of roadway departures.

