Appendix B.

Sevier County Jurisdiction SAP

Appendix B. Sevier County Jurisdiction SAP

Unincorporated areas of Sevier County (the "County") have unique traffic patterns and constraints. These roadways are mostly unaffected by the dense commercial developments that attract the most congestion and highest volumes of traffic. However, lower volumes can present their own crash risks, as reduced congestion invites higher vehicle speeds.

The Sevier County Highway Department maintains approximately 900 miles of roadway, and the Tennessee Department of Transportation maintains another 70 miles within the unincorporated portion of the County. Despite the disparity in roadway miles, crashes occurred in similar frequency between local roads maintained by the County and routes maintained by the State. Crashes occurring on State Routes or in an intersection with a local route numbered 2,856, while 2,834 crashes occurred on County-maintained routes. Annual vehicle miles traveled totaled approximately 1,500 million vehicle miles and 600 million vehicle miles for state and locally controlled routes, respectively. Despite State Routes recording far more crashes per mile, County roads averaged significantly higher crash rates per vehicle mile traveled. A little over 30 miles of roadway is also controlled by other agencies, such as the Tennessee Valley Authority or roads inside State and National Parks, however only 5 total crashes were reported, with no fatalities or serious injuries.

Roadway and traffic characteristics vary greatly between the two route types. State Routes in the County average (weighted by length) over 10,000 vehicles per day, whereas the average daily volume on county roads is approximately 350 vehicles. State Routes average about 2.3 lanes and 25.3 feet in width (11.0 feet per lane) and county roads average about 1.8 lanes and 17.3 feet in width (9.6 feet per lane). State Routes also have a wider outer shoulder, at 6.2 feet versus 2.7 feet.

The greatest overall risk of crashes and injuries in the unincorporated portion of Sevier County was lane departure related crashes. Every roadway fatality on County-maintained roadways occurred due to a lane departure. Single-vehicle crashes accounted for 14 fatal crashes, and head-on collisions accounted for another 2, resulting in a total of 17 fatalities and 4 incapacitating injuries. On State Routes, lane departure crashes resulted in 21 of 31 total (68%) fatal crashes. An additional 3 were angle crashes, 3 pedestrian-related crashes, and 4 rear-end crashes.

Every roadway fatality on County-maintained roads occurred due to a lane departure.

Between January 2019 and April 2024, there were 5,690 crashes on Sevier County's roadway network outside of municipal boundaries. Of these, 237 crashes resulted in a fatality or serious injury (KA), representing approximately 4 percent of all crashes. While most crashes were property-damage-only, severe outcomes remain a concern—particularly along rural, curving roadways where higher speeds and limited shoulders increase crash severity.

As illustrated in Figure 1, single-vehicle crashes were the most common across the County, accounting for 2,117 crashes (37 percent) and more than half of all fatal and serious injury crashes (128 KA). These typically occur on two-lane rural roads with narrow lanes, steep grades, or sharp curves. Rear-end and angle crashes followed, making up 21 and 17 percent of total crashes, respectively. These crash types generally occurred near intersections or access points along major corridors.

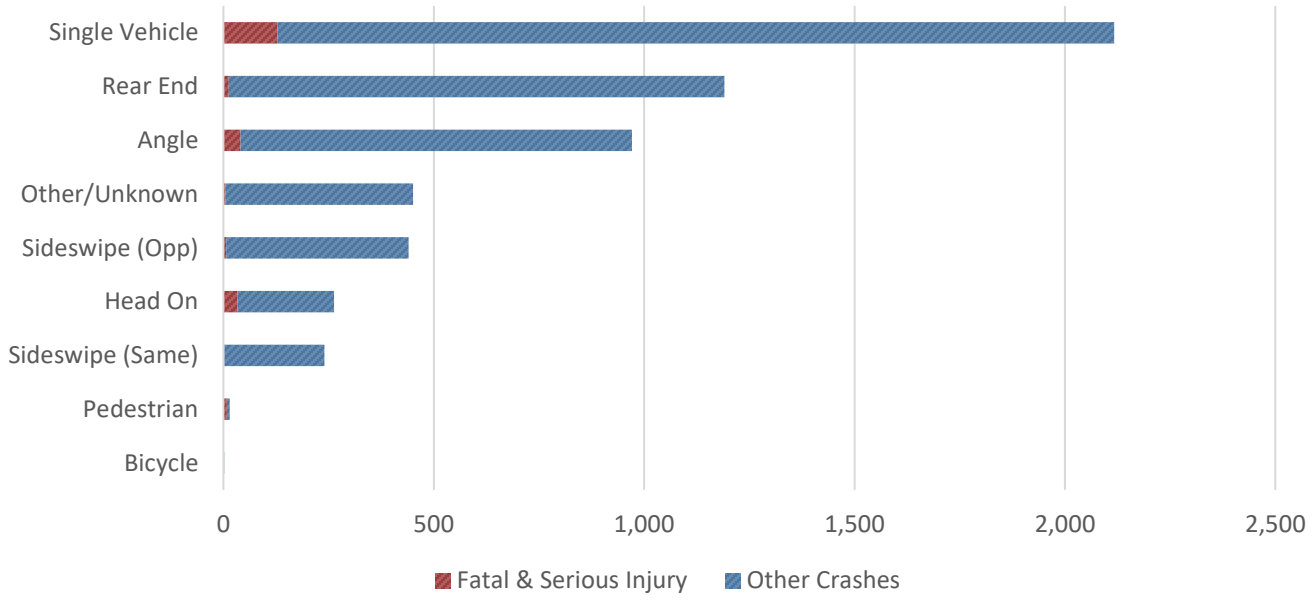


Figure 1 Sevier County Crash Manner (January 2019 to April 2024)

When comparing state routes and county-maintained roads in Figure 2, state routes accounted for the majority of crashes, particularly along Winfield Dunn Parkway (SR 66), Chapman Highway (US 441), and Dolly Parton Parkway (SR 35). These corridors carry higher traffic volumes and feature numerous commercial driveways and turning movements. County roads, while lower in volume, showed a higher proportion of severe single-vehicle and roadway departure crashes—reflecting the influence of narrow roadway design and limited roadside recovery areas.

Overall, these findings indicate that state routes experience the highest frequency of crashes due to traffic exposure and access density, while county roads experience a higher severity of crashes due to roadway geometry and speed. Addressing both will require a combination of engineering, enforcement, and roadway design improvements tailored to the unique conditions of each network.

Figure 3 illustrates the distribution of crashes by severity across Sevier County. The majority of crashes resulted in property damage only (4,217), with 881 minor injury, 355 possible injury, 190 serious injury, and 47 fatal crashes reported during the study period. While severe crashes represent a small percentage of total incidents, they are concentrated along major travel corridors that connect communities and serve both local and visitor traffic.

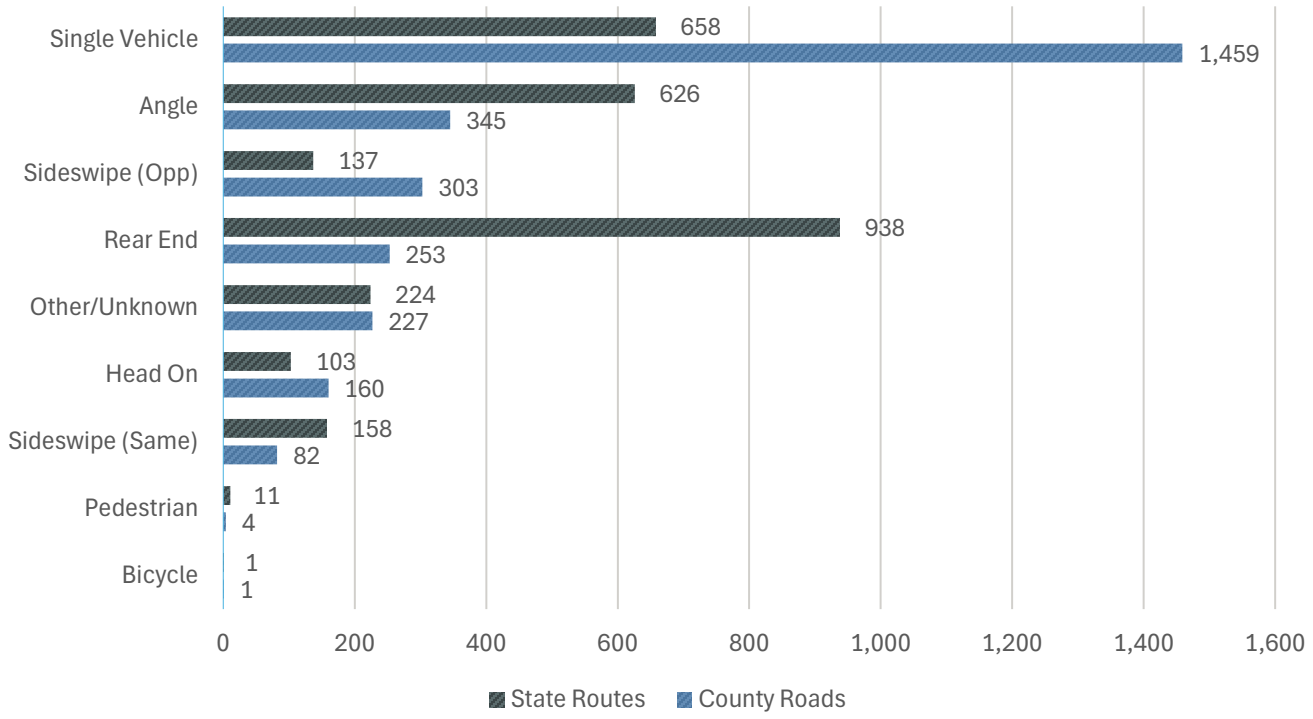


Figure 2 Sevier County Crash Manner by State Route and County Road (January 2019 to April 2024)

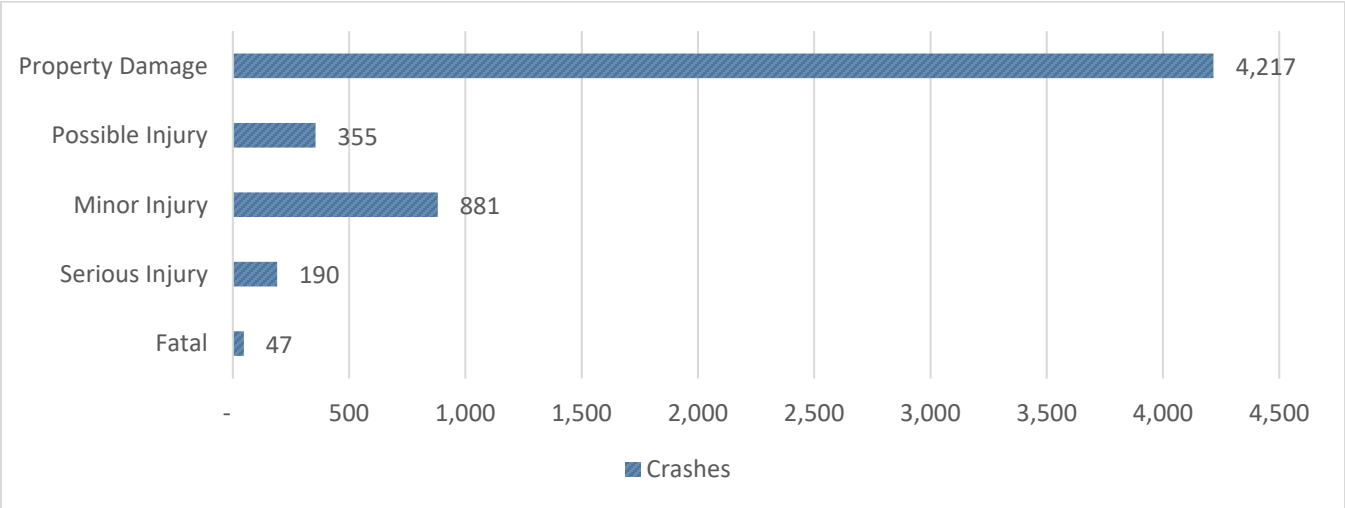


Figure 3 Sevier County Crash Severity (January 2019 to April 2024)

As shown in Figure 4, fatal and serious injury (KA) crashes are primarily clustered along Chapman Highway (US 441), Dolly Parton Parkway (SR 35), Winfield Dunn Parkway (SR 66), and Wears Valley Road (SR 321). These state-maintained routes experience the highest daily traffic volumes in the county and provide key connections between Sevierville, Pigeon Forge, Gatlinburg, and regional destinations.

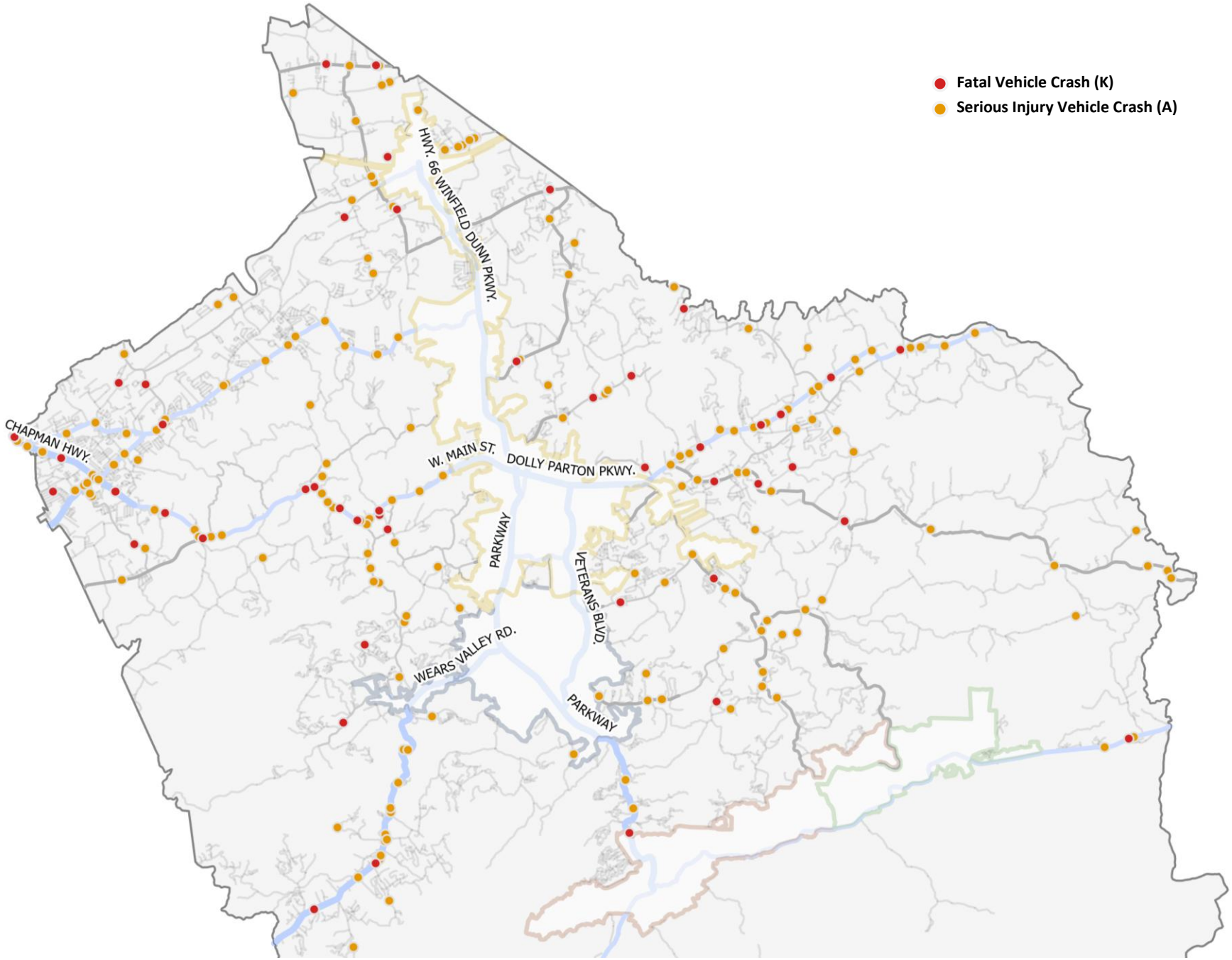


Figure 4 Sevier County Crash Severity by Location (January 2019 to April 2024)

Public Survey Responses

Figure 5 displays the locations of public survey responses collected throughout Sevier County as part of the Safety Action Plan's outreach process. Feedback was received from residents, business owners, and visitors across the county, with responses concentrated along major travel corridors such as Boys Creek Highway, Chapman Highway (US 441), Dolly Parton Parkway (SR 35), and Newport Highway (US 411). The most frequent comments focused on roadway conditions (133 responses), visibility concerns (63), speeding (63), and near misses (69), reflecting challenges related to congestion, limited sight distance, and high travel speeds. Additional feedback highlighted pedestrian safety (9) and bicycle safety (18), particularly in areas lacking sidewalks, crosswalks, and safe connections to destinations.

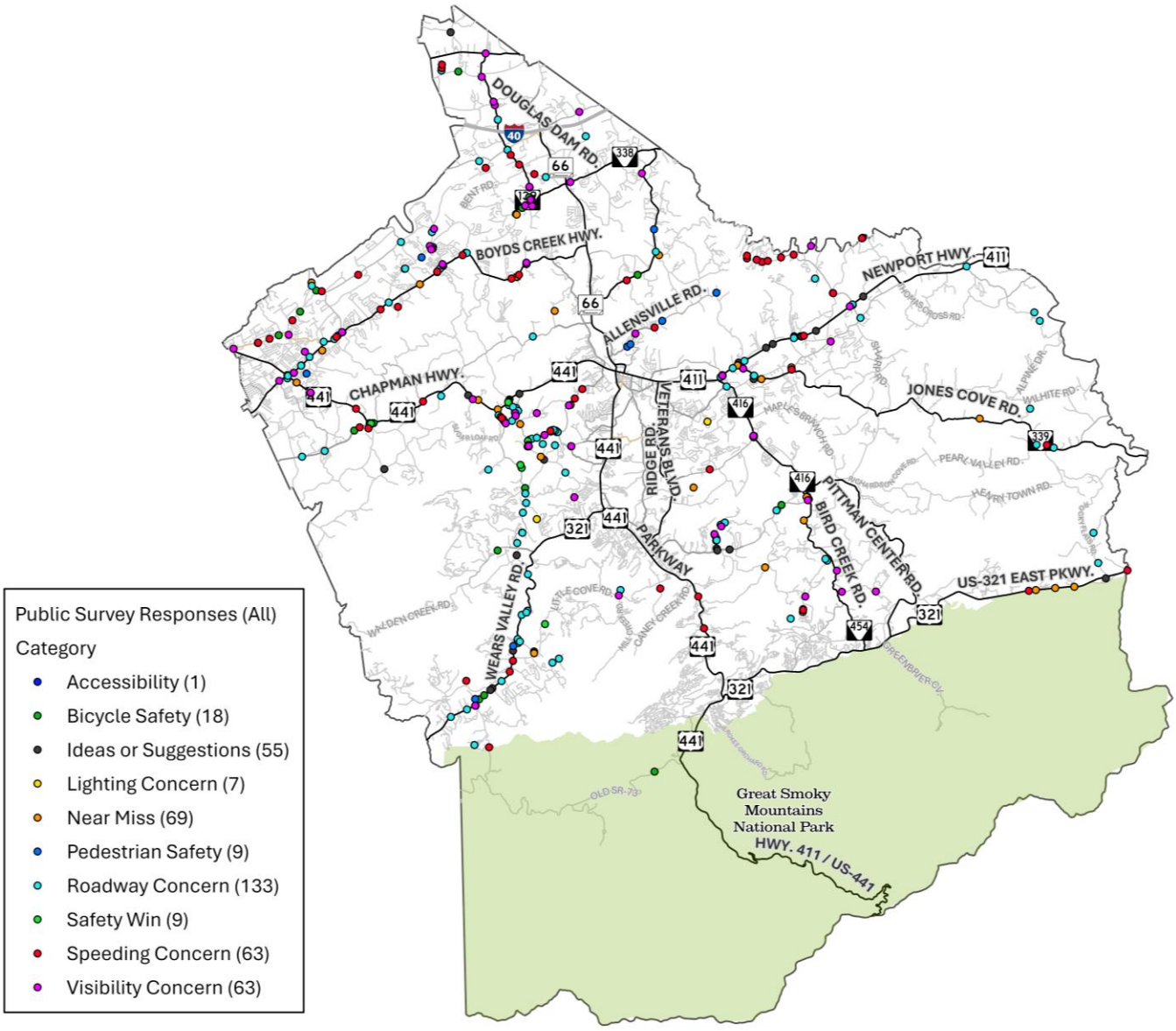


Figure 5 Sevier County Public Survey Responses

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 6, the HIN is primarily concentrated along Chapman Highway (US 441), Dolly Parton Parkway (SR 35), Boyds Creek Highway (SR 338), and Newport Highway (US 411)—routes that serve as major regional connectors between Sevierville, Pigeon Forge, Gatlinburg, and surrounding communities. These corridors experience a mix of high traffic volumes, frequent driveways, limited access control, and a range of driver familiarity levels due to both local and visitor use. The combination of congestion, turning conflicts, and roadway geometry contributes to elevated crash severity along these segments. By identifying these corridors as part of the HIN, the Safety Action Plan directs attention to the most critical locations for targeted safety investments, such as access management, shoulder widening, intersection redesigns, and speed management strategies aimed at reducing fatalities and serious injuries across the county.

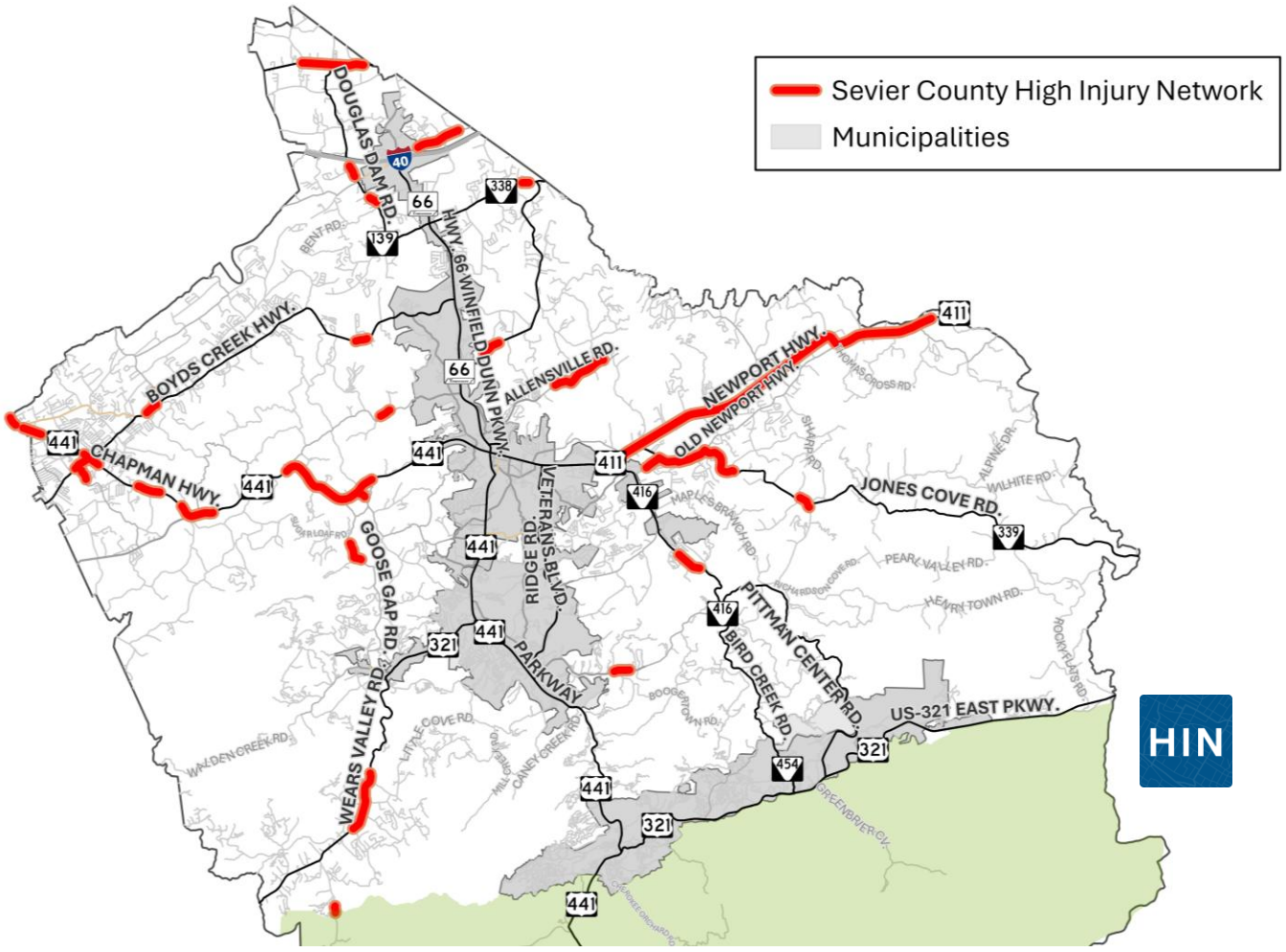


Figure 6 Sevier County High Injury Network (HIN)

Figure 7 illustrates the **High Risk Network (HRN)** for Sevier County, identifying roadway segments with the greatest potential for future fatal and serious injury crashes. Unlike the High Injury Network, which focuses on corridors with the highest concentration of severe crashes, the HRN includes **all reported crashes** and applies a

weighted scoring system that emphasizes crash severity while accounting for recurring patterns. This approach highlights corridors where frequent lower-severity crashes indicate an increased likelihood of future severe outcomes if left unaddressed. In Sevier County, the HRN encompasses a mix of state and locally maintained routes, including Chapman Highway (US 441), Boyds Creek Highway (SR 338), Newport Highway (US 411), Dolly Parton Parkway (SR 35), and key local connections such as Allensville Road, Porterfield Gap Road, and Wears Valley Road (SR 321). These corridors experience a combination of high traffic volumes, frequent driveways, and roadway geometry challenges such as sharp curves and limited shoulders.

The **Local HRN (HRN Local)** further isolates risk on county and local roads—often characterized by narrow widths and steep grades—to identify opportunities for proactive safety improvements such as shoulder widening, enhanced signage, and speed management.

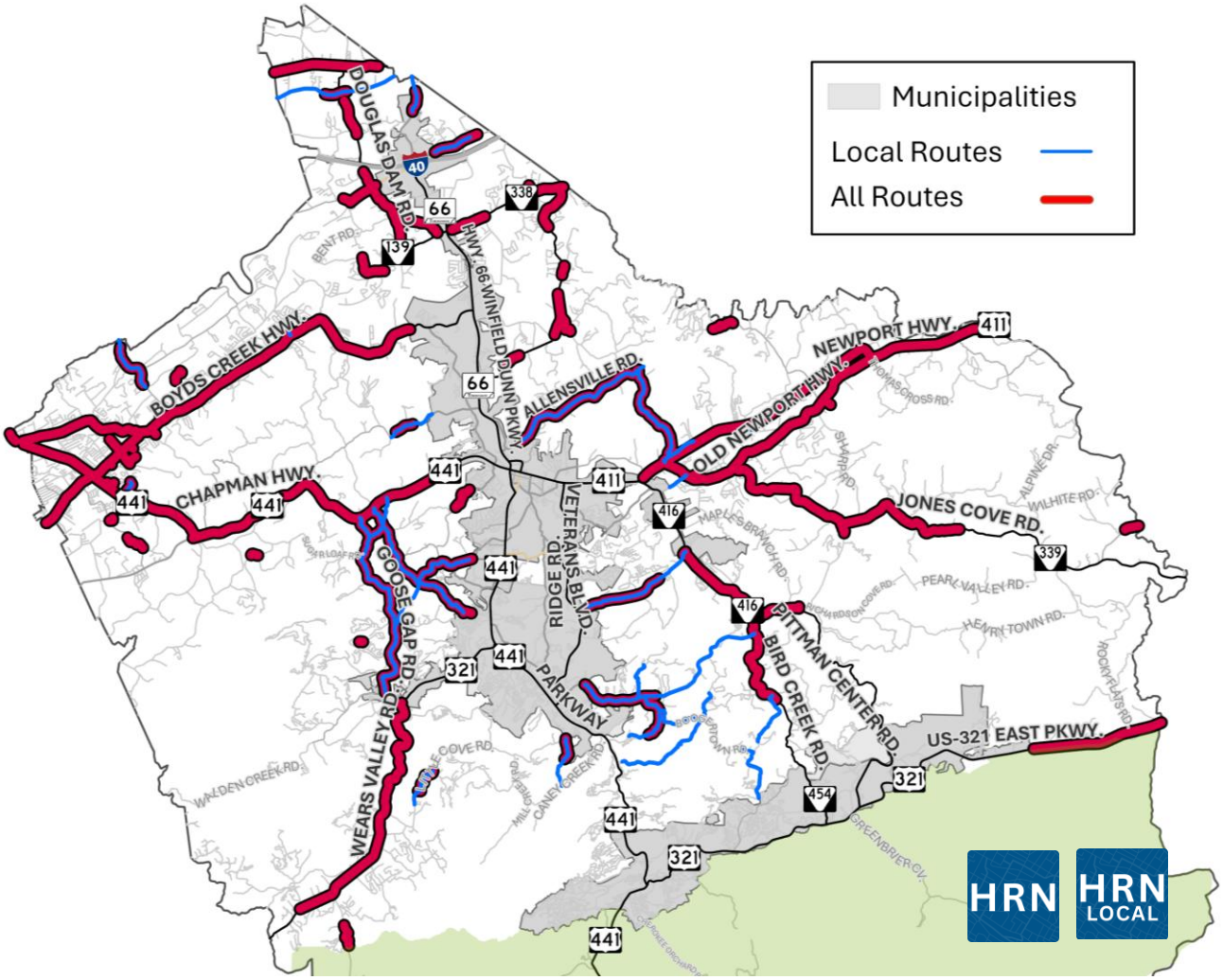


Figure 7 Sevier County High Risk Network (HRN)

High Priority Projects

In Sevier County, a total of **33 High Priority Projects** have been identified through a data-driven process that considered crash history, roadway risk factors, and community input. Of the 5,690 crashes that occurred countywide during the study period, **1,696 crashes** (29.8 percent) were captured within these High Priority

Project locations. While this percentage is lower than in other jurisdictions, it reflects the County's extensive roadway network and the more dispersed nature of crashes across its rural and mountainous areas. The selected locations represent the most significant crash concentrations in the County, ensuring that limited resources are directed toward corridors and intersections with the highest potential for reducing fatalities and serious injuries.

Table 1 Sevier County High Priority Projects

ID	Location	Vehicle Crashes				VRU Crashes			
		Total	K	ABC	O	Total	K	ABC	O
SC-1	US 411 from SR 416 to Sims Rd	432	4	123	305	3	1	2	0
SC-2	US 411 at SR 339	92	0	19	73	2	0	2	0
SC-3	US 411 at Flat Creek Rd	20	0	8	12	0	0	0	0
SC-4	Lane Hollow Rd from Walnut Grove Rd to Rauhuff Hollow Rd	66	0	11	55	0	0	0	0
SC-5	Allensville Rd from Sylvia Ln to Robinson Gap Rd	20	2	7	11	1	0	1	0
SC-6	SR 416 at Jayell Rd	24	0	7	17	0	0	0	0
SC-7	SR 416 from Meadows Dr to Chestnut Springs Way	22	1	7	14	0	0	0	0
SC-8	Old Newport Hwy from Harrisburg Mill Rd to Jones Cove Rd	58	1	16	41	0	0	0	0
SC-9	SR 454 at Upper Middle Creek Rd	15	0	4	11	0	0	0	0
SC-10	Grassy Branch Loop at Hawks View Trail	3	0	1	2	0	0	0	0
SC-11	US 411 at Pleasant Hill Rd	80	1	25	54	0	0	0	0
SC-12	Pleasant Hill Rd Curve South of US 411	75	1	12	62	0	0	0	0
SC-13	Whites School Rd at Pleasant Hill Rd & River Divide Rd	51	2	8	41	0	0	0	0
SC-14	Whites School Rd from US 411 to Goose Gap Rd	31	0	5	26	0	0	0	0
SC-15	Whites School Rd at Goose Gap Rd	9	0	1	8	0	0	0	0
SC-16	Goose Gap Rd from Whites School Rd to Seagle Hollow Rd	78	0	29	49	0	0	0	0
SC-17	Goose Gap Rd at Gibson Hollow Rd	8	0	4	4	0	0	0	0
SC-18	Goose Gap Rd Near Sleepy Valley Ln	29	0	5	24	0	0	0	0
SC-19	River Divide Rd from Whites School Rd to Henderson Rd	116	0	28	88	0	0	0	0
SC-20	US 411 from Zion Hill Rd to Whites School Rd	57	3	12	42	0	0	0	0
SC-21	US 441 at Wye Dr	40	1	12	27	0	0	0	0
SC-22	US 441 at SR 338	155	0	26	129	0	0	0	0
SC-23	US 441 at Macon Ln	58	0	11	47	0	0	0	0
SC-24	SR 338 at Porterfield Gap Rd	23	0	4	19	0	0	0	0

ID	Location	Vehicle Crashes				VRU Crashes			
		Total	K	ABC	O	Total	K	ABC	O
SC-25	Porterfield Gap Rd from W Union Valley Rd to Knox County Line	55	0	17	38	0	0	0	0
SC-26	Gists Creek Rd at Cedar Top Dr	8	0	4	4	0	0	0	0
SC-27	US 321 from Robeson Rd to Valley View Rd	81	1	27	53	0	0	0	0
SC-28	US 321 at Line Springs Rd	19	0	3	16	0	0	0	0
SC-29	US 25W from Anna Maria Ln to Robinhood Cir	58	2	25	31	0	0	0	0
SC-30	US 25W at SR 139	36	0	15	21	0	0	0	0
SC-31	SR 139 from Catlett Dr to W Mount Rd	16	2	4	10	1	0	1	0
SC-32	East Dumplin Valley Rd from County Limits to Sevierville City Limits	21	0	10	11	0	0	0	0
SC-33	Snyder Rd from Sevierville City Limits to Banks Tr	29	0	6	23	0	0	0	0

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

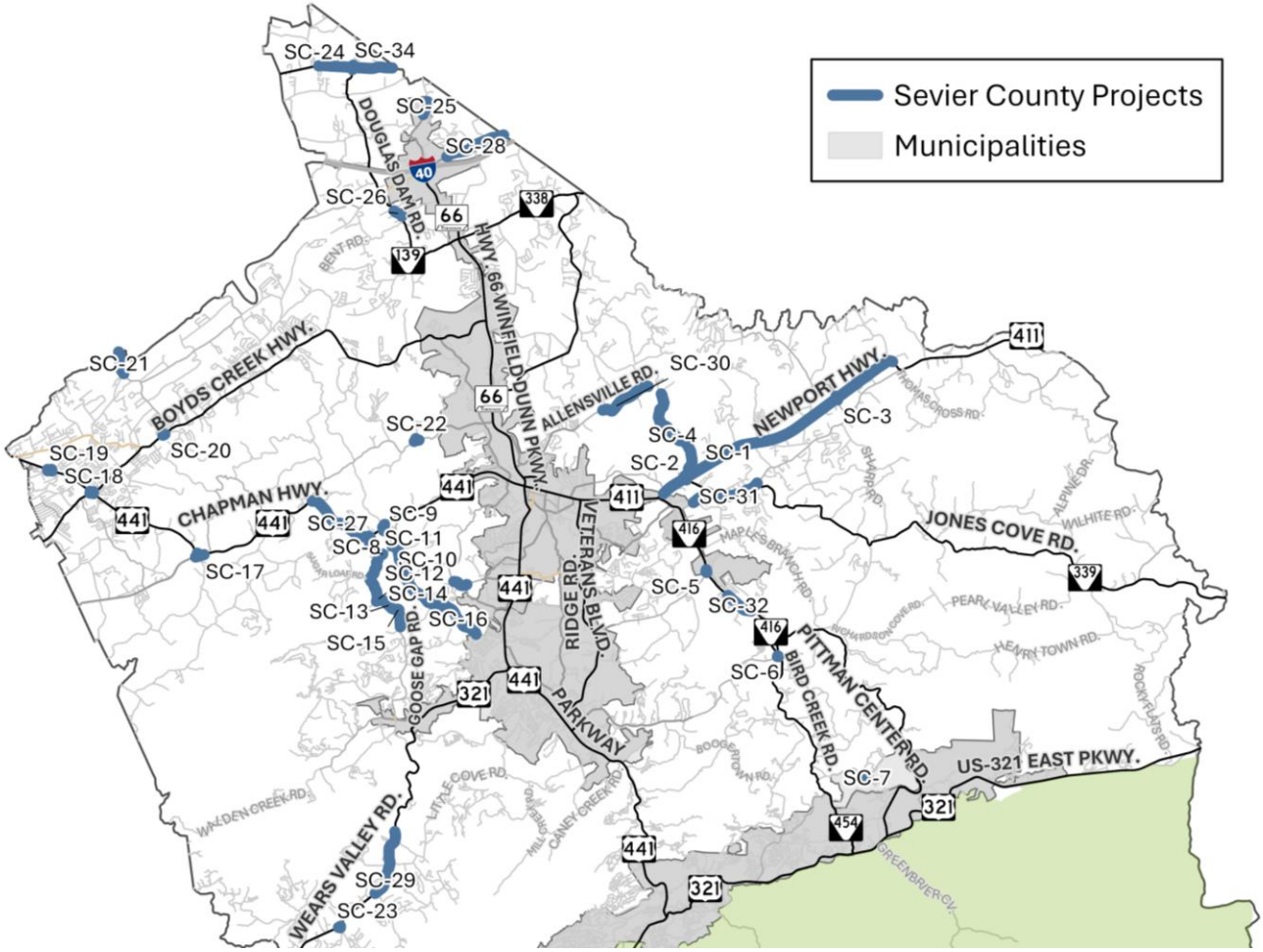


Figure 8 Sevier County High Priority Projects

Figure 9 illustrates the layout used for the Sevier County High Priority Project Sheets. Each sheet provides a concise summary of safety needs, existing conditions, and recommended countermeasures for specific project locations in Sevier County. 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.

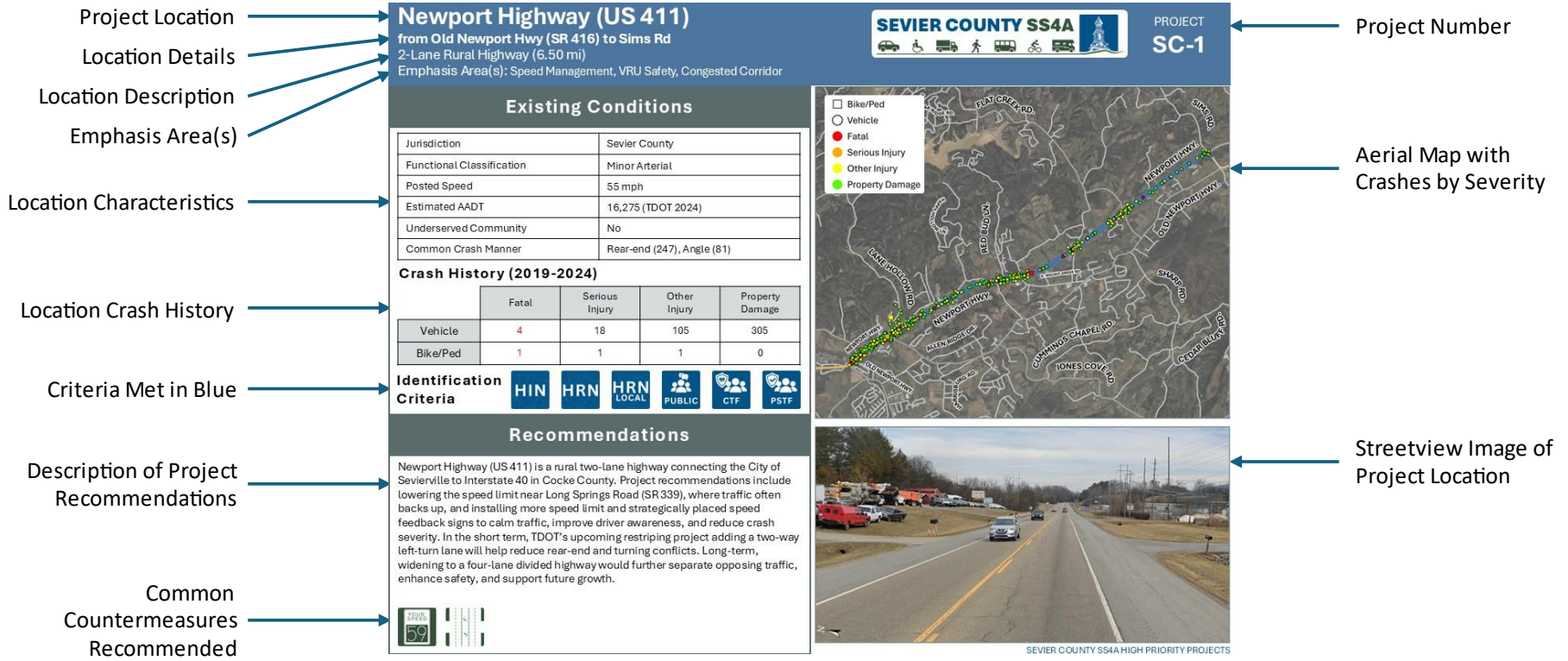


Figure 9 Example Layout of Sevier County High Priority Project Sheet

Newport Highway (US 411)

from Old Newport Hwy (SR 416) to Sims Rd

2-Lane Rural Highway (6.50 mi)

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

SEVIER COUNTY SS4A

PROJECT
SC-1

Existing Conditions

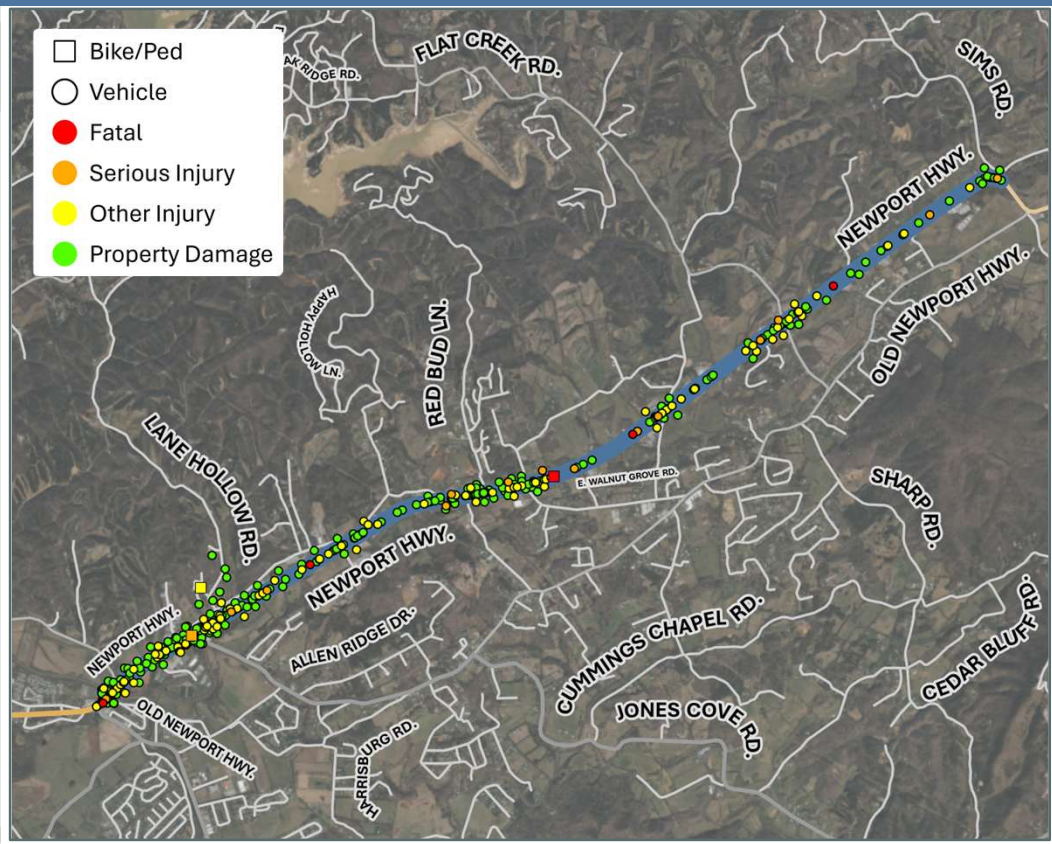
Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	55 mph
Estimated AADT	16,275 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Rear-end (247), Angle (81)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	4	18	105	305
Bike/Ped	1	1	1	0

Identification Criteria

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



Recommendations

Newport Highway (US 411) is a rural two-lane highway connecting the City of Sevierville to Interstate 40 in Cocke County. Project recommendations include lowering the speed limit near Long Springs Road (SR 339), where traffic often backs up, and installing more speed limit and strategically placed speed feedback signs to calm traffic, improve driver awareness, and reduce crash severity. In the short term, TDOT's upcoming restriping project adding a two-way left-turn lane will help reduce rear-end and turning conflicts. Long-term, widening to a four-lane divided highway would further separate opposing traffic, enhance safety, and support future growth.

Newport Highway (US 411)

at Long Springs Rd (SR 339) and Walnut Grove Rd

Rural Signalized Intersection

Emphasis Area(s): Rural Roadway, VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
SC-2

Existing Conditions

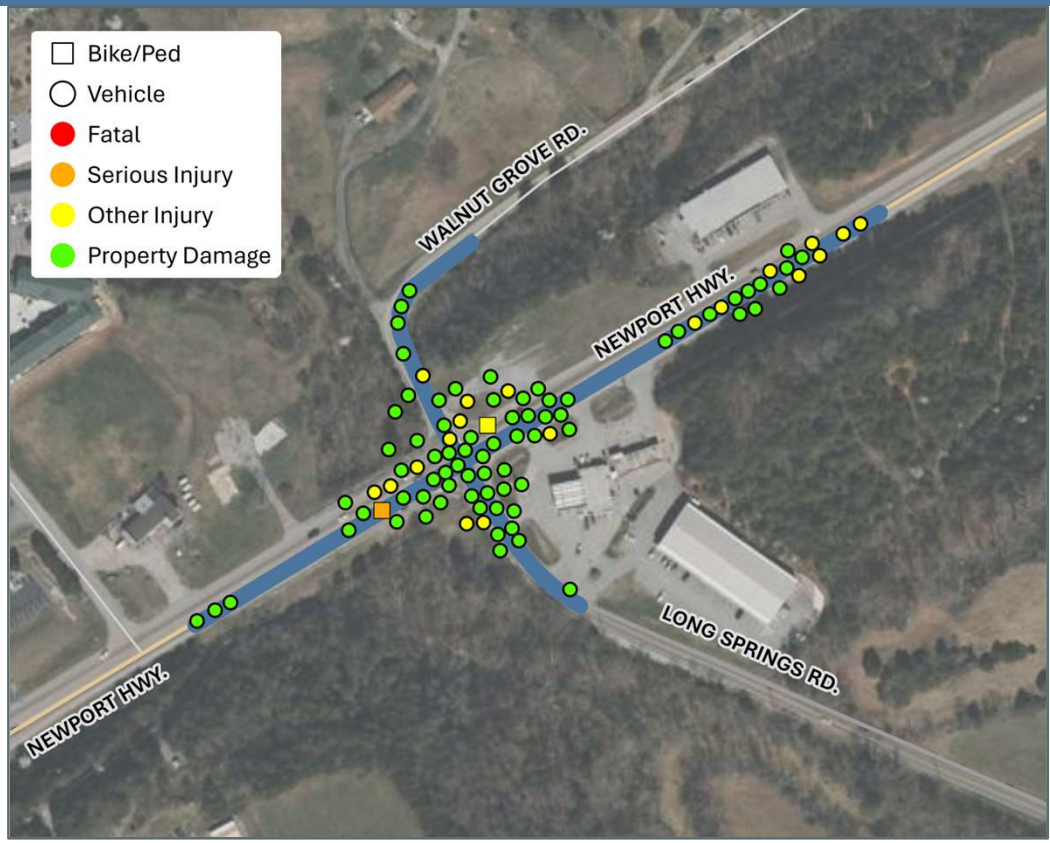
Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	55 mph
Estimated AADT	16,275 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Rear-end (51)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	19	73
Bike/Ped	0	1	1	0

Identification Criteria

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



Recommendations

Recommended improvements include installing chevron signs and a W1-6L large arrow sign to enhance driver awareness of the curve on the Walnut Grove Road approach, along with signal warning signs on US 411 to provide advance notice of the signalized intersection. Closing the driveways nearest the intersection will reduce conflict points and improve overall safety. A two-way left-turn lane is recommended to better manage access into the nearby Family Dollar. Installing a sidewalk on the north side of US 411 from Murrell Meadows Drive to Family Dollar, along with pedestrian signal equipment and crosswalks at the intersection, will improve safety and connectivity for non-motorized users.

Newport Highway (US 411)

at Flat Creek Rd

Rural Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-3

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	55 mph
Estimated AADT	13,861 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Angle (11)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	1	7	12
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project focuses on a rural unsignalized intersection where safety concerns have been observed. The primary issues stem from a steady stream of vehicles along US 411, making it difficult for drivers on Flat Creek Road to find adequate gaps to enter or cross. Additionally, the straight and flat alignment of the roadway can make it challenging to accurately judge the speed of oncoming traffic. Recommended improvements include installing stop bars on the Flat Creek Road approaches to clearly define the stopping point, adding red vertical retroreflective strips to the stop sign posts to increase driver awareness, and removing the passing zone through the intersection to reduce high-speed conflicts and improve overall safety.

Lane Hollow Road

from Walnut Grove Rd to Rauhuff Rd

2-Lane Rural Roadway (2.40 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-4

Existing Conditions

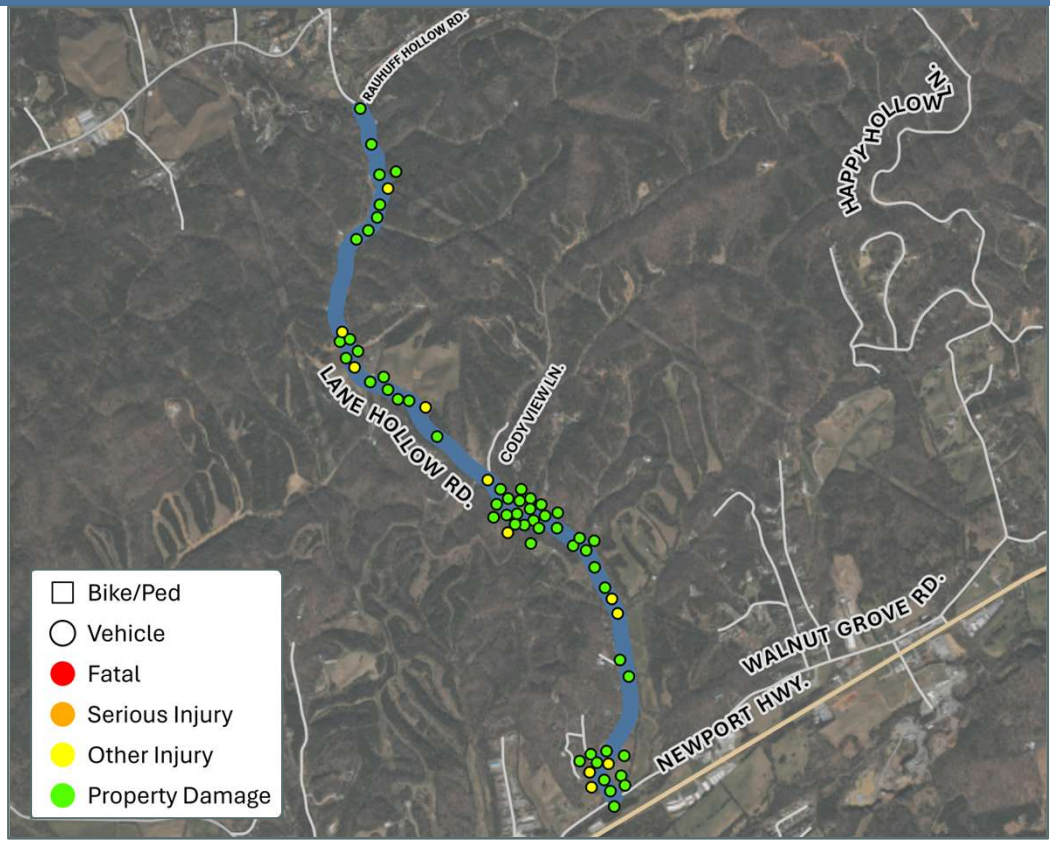
Jurisdiction	Sevier County
Functional Classification	Local
Posted Speed	30 mph
Estimated AADT	2,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (44)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	11	55
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project addresses a rural two-lane roadway segment with curves and roadside hazards that present safety concerns. Recommended improvements include installing additional chevron signs and guardrail in the curve south of Cody View Way to improve guidance and reduce the severity of roadway departure crashes. Reflectors are also recommended along guardrail throughout the corridor to enhance nighttime visibility. To increase driver awareness of frequent curves, S-curve warning signs should be installed throughout, with a “Next 3 Miles” plaque added below the existing S-curve warning sign at the south end. At Walnut Grove Road, trimming vegetation, installing stop bars on all approaches, and adding a W1-7 two-direction large arrow sign will improve safety.

Allensville Road

from Sylvia Ln to Robinson Gap Rd

2-Lane Rural Roadway (1.26 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-5

Existing Conditions

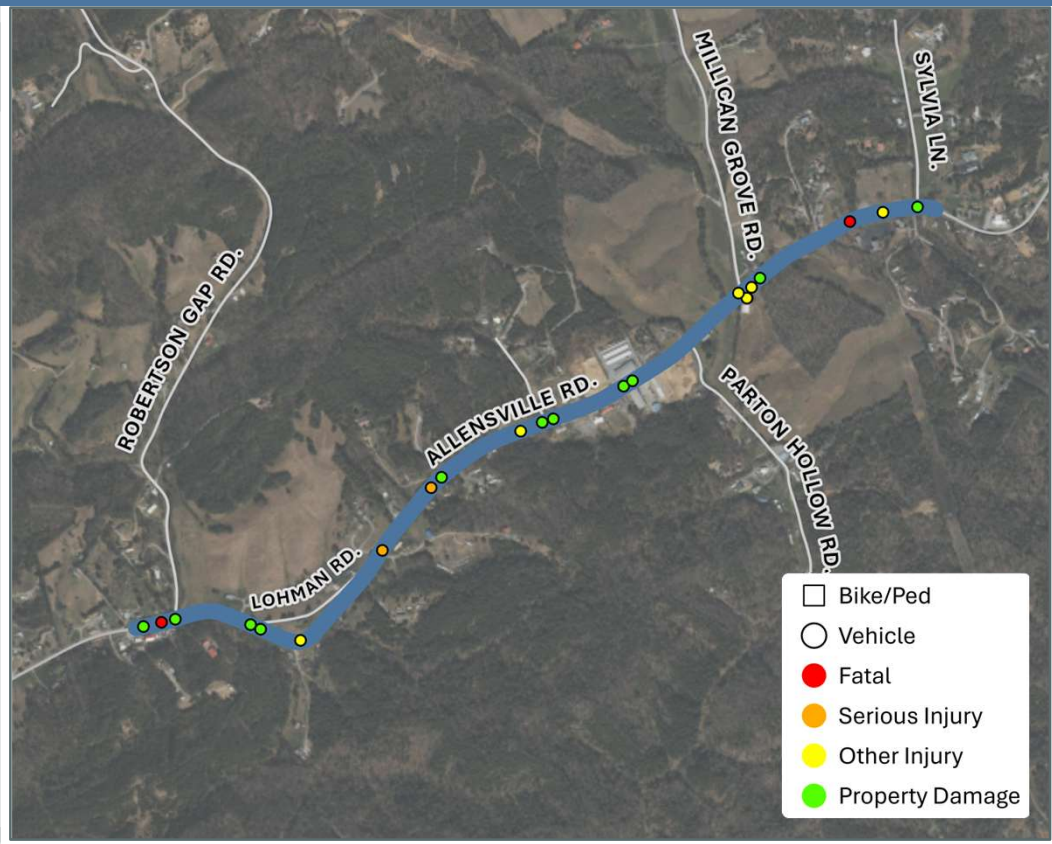
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	35 mph
Estimated AADT	2,614 (TDOT 2024)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (9), Rear-end (4)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	2	1	6	11
Bike/Ped	0	1	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a curvy rural two-lane roadway with conditions that increase the risk of crashes due to limited visibility and constrained roadway geometry. To improve safety along the corridor, it is recommended to install intersection warning signs in advance of key access points to alert drivers to turning vehicles and potential conflict areas. Widening the shoulder where feasible will provide additional recovery space for drivers and reduce the likelihood of roadway departure crashes. Enhancing signage within curves, including updated curve warning signs and chevrons, will improve driver guidance and awareness, particularly in low-visibility conditions or for unfamiliar drivers.

Pittman Center Road (SR 416)

at Jayell Rd

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT SC-6

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	35 mph
Estimated AADT	9,500 (Replica 2023)
Underserved Community	No
Common Crash Manner	Angle (8), Rear-end (8)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	1	6	17
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project focuses on the unsignalized T-intersection of Pittman Center Road (SR 416) and Jayell Road. A blind, downhill curve on Jayell Road approaching the intersection creates visibility challenges for drivers. The presence of closely spaced commercial driveways near the intersection adds conflict points and contributes to operational challenges. Due to current traffic volumes, it is recommended to install a traffic signal at the intersection to improve safety and traffic flow. As part of the signalization, a left-turn lane from SR 416 onto Jayell Road should be constructed to allow vehicles turning onto Jayell Road to queue safely without impeding through traffic.

Pittman Center Road (SR 416)

from Meadows Dr to Chestnut Springs Way

2-Lane Rural Roadway (0.70 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT
SC-7

Existing Conditions

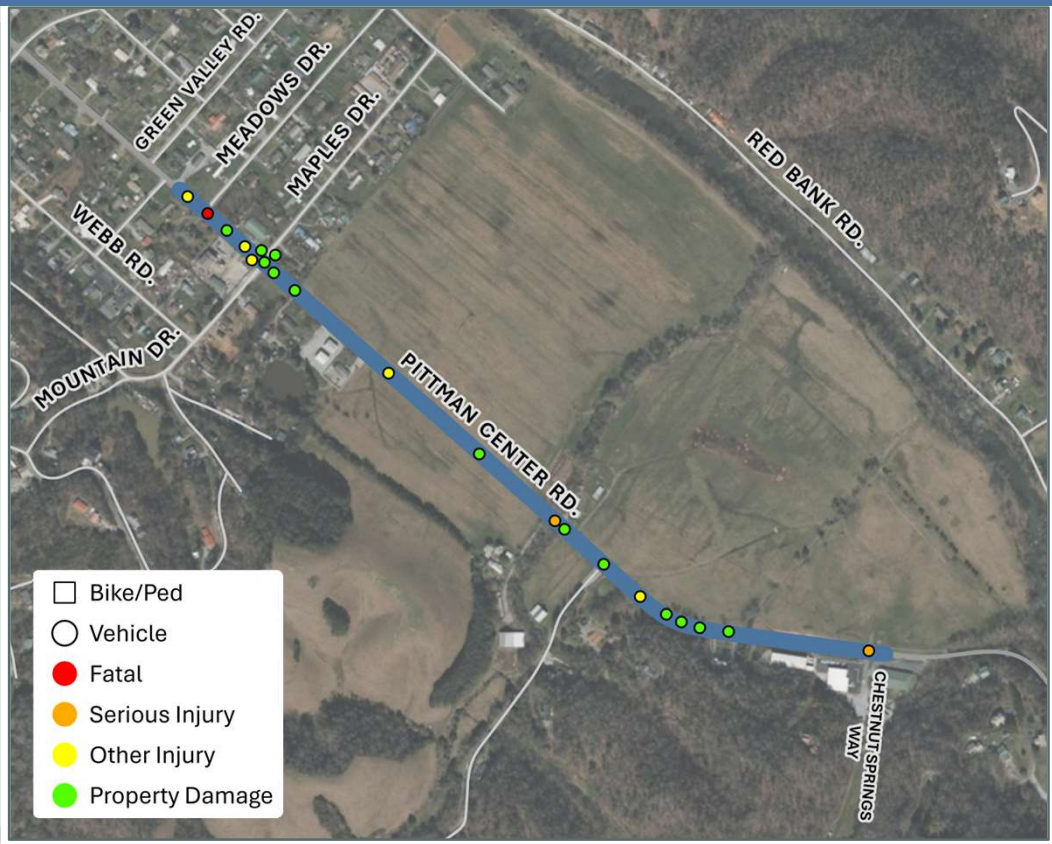
Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	40 mph
Estimated AADT	8,000 (Replica 2023)
Underserved Community	No
Common Crash Manner	Single-Vehicle (11), Rear-end (4)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	2	5	14
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural two-lane roadway segment where crashes have primarily occurred within the curve north of Chestnut Springs Way, indicating a need for improved guidance. To enhance driver awareness and reduce crash risk, it is recommended to install chevron signage within the curve to provided clearer direction and improve navigation. Additionally, the existing passing zone near Meadows Drive should be removed due to the presence of multiple side roads and frequent turning movements by residents accessing their homes. In the long term, it may be advisable to add a two-way left-turn lane in this segment to better accommodate turning vehicles and reduce rear-end and turning conflicts.

Old Newport Highway (SR 339)

from Harrisburg Mill Rd to Jones Cove Rd (SR 339)

2-Lane Urban Roadway (1.75 mi)

Emphasis Area(s): Speed Management, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
SC-8

Existing Conditions

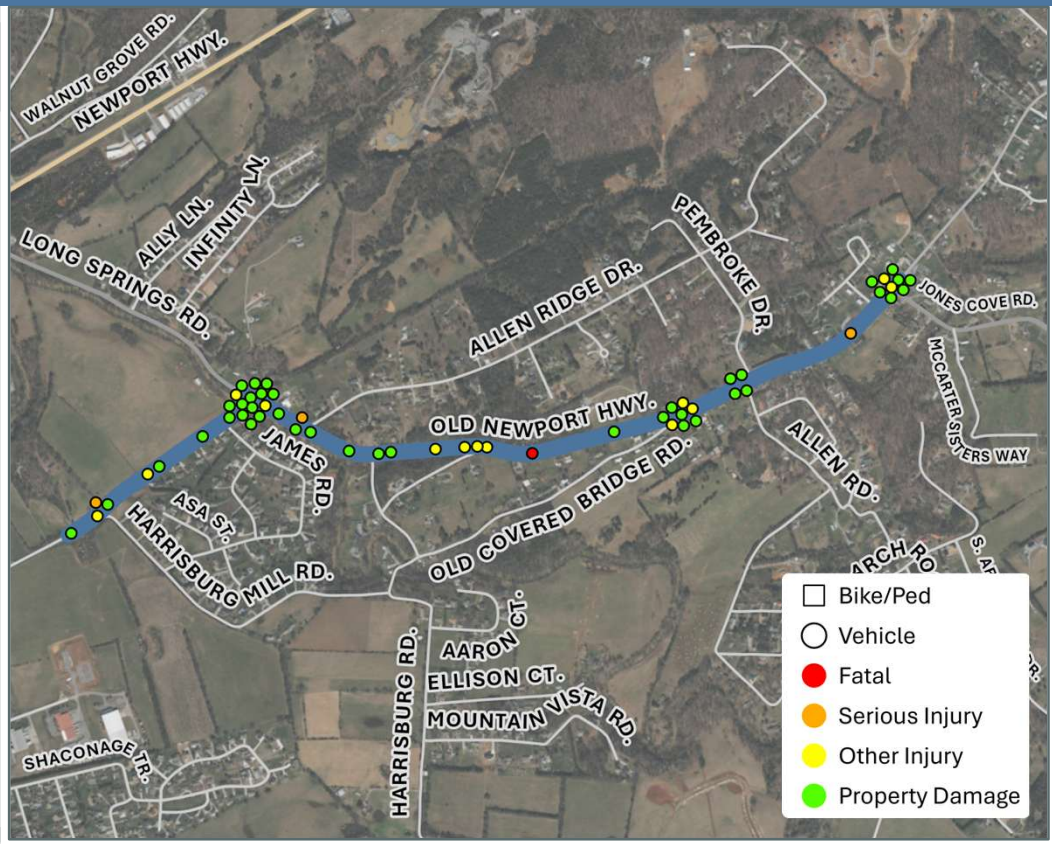
Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	45 mph
Estimated AADT	8,311 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Rear-end (18), Angle (17)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	3	13	41
Bike/Ped	0	0	0	0

Identification Criteria

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



Recommendations

This project focuses on a rural two-lane roadway where speeding is a persistent concern, with crashes clustered at intersections and a history of injury and one fatal crash in non-intersection segments. To address speeding and improve driver guidance, it is recommended to install chevron signs in curves and speed feedback signs along straightaways where excessive speeds are most common. Additional speed reduction measures, such as increased speed limit signage, should also be considered. At the intersection with Long Springs Road, all-way stop control is recommended to reduce angle crash risk, improve intersection safety, and promote safer turning and crossing movements.

Birds Creek Road (SR 454)

Upper Middle Creek Rd

Rural Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT
SC-9

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	35 mph
Estimated AADT	9,508 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Angle (6)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	4	11
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project addresses a rural unsignalized T-intersection where congestion and safety concerns have been raised by the public, including reports of near-miss incidents. The intersection has seen frequent angle crashes, indicating a need for improved traffic control and clearer guidance for drivers. In the short term, it is recommended to install a W1-7 two-direction large arrow sign, which helps define the intersection by clearly indicating the termination of the side road, especially at night or in low-visibility conditions. Additional improvements include extending the left-turn storage on Upper Middle Creek Road and adding a right-turn lane on SR 454. If traffic volumes and crash trends meet applicable warrants, installing a traffic signal should be considered to enhance safety.

Grassy Branch Loop

at Hawks View Trail

Rural Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-10

Existing Conditions

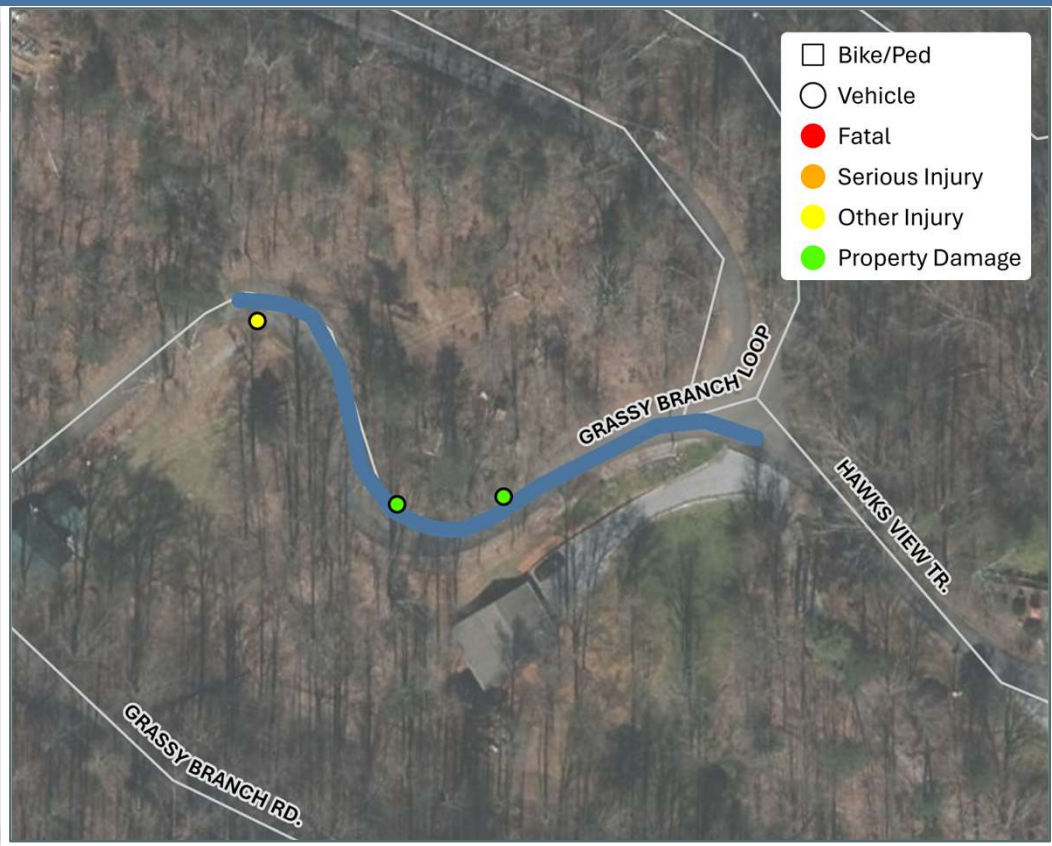
Jurisdiction	Sevier County
Functional Classification	Local
Posted Speed	15 mph
Estimated AADT	500 (Replica 2023)
Underserved Community	No
Common Crash Manner	Single-Vehicle (2)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	1	2
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural intersection in mountainous terrain where roadway conditions and limited guidance contribute to driver confusion and safety concerns. The winding alignment, narrow lanes, lack of pavement markings, and steep drop-offs have led to roadway departure crashes, particularly among unfamiliar drivers who may become disoriented. To address these issues, it is recommended to install guardrail with reflectors along critical edges to reduce the severity of departures and add chevron signs for better curve guidance. Converting the intersection to all-way stop control, adding stop bars on all approaches, and installing a large wayfinding sign will improve driver awareness and help unfamiliar drivers navigate back to the main road safely.

Chapman Highway (US 411/US 441)

at Pleasant Hill Rd

Rural Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-11

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	55 mph
Estimated AADT	16,500 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Angle (46)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	2	23	54
Bike/Ped	0	0	0	0

Identification Criteria

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

Recommendations

This project focuses on an unsignalized directional median opening along a busy four-lane divided rural highway that has undergone previous modifications to address safety and operational issues. Despite those improvements, driver confusion and cut-through traffic continue to be concerns. TDOT has approved a traffic signal at the intersection; however, in the interim, it is recommended to expand and refine the existing modifications by installing more defined pavement markings and hardened concrete porkchops to better channelize vehicle movements and improve safety. Additionally, “Inappropriate Truck Route” signage should be installed at the Pleasant Hill Road entrance to discourage trucks and RVs from using the local roadway as a cut through.

Pleasant Hill Road

Curve South of Intersection at Chapman Hwy (US 411/US 441)

2-Lane Rural Roadway (0.05 mi)

Emphasis Area(s): Speed Management, Rural Roadway

SEVIER COUNTY SS4A

PROJECT SC-12

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Local
Posted Speed	25 mph
Estimated AADT	4,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Angle (23), Sideswipe (23)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	2	10	62
Bike/Ped	0	0	0	0

Identification Criteria

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

Recommendations

This project addresses a rural two-lane roadway where crashes are concentrated in a sharp horizontal curve, indicating a need for targeted safety improvements. To reduce roadway departure crashes and improve driver awareness, it is recommended to install centerline rumble strips to alert drivers who begin to drift across the centerline. Curve-related signage should also be enhanced, including upgraded chevron signs and improved curve warning signs to provide clearer guidance through the curve. Additionally, a 15 mph advisory speed plaque should be added below the existing curve warning signs to reinforce the safe operating speed and encourage appropriate driver behavior.

Whites School Road

at Pleasant Hill Rd and River Divide Rd

Rural Two-Way Stop Controlled Intersection

Emphasis Area(s): Rural Roadway, Congested Corridor

SEVIER COUNTY SS4A

PROJECT SC-13

Existing Conditions

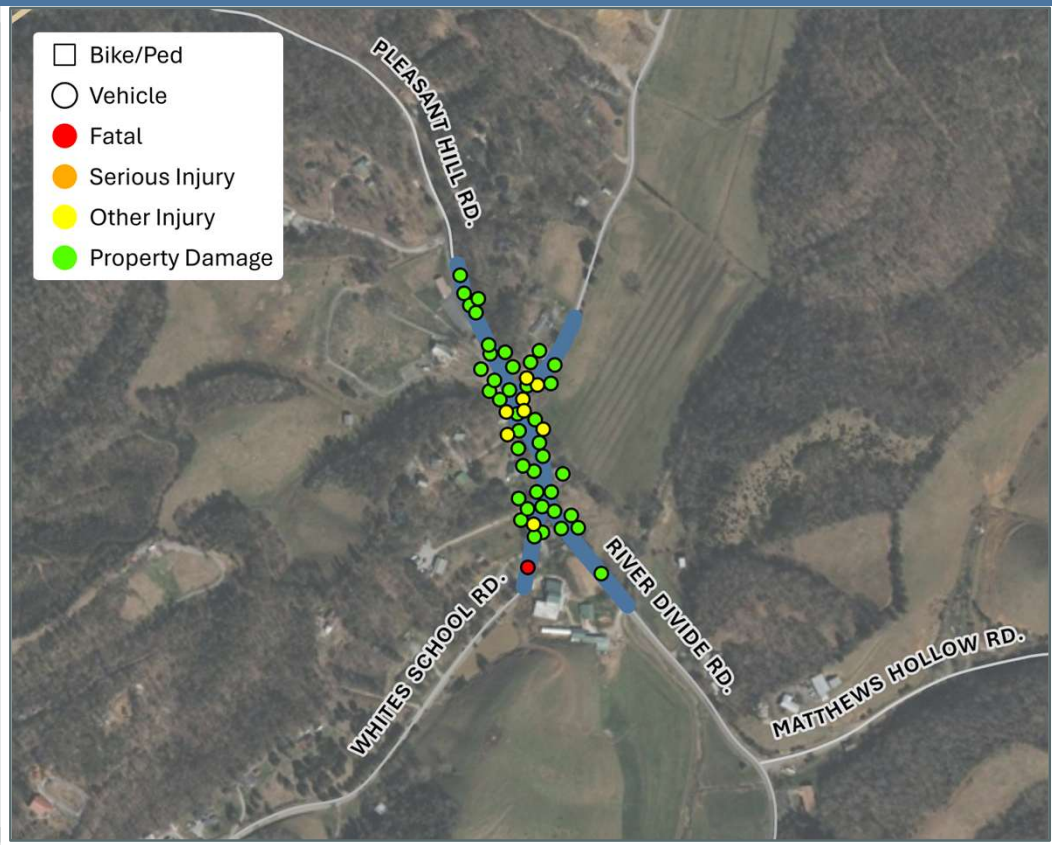
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	25 mph
Estimated AADT	5,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Angle (20)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	0	8	41
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural intersection where improvements are needed to address driver expectancy and clarify intersection control. The first recommendation is to install a W4-4P “Cross Traffic Does Not Stop” plaque below the existing stop sign and add “STOP” pavement markings at the stop bar to better define the stop condition, as the sign is constrained to be placed 45 feet upstream. The second recommendation is to reconfigure control so that the River Divide Road/Pleasant Hill Road connection becomes the through movement and the Whites School Road approach is stop-controlled. This adjustment better aligns with driver behavior and predominant traffic patterns, improving overall safety and operations.

Whites School Road

from Chapman Hwy (US 411/US 441) to Goose Gap Rd

2-Lane Rural Roadway (0.60 mi)

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

SEVIER COUNTY SS4A

PROJECT
SC-14

Existing Conditions

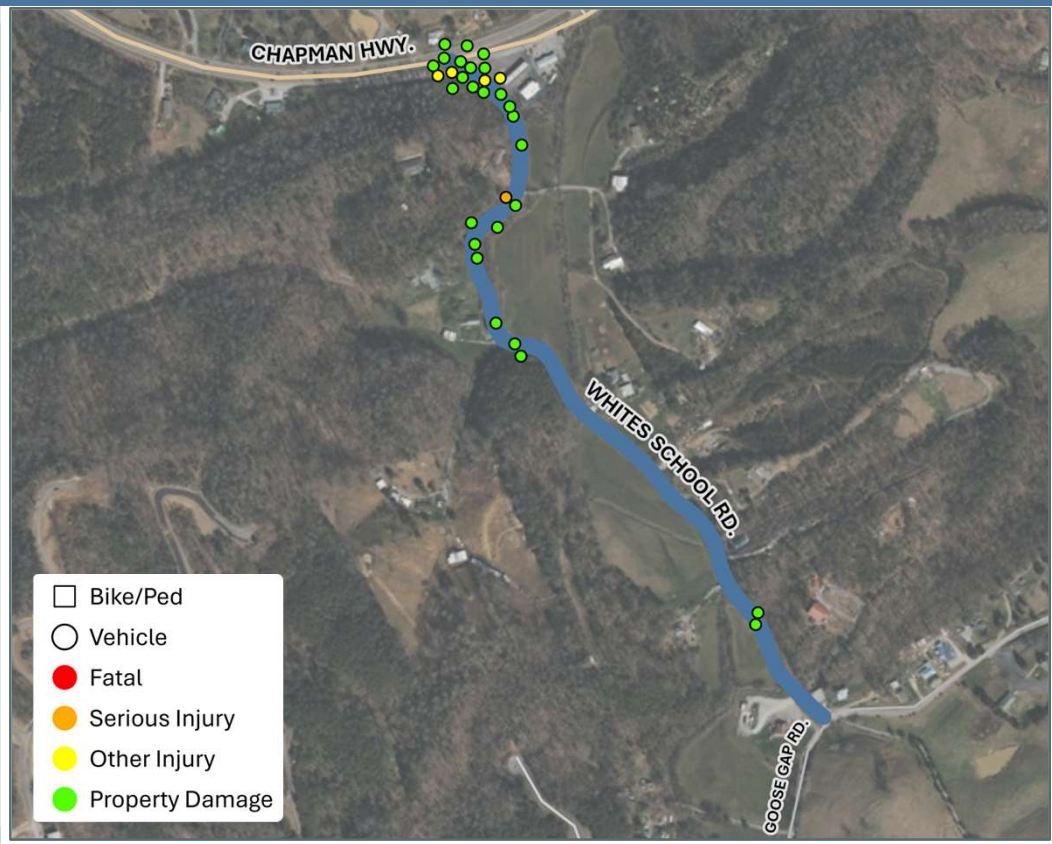
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	25 mph
Estimated AADT	3,812 (TDOT 2024)
Underserved Community	Yes
Common Crash Manner	Angle (9)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	1	4	26
Bike/Ped	0	0	0	0

Identification Criteria

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



Recommendations

This project focuses on a rural two-lane roadway where speeding and crash history, particularly at the terminus with Chapman Highway (US 411/US 441), highlight the need for targeted safety improvements. To reduce crash risk and improve operations at the intersection, it is recommended to construct a formal, hardened acceleration lane to provide a safe, well-defined path for vehicles merging onto Chapman Highway and minimize driver confusion. Additional improvements along Whites School Road include installing chevron signs to enhance curve guidance, centerline rumble strips to discourage lane departure, and speed limit signs in the northbound direction to reinforce appropriate speeds and improve driver compliance.

Whites School Road

at Goose Gap Rd

Rural Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-15

Existing Conditions

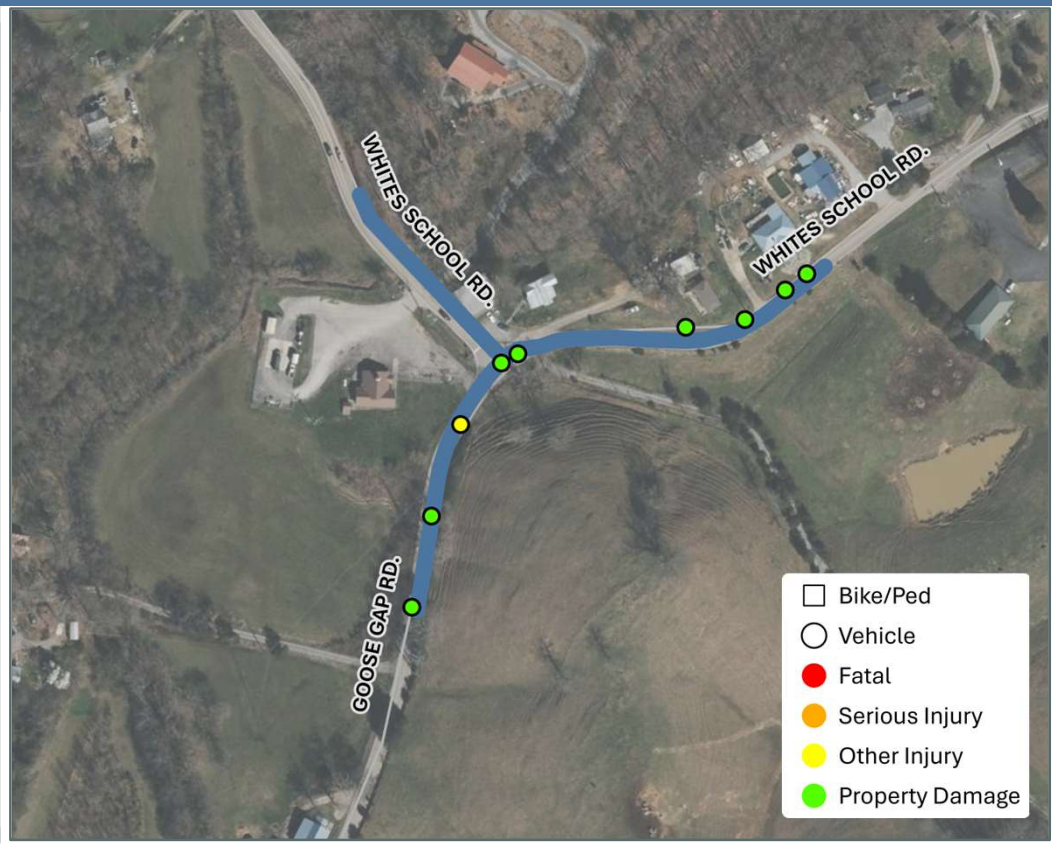
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	25 mph
Estimated AADT	3,812 (TDOT 2024)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (7)

Crash History (2019-2024)

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

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural T-intersection with limited sight distance caused by a hill on the Goose Gap Road approach, contributing to driver uncertainty and safety concerns. Nearby curves along Whites School Road and Goose Gap Road have also experienced roadway departure crashes. To improve intersection visibility and guidance, it is recommended to install dashed centerlines through the intersection to better define vehicle paths, and a stop bar at the stop-controlled approach to reinforce proper stopping location. Additional improvements include installing chevron signs in advance of the intersection to alert drivers of the upcoming curves, as well as directional and road name signs to improve navigation and reduce driver confusion.

Goose Gap Road

from Whites School Rd to Seagle Hollow Rd

2-Lane Rural Roadway (2.25 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT SC-16

Existing Conditions

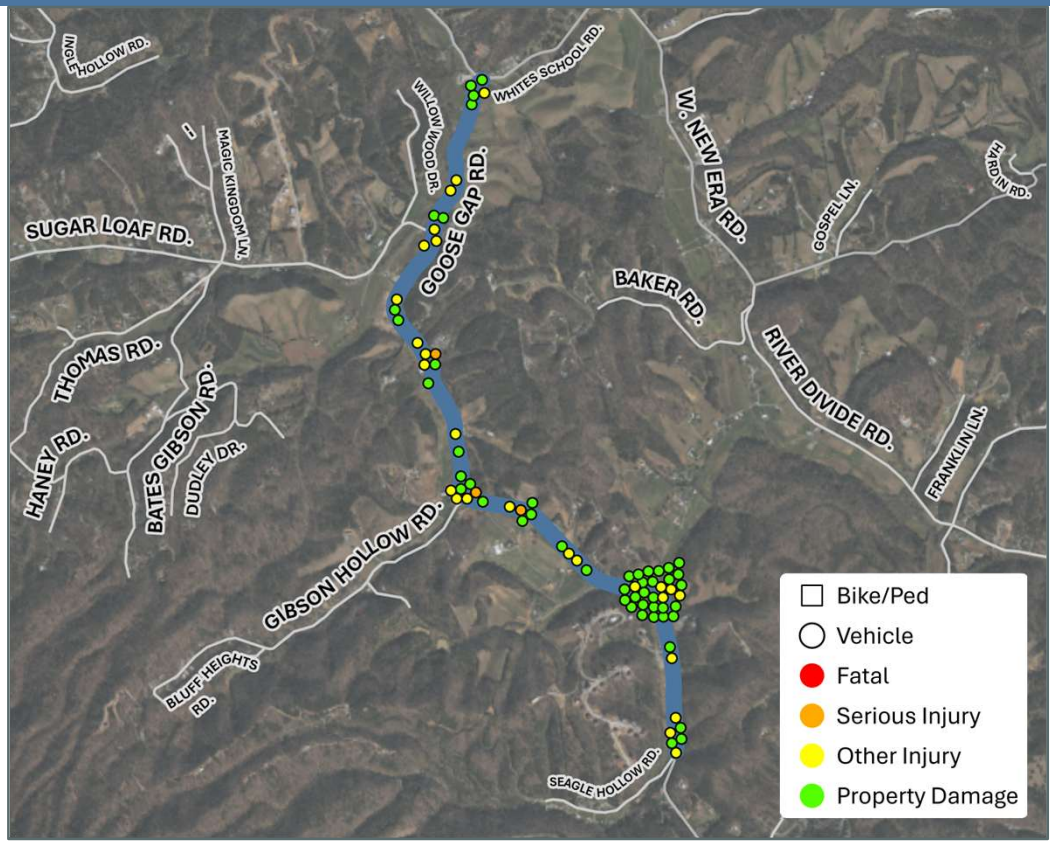
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	35 mph
Estimated AADT	3,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (60)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	3	26	49
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural two-lane roadway with numerous curves and a history of roadway departure crashes, which are the predominant crash type along the corridor. To improve driver guidance and reduce the risk of vehicles leaving the roadway, it is recommended to install chevron signs throughout the corridor to provide advance warning and visual cues through curves. Spot guardrail should be installed at high-risk locations to reduce crash severity, and reflectors should be added to the guardrail to enhance nighttime visibility and help drivers better navigate the roadway in low-light conditions.

Goose Gap Road

at Gibson Hollow Rd

Rural Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-17

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	35 mph
Estimated AADT	3,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (7)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	1	3	4
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project focuses on a rural T-intersection located within a curve, where the majority of crashes occur along Goose Gap Road, with approximately half taking place during rainy conditions. The combination of the curve, weather-related factors, and limited guidance contributes to an increased crash risk. To enhance driver awareness and improve safety, it is recommended to install centerline reflectors to improve visibility in wet and low-light conditions, add additional chevron signs to fill existing gaps and better define the curve, and apply wider edgeline striping to enhance lane definition. A speed feedback sign or flashing beacons on the curve warning signs should also be installed in advance of the curve to encourage speed reduction and reinforce safe driving behavior.

Goose Gap Road

Curve Near Sleepy Valley Ln

2-Lane Urban Roadway (0.05 mi)

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

SEVIER COUNTY SS4A

PROJECT
SC-18

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	35 mph
Estimated AADT	3,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (27)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	5	24
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project focuses on a sharp curve along a rural two-lane roadway where nearly all reported crashes are roadway departures, with approximately half occurring during rainy conditions. Contributing factors include limited curve definition and inadequate placement of warning devices. To improve driver guidance and reduce crash risk, it is recommended to relocate the existing northbound flashing beacon closer to the curve for better visibility and recognition. The southbound flashing beacons should be reoriented to face oncoming traffic to improve their effectiveness. Additionally, W1-6 one-direction large arrow signs should be installed to reinforce curve direction and enhance visual cues for navigating the curve safely.

River Divide Road

from Whites School Rd to Henderson Rd

2-Lane Rural Roadway (3.35 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-19

Existing Conditions

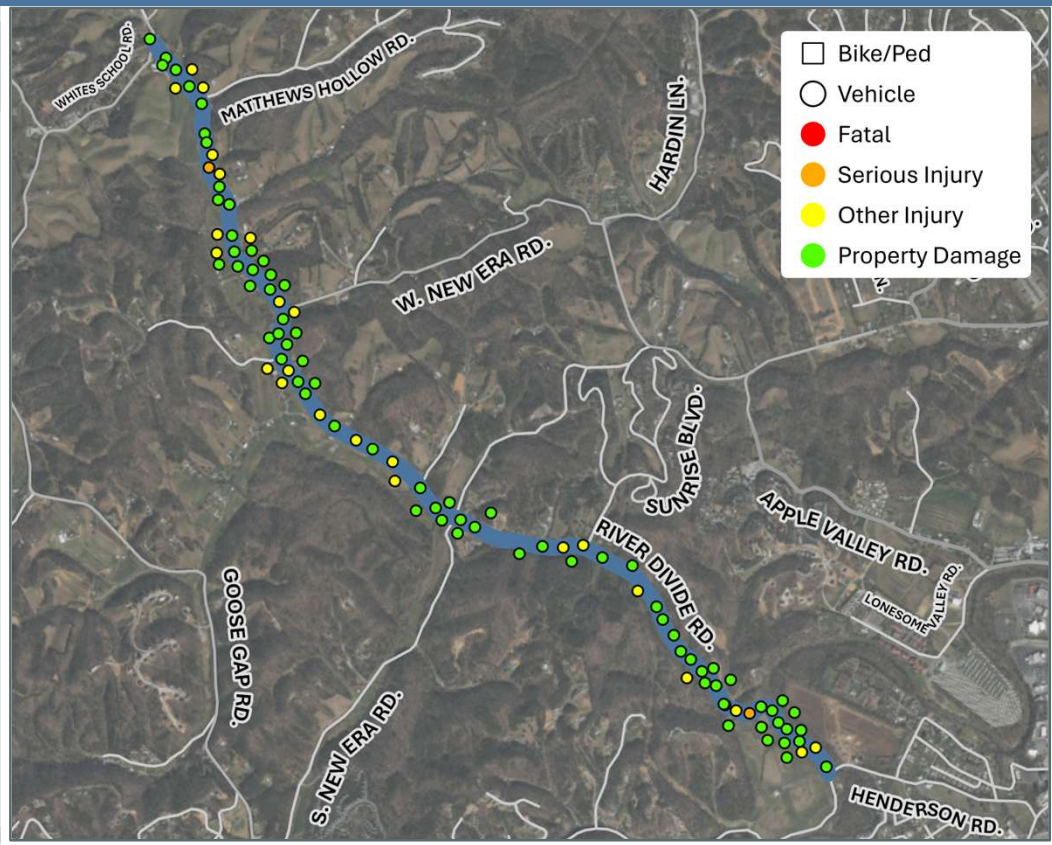
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	30 mph
Estimated AADT	6,104 (TDOT 2024)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (65)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	2	26	88
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a curvy two-lane roadway with a history of roadway departure crashes and public complaints related to poor sight distance at intersections. While recent improvements at both ends of the corridor have addressed signage needs, the middle segment remains under-signed, contributing to ongoing safety concerns. To improve driver guidance, it is recommended to install curve warning and chevron signs within the curves. Snow plowable centerline reflectors should also be installed to enhance visibility and lane definition in low-light and inclement weather conditions. Additionally, targeted vegetation clearing within intersection sight triangles is recommended to improve visibility of oncoming traffic at side streets.

Chapman Highway (US 411/US 441)

from Zion Hill Rd to Whites School Rd

2-Lane Rural Roadway with Two-Way Left-Turn Lane (1.70 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-20

Existing Conditions

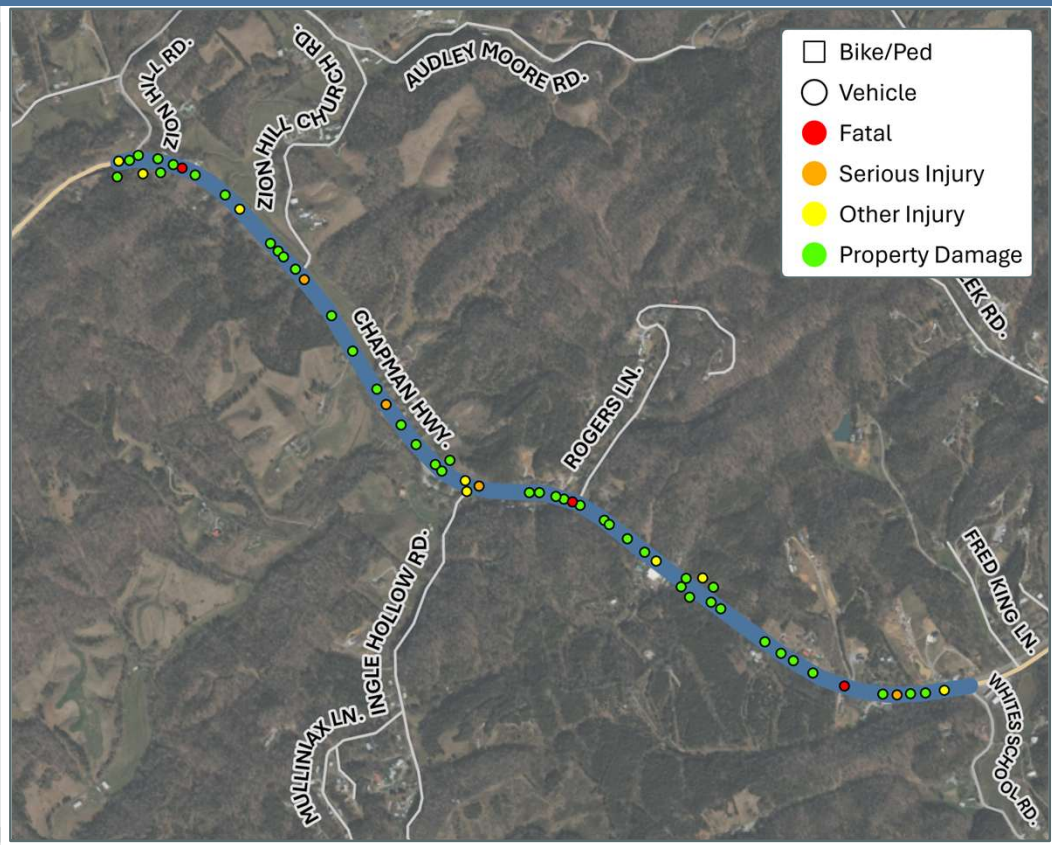
Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	50 mph
Estimated AADT	17,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (19), Rear-end (13)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	3	4	8	42
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural two-lane roadway with a two-way left-turn lane and a posted speed limit of 50 mph that has experienced a high number of crashes. Speeding appears to be the primary contributing factor to these crashes, indicating a need for targeted speed management strategies. Recommended improvements include installing additional speed limit signs to reinforce the posted speed, placing speed feedback signs to increase driver awareness, and conducting a corridor-wide speed study to evaluate the appropriateness of the current speed limit. Based on the findings, a speed limit reduction may be considered to improve safety and reduce crash frequency.

Chapman Highway (US 411/US 441)

at Wye Dr

Urban Two-Way Stop Controlled Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-21

Existing Conditions

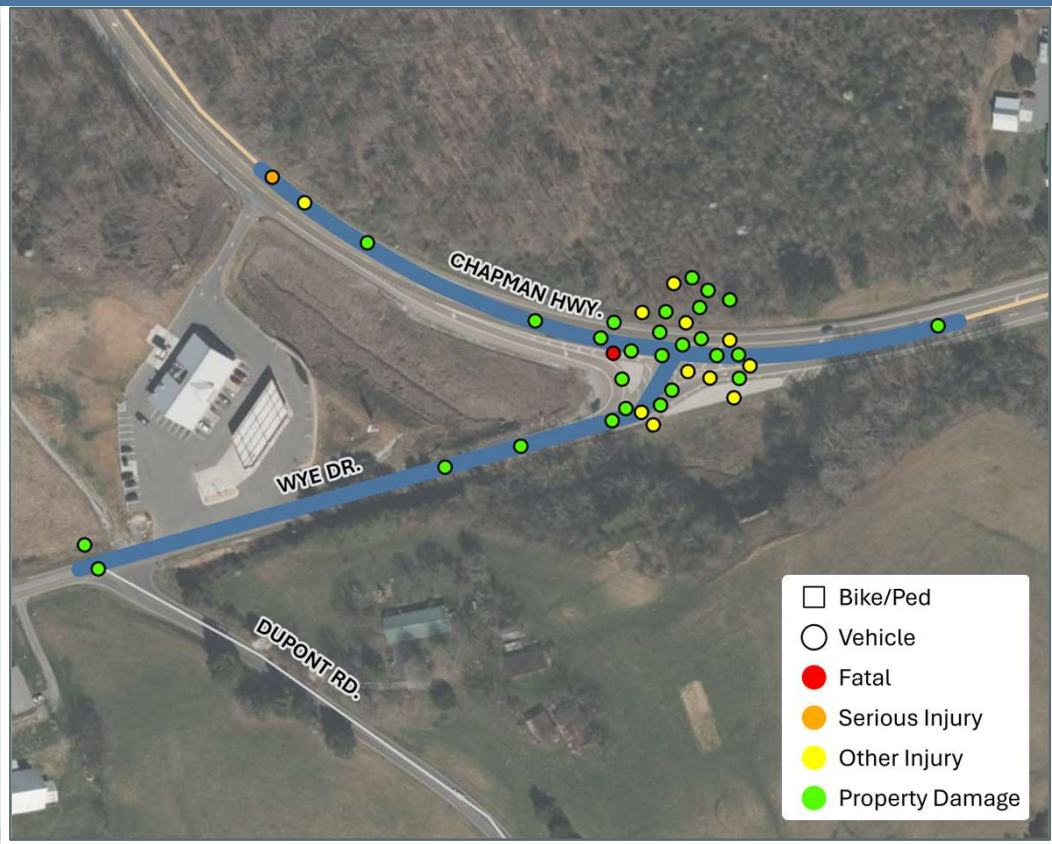
Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	50 mph
Estimated AADT	18,897 (TDOT 2024)
Underserved Community	Yes
Common Crash Manner	Rear-end (12), Angle (10)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	1	11	27
Bike/Ped	0	0	0	0

Identification Criteria

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



Recommendations

This project focuses on an unsignalized intersection located within a curve along a Chapman Highway (US 411/US 441) where speeding on the mainline is a recurring concern and turning movements present safety challenges. To improve operations and reduce crash risk, it is recommended to harden and formalize the existing left-turn acceleration lane onto the mainline to provide a clearly defined and safer merging path. Additional improvements include installing chevron signs to enhance curve definition and improve driver guidance, as well as placing a speed feedback sign in the southbound direction to encourage speed compliance and increase driver awareness through the curve.

Chapman Highway (US 441)

at Boyds Creek Hwy (SR 338) and Maryville Hwy (US 411)

Urban Signalized Intersection

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

SEVIER COUNTY SS4A

PROJECT SC-22

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Principal Arterial
Posted Speed	45 mph
Estimated AADT	20,947 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Rear-end (57), Angle (56)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	3	23	129
Bike/Ped	0	0	0	0

Identification Criteria

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

Recommendations

This project focuses on an urban signalized intersection with a high frequency of angle crashes, indicating a need for improved control and visibility. It is recommended to install a yield sign and yield bar on the southbound channelized right-turn lane to reinforce yielding behavior. On the northbound approach, the channelized right-turn lane should be removed and replaced with a standard right-turn lane controlled by a supplemental signal head and “Right Turn on Red After Stop” signage to clarify expectations for turning vehicles. Additional improvements include installing reflective backplates on all signal heads to enhance signal visibility and converting the southbound left-turn movement to protected-only phasing to reduce the risk of angle crashes.

Chapman Highway (US 441)

at Macon Ln

Urban Signalized Intersection

Emphasis Area(s): Unfamiliar & Risky Driver

SEVIER COUNTY SS4A

PROJECT SC-23

Existing Conditions

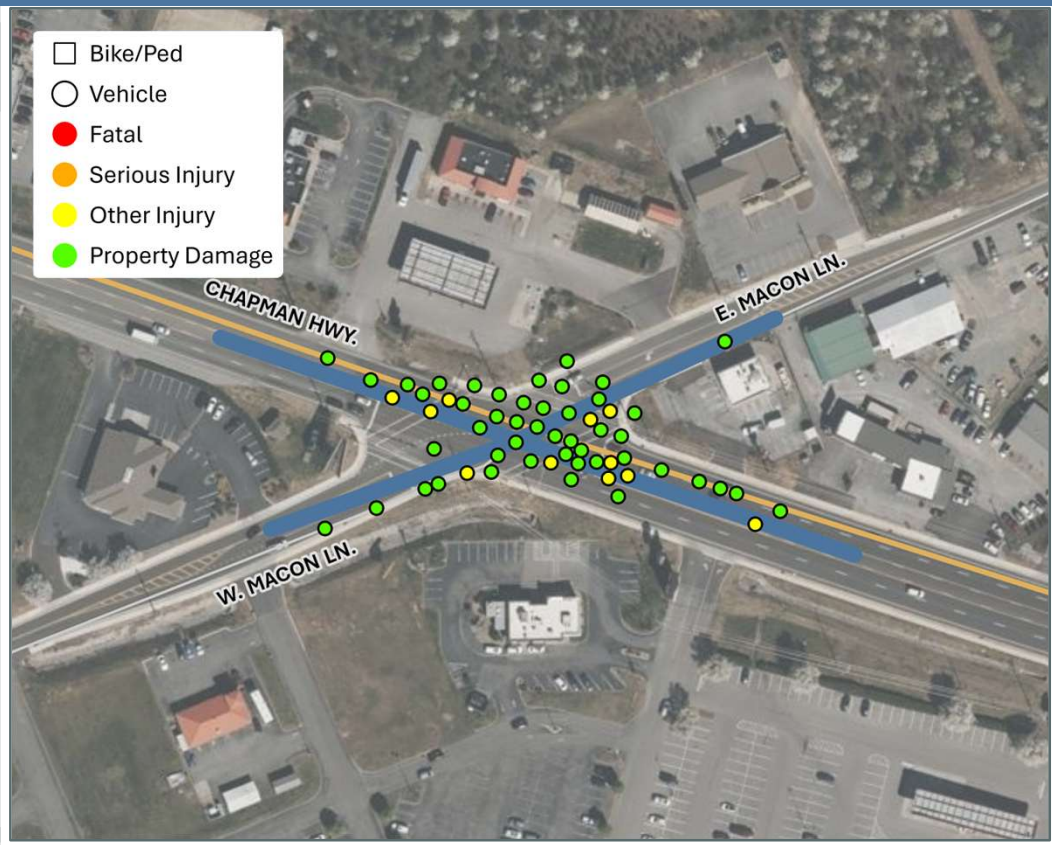
Jurisdiction	Sevier County
Functional Classification	Principal Arterial
Posted Speed	45 mph
Estimated AADT	21,391 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Rear-end (23), Angle (22)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	11	47
Bike/Ped	0	0	0	0

Identification Criteria

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



Recommendations

This project focuses on an urban signalized intersection located at the sag of a vertical curve, where limited sight distance due to the roadway grade presents ongoing safety concerns. Although recent improvements have enhanced striping and lane definition, the downhill approach likely contributes to drivers traveling faster than appropriate, requiring earlier braking upon approaching the signal. To improve advance warning and reduce the risk of rear-end and red-light running crashes, it is recommended to install W3-3 signal warning signs on the approaches to alert drivers to the upcoming intersections and encourage earlier speed reduction.

Boyds Creek Highway (SR 338)

at Porterfield Gap Rd

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT SC-24

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Minor Arterial
Posted Speed	45 mph
Estimated AADT	6,500 (Replica 2023)
Underserved Community	No
Common Crash Manner	Angle (8), Rear-end (7)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	1	3	19
Bike/Ped	0	0	0	0

Identification Criteria

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

Recommendations

This project focuses on an unsignalized T-intersection that has experienced several angle crashes and has been the subject of public concerns related to poor sight distance and difficultly turning onto Boyds Creek Highway. The current intersection configuration does not adequately support the volume or complexity of turning movements, contributing to safety and operational challenges. To address these issues, it is recommended to install a traffic signal and add dedicated turn lanes on Boyds Creek Highway to better manage traffic flow, improve sight lines, and reduce the risk of angle crashes. These improvements will enhance safety and provide more predictable and controlled access for all users.

Porterfield Gap Road

from West Union Valley Rd to Knox County Limits

2-Lane Urban Roadway (0.35 mi)

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

SEVIER COUNTY SS4A

PROJECT
SC-25

Existing Conditions

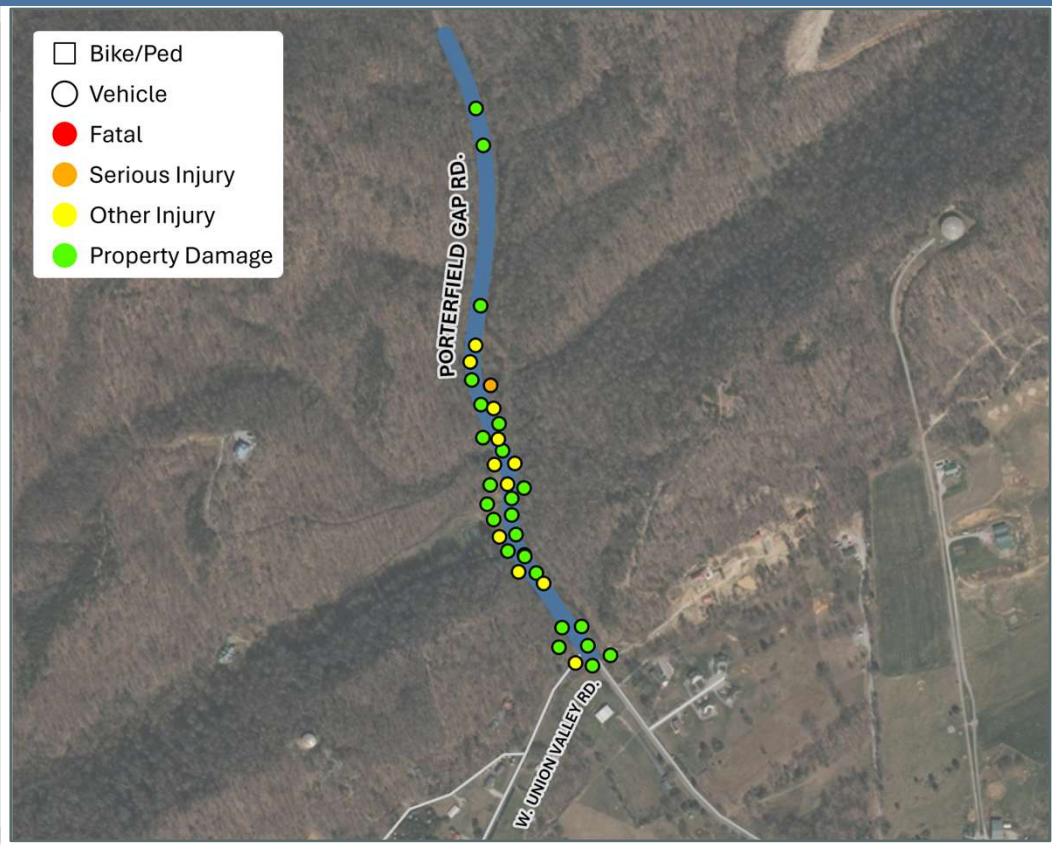
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	45 mph
Estimated AADT	1,000 (Replica 2023)
Underserved Community	No
Common Crash Manner	Single-Vehicle (34)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	3	14	38
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a winding two-lane roadway with a history of speeding and roadway departure crashes, particularly in curves. The combination of limited guidance and narrow shoulders contribute to ongoing safety concerns. To improve driver awareness and reduce crash risk, it is recommended to install W1-5 winding road warning signs and chevron signs throughout all curves to provide consistent visual guidance. Additional countermeasures include snow plowable centerline reflectors to enhance visibility, speed limit signs to reinforce appropriate speeds, edge of pavement rumble strips to alert drifting drivers, and guardrail at high-risk locations to reduce the severity of roadway departure crashes.

Gists Creek Road

near Cedar Top Dr

2-Lane Rural Roadway (0.15 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-26

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	35 mph
Estimated AADT	1,000 (Replica 2023)
Underserved Community	Yes
Common Crash Manner	Single-Vehicle (7)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	2	2	4
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project focuses on a rural roadway segment where a sharp horizontal curve is paired with a blind vertical curve. Approximately half of the reported crashes occur in dark conditions, highlighting visibility issues. Safety concerns exist at the intersection of Cedar Top Drive, where there is limited sight distance caused by the vertical curve. When turning right from Cedar Top Drive, drivers often enter the opposing travel lane due to the intersection alignment. Short-term improvements include relocating the eastbound curve warning sign closer to the curve, installing intersection warning signs, and placing a speed feedback sign to encourage speed compliance. In the long term, flattening the eastbound curve is advised to reduce the risk of roadway departure and angle crashes.

Wears Valley Road (US 321)

from Robeson Rd to Valley View Rd

2-Lane Rural Roadway (1.45 mi)

Emphasis Area(s): Speed Management, Congested Corridor

SEVIER COUNTY SS4A

PROJECT SC-27

Existing Conditions

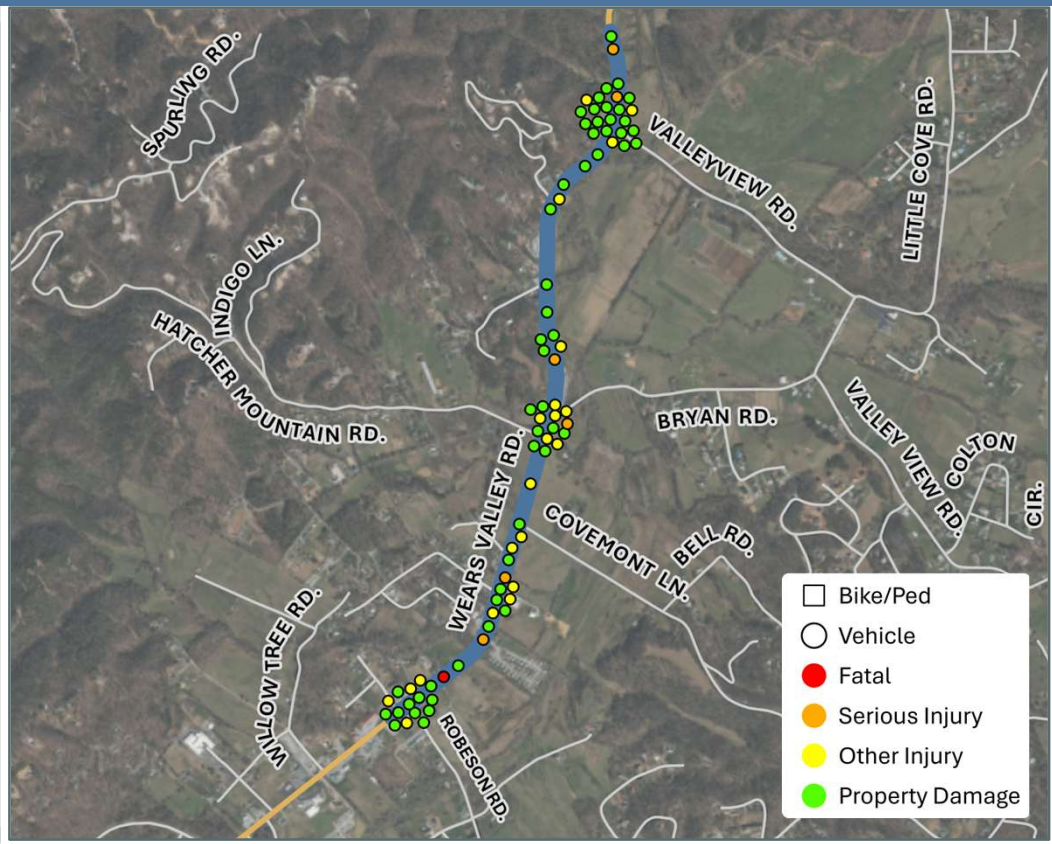
Jurisdiction	Sevier County
Functional Classification	Principal Arterial
Posted Speed	45 mph
Estimated AADT	12,083 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Rear-end (34), Single-Vehicle (20)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	1	6	21	53
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a two-lane rural roadway with a history of crashes at intersections and along mid-block segments. Intersections have experienced frequent rear-end and angle crashes, while many roadway departure crashes in non-intersection areas are often attributed to excessive speeds. To enhance safety at intersections, it is recommended to install W2-1 intersection warning signs and add dedicated turn lanes to better manage turning movements. To address speeding and roadway departures, speed feedback signs should be installed in mid-block segments where high speeds are common. Measures such as curve warning signage, chevrons, and rumble strips should be considered to reduce roadway departures and improve overall driver awareness.

Wears Valley Road (US 321)

at Line Springs Rd

Rural Two-Way Stop Controlled Intersection

Emphasis Area(s): Rural Roadway, Congested Corridor

SEVIER COUNTY SS4A

PROJECT SC-28

Existing Conditions

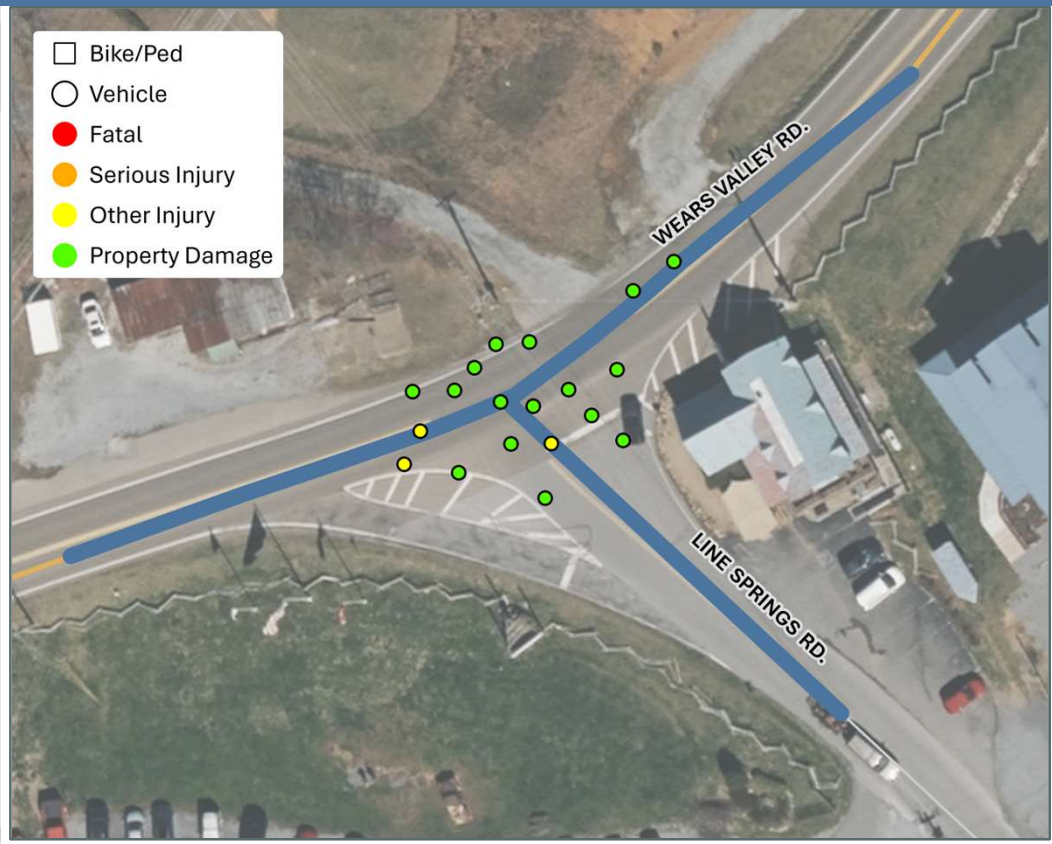
Jurisdiction	Sevier County
Functional Classification	Principal Arterial
Posted Speed	45 mph
Estimated AADT	9,359 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Angle (10)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	0	3	16
Bike/Ped	0	0	0	0

Identification Criteria

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



Recommendations

This project focuses on a rural T-intersection that experiences heavy tourist traffic and has a history of angle crashes, indicating a need for improved traffic control and driver guidance. To enhance safety in the short term, it is recommended to install intersection warning signs on Wears Valley Road and a stop ahead sign on Line Springs Road to improve driver awareness of the intersection. Additionally, the existing channelized right-turn lane should be removed and replaced with a standard right-turn lane to improve turning visibility and control, while a left-turn lane should be added on the opposing approach to facilitate safer turning movements. In the longer term, a traffic signal should be considered once traffic volumes meet applicable warrants.

Asheville Highway (US 25W/US 70)

from Anna Maria Ln to Robinhood Cir

2-Lane Rural Highway (1.85 mi)

Emphasis Area(s): Speed Management

SEVIER COUNTY SS4A

PROJECT SC-29

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	50 mph
Estimated AADT	4,270 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Angle (31), Rear-end (12)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	2	4	21	31
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF

Recommendations

This project focuses on a two-lane roadway that experiences high speeds and has a history of injury and fatal crashes, several of which have occurred at side road intersections. To improve safety along the corridor, it is recommended to conduct a speed study to determine a more appropriate posted speed limit that better reflects roadway conditions and surrounding land uses. Speed feedback signs should be installed to increase driver awareness and encourage compliance with the posted limit. Additional improvements may include installing intersection warning signs to alert drivers to upcoming access points and evaluating the need for dedicated turn lanes to reduce turning conflicts and improve overall traffic flow and safety.

Asheville Highway (US 25W/US 70)

at Douglas Dam Rd (SR 139)

Rural Two-Way Stop Controlled Intersection

Emphasis Area(s): Speed Management, Rural Roadway, Congested Corridor

SEVIER COUNTY SS4A

PROJECT SC-30

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	50 mph
Estimated AADT	4,270 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Angle (23)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	2	13	21
Bike/Ped	0	0	0	0

Identification Criteria

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

Recommendations

This project focuses on a rural unsignalized intersection where speeding is prevalent on Asheville Highway, creating safety concerns for vehicles entering or crossing from Douglas Dam Road. To enhance driver awareness and reduce crash risk, W2-1 intersection warning signs with flashers are recommended on both mainline approaches. The intersection warning sign on the northbound approach should be relocated closer to the intersection and a stop bar should be added to the southbound approach. A flashing intersection warning beacon may also be considered to further alert drivers to the upcoming intersection. In the longer term, installation of a roundabout or traffic signal should be evaluated if traffic volumes and crash trends warrant a higher level of control.

Douglas Dam Road (SR 139)

from Catlett Dr to West Mount Rd

2-Lane Rural Roadway (0.30 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-31

Existing Conditions

Jurisdiction	Sevier County
Functional Classification	Major Collector
Posted Speed	40 mph
Estimated AADT	4,000 (Replica 2023)
Underserved Community	No
Common Crash Manner	Angle (6), Single-Vehicle (4)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	2	1	3	10
Bike/Ped	0	1	0	0

Identification Criteria

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

Recommendations

This project focuses on a rural two-lane roadway segment with roadside hazards, including utility poles located within the clear zone, and an intersection that has experienced two fatal crashes. It is recommended to wrap utility poles with reflectors to increase their visibility, consider installing shoulder rumble strips to reduce roadway departure crashes, and construct a dedicated turn-off for the convenience center to minimize turning conflicts. At the intersection with Mount Road, additional improvements include installing a W1-7 two-direction large arrow sign to clearly define the T-intersection, a stop bar, dual stop signs with vertical reflective strips on the sign posts for greater visibility, and stop ahead warning signs to alert approaching drivers of the required stop.

East Dumplin Valley Road

from Sevierville City Limits to Jefferson County Limits

2-Lane Rural Roadway (1.50 mi)

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

SEVIER COUNTY SS4A

PROJECT SC-32

Existing Conditions

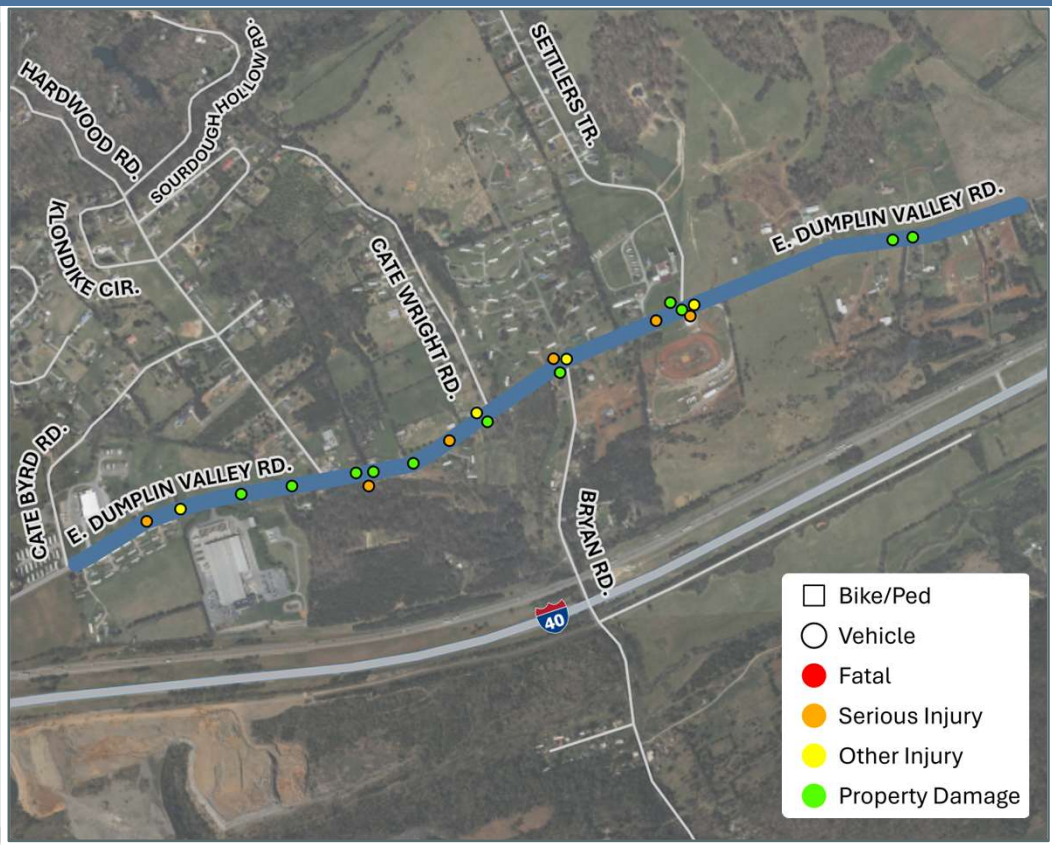
Jurisdiction	Sevier County
Functional Classification	Minor Collector
Posted Speed	35 mph
Estimated AADT	2,665 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Single-Vehicle (9), Angle (7)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	6	4	11
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural two-lane roadway segment with a history of crashes where speeding is the apparent contributing factor. To improve driver compliance and reduce crash risk, it is recommended to install additional speed limit signs along the corridor and place speed feedback signs at key locations to alert drivers when they are exceeding the posted limit. Enhanced curve warning countermeasures such as curve warning signs with advisory speed plaques and chevron signs throughout curves to provide better visual guidance are also recommended. In high-risk areas, roadside hazard mitigation should be considered. These combined measures aim to calm traffic, improve guidance, and reduce the likelihood and severity of speed-related crashes.

Snyder Road

from Sevier County Limits to Banks Trail

2-Lane Rural Roadway (0.40 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT

SC-33

Existing Conditions

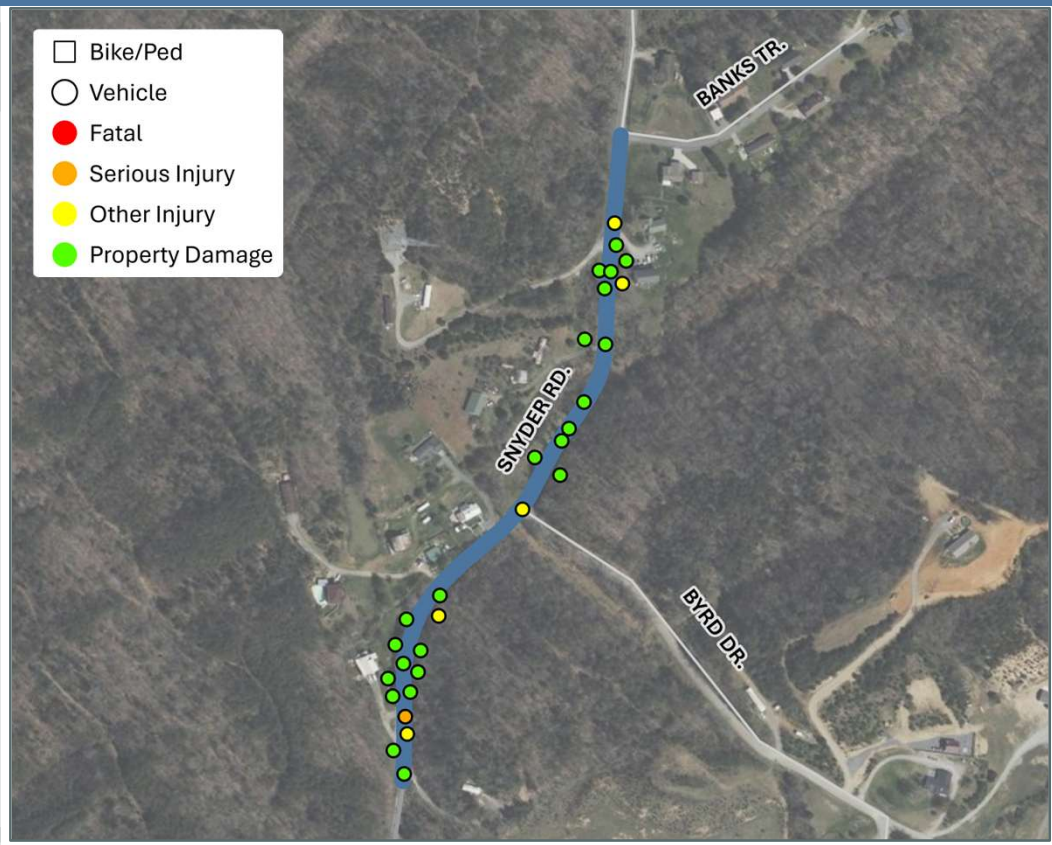
Jurisdiction	Sevier County
Functional Classification	Local
Posted Speed	35 mph
Estimated AADT	7,371 (TDOT 2024)
Underserved Community	No
Common Crash Manner	Single-Vehicle (22)

Crash History (2019-2024)

	Fatal	Serious Injury	Other Injury	Property Damage
Vehicle	0	1	5	23
Bike/Ped	0	0	0	0

Identification Criteria

HIN HRN HRN LOCAL PUBLIC CTF PSTF



Recommendations

This project focuses on a rural roadway segment with a history of roadway departure crashes, the majority of which occurred during rainy conditions, highlighting the need for improved visibility and driver guidance. To reduce crash risk and enhance safety, it is recommended to install reflectors in existing guardrail to improve delineation in wet and low-light conditions. Additional improvements include installing chevron signs within curves to provide clearer direction through turns and S-curve warning signs in advance of winding sections to alert drivers and encourage safer speeds. These enhancements aim to improve driver awareness and reduce the likelihood of loss-of-control crashes.