

# Appendix D: Land Use and Transportation Analysis Technical Memorandum

## **State Route (SR) 170**

From SR-62 Interchange to SR-9 (US-25W)  
Anderson County, Tennessee

Tennessee Department of Transportation

**TDOT PIN 124121.00**

August 2025

# Table of Contents

<b>1.</b>	<b>INTRODUCTION.....</b>	<b>2</b>
1.1	Alternatives Under Consideration .....	2
1.1.1	<i>No-Build Alternative</i> .....	2
1.1.2	<i>Build Alternative</i> .....	2
<b>2.</b>	<b>FOCUS OF THIS TECHNICAL MEMORANDUM.....</b>	<b>3</b>
<b>3.</b>	<b>LAND USE.....</b>	<b>5</b>
3.1	Planning Data Assessed Data .....	5
3.2	Historic Land Use .....	8
3.3	Existing Land Uses .....	11
3.3.1	<i>Zoning</i> .....	13
3.4	Future Land Use .....	14
3.5	Future Development Projects .....	14
3.6	Legislation, Executive Orders, Plans and Policies .....	15
3.7	Impacts to Land Use .....	20
3.7.1	<i>No-Build Alternative</i> .....	20
3.7.2	<i>Build Alternative</i> .....	20
3.8	Minimization and Mitigation Measures to Address Impacts .....	21
<b>4.</b>	<b>TRANSPORTATION AND MOBILITY .....</b>	<b>21</b>
4.1	Bicycle and Pedestrian.....	21
4.1.1	<i>TDOT Multimodal Transportation Resources Division Environmental Studies Request Response</i> .....	21
4.2	Transit .....	21
4.3	Rail.....	22
4.4	Airports .....	22
4.5	Vehicular Transportation .....	22
4.6	Planned Roadway Projects in the Vicinity of the Project Area.....	23
4.7	Impacts to Transportation and Mobility .....	26
4.7.1	<i>No-Build Alternative</i> .....	26
4.7.2	<i>Build Alternative</i> .....	26
4.8	Minimization/Mitigation Measures to Address Impacts .....	26
	<b>ATTACHMENTS .....</b>	<b>27</b>
D.1	Local Planner Meeting Minutes .....	
D.2	TDOT Multimodal Transportation Resource Division Environmental Studies Request Response .....	

## List of Figures

Figure 1: Project Location Map.....	2
Figure 2: Socioeconomic Land Use Study Area .....	4
Figure 3: SR-170 Project's Regional Context.....	7
Figure 4: 2000 Satellite Imagery .....	9
Figure 5: 2023 Satellite Imagery .....	10
Figure 6: Existing Land Use Map.....	12
Figure 7: Tennessee STIP Projects in the Vicinity .....	25

## List of Tables

Table 1: Existing Land Uses.....	11
Table 2: Local Government Coordination .....	14
Table 3: Legislation, Executive Orders, Plans and Policies .....	16
Table 4: Other TDOT Projects in the Vicinity .....	24

# 1. Introduction

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration (FHWA), has initiated an Environmental Assessment (EA) for the proposed State Route (SR)-170 widening and realignment project in Anderson County, Tennessee (see Figure 1). The proposed improvements would widen the existing two to three-lane typical section into a four to five-lane section with two lanes in each direction with additional improvements that include sidewalks, a shared use path, and turn lanes at strategic intersections.

## 1.1 Alternatives Under Consideration

A No-Build Alternative and one Build Alternative are being evaluated in the EA. Each alternative is described in the subsequent text below.

### 1.1.1 No-Build Alternative

The No-Build Alternative would retain the existing SR-170 and roadway configuration throughout the project area except for those modifications to the roadway network that have been programmed and approved for implementation, as identified in TDOT's 25-Year Long Range Transportation Policy Plan,<sup>1</sup> State Transportation Improvement Program (STIP),<sup>2</sup> and the TDOT 10-Year Project Plan and would allow for routine maintenance and safety upgrades.<sup>3</sup>

### 1.1.2 Build Alternative

The Build Alternative would include widening the existing two to three-lane typical section to a four-lane typical section (two 12-foot travel lanes in each direction) with a variable median and eight-foot shoulders west of Walnut Valley Road, and a five-lane section (two 12-foot travel lanes in each direction and a center 12-foot two-way left turn lane [TWLTL]) with eight-foot shoulders east of Walnut Valley Road. The project would also include curb and gutter, a five-foot sidewalk to the north, a 10-foot shared-use path to the south, and guardrails as needed. Proposed improvements would also include adding turn lanes at strategic intersections, realigning and reconfiguring several intersections along the corridor, and replacing the existing two-lane bridge over the Clinch River with a four-lane bridge with a painted median.

*Remainder of page intentionally left blank*

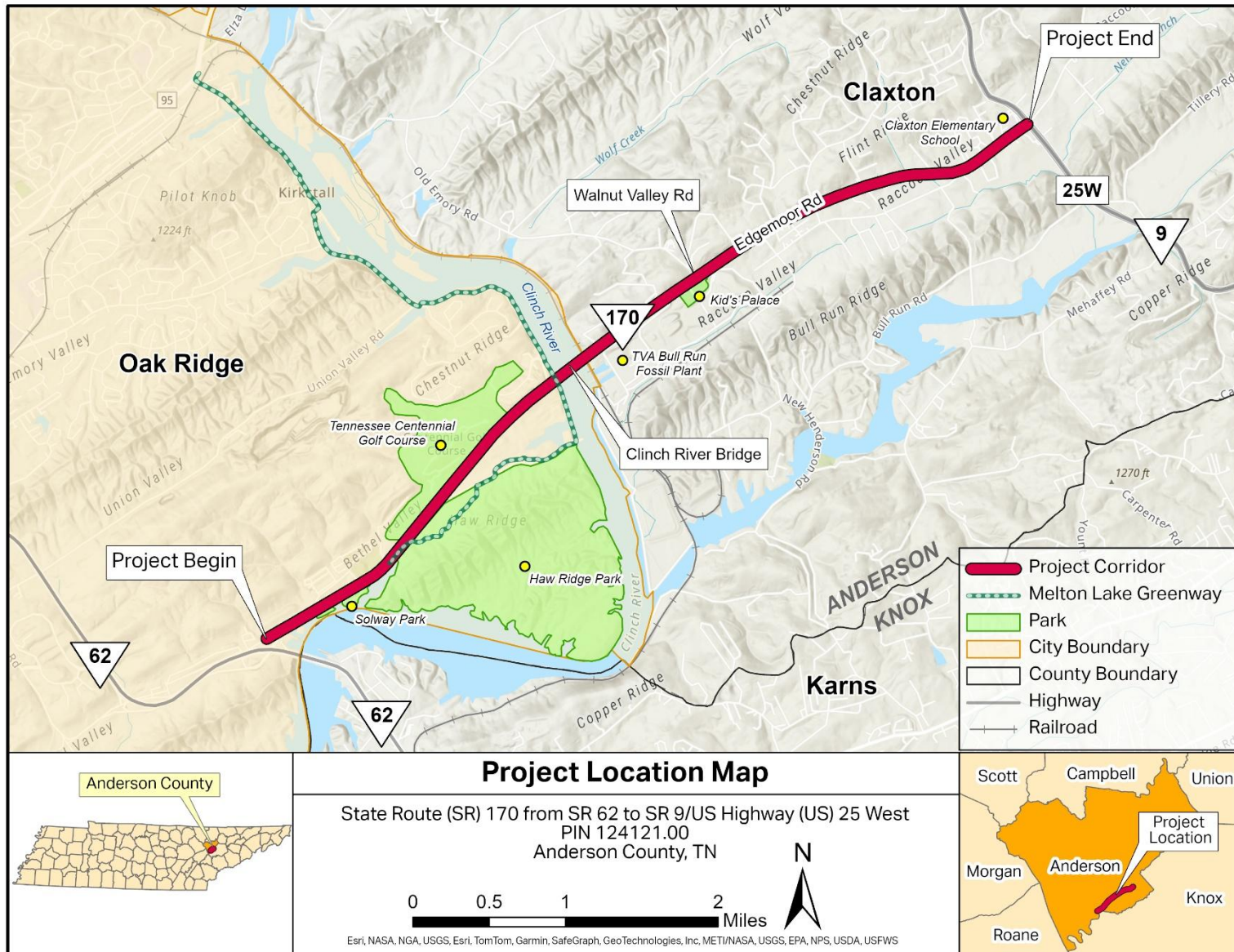
---

<sup>1</sup> TDOT's 25-Year Long Range Transportation Policy Plan, <https://www.tn.gov/tdot/long-range-planning-home/25-year-transportation-policy-plan.html> (accessed 6/6/2015)

<sup>2</sup> State Transportation Improvement Program (STIP), [https://www.tn.gov/content/dam/tn/tdot/programdevelopment/2023-2026-stip-draft/Tennessee%20STIP%202023-2026%20Final\\_R.pdf](https://www.tn.gov/content/dam/tn/tdot/programdevelopment/2023-2026-stip-draft/Tennessee%20STIP%202023-2026%20Final_R.pdf) (accessed 6/6/2025)

<sup>3</sup> TDOT's 10-Year Project Plan, <https://www.tn.gov/content/dam/tn/tdot/professional-services-/plans-and-programs/Final%2010yp%20FY-26%202025.pdf> (accessed 6/18/2025)

**Figure 1: Project Location Map**



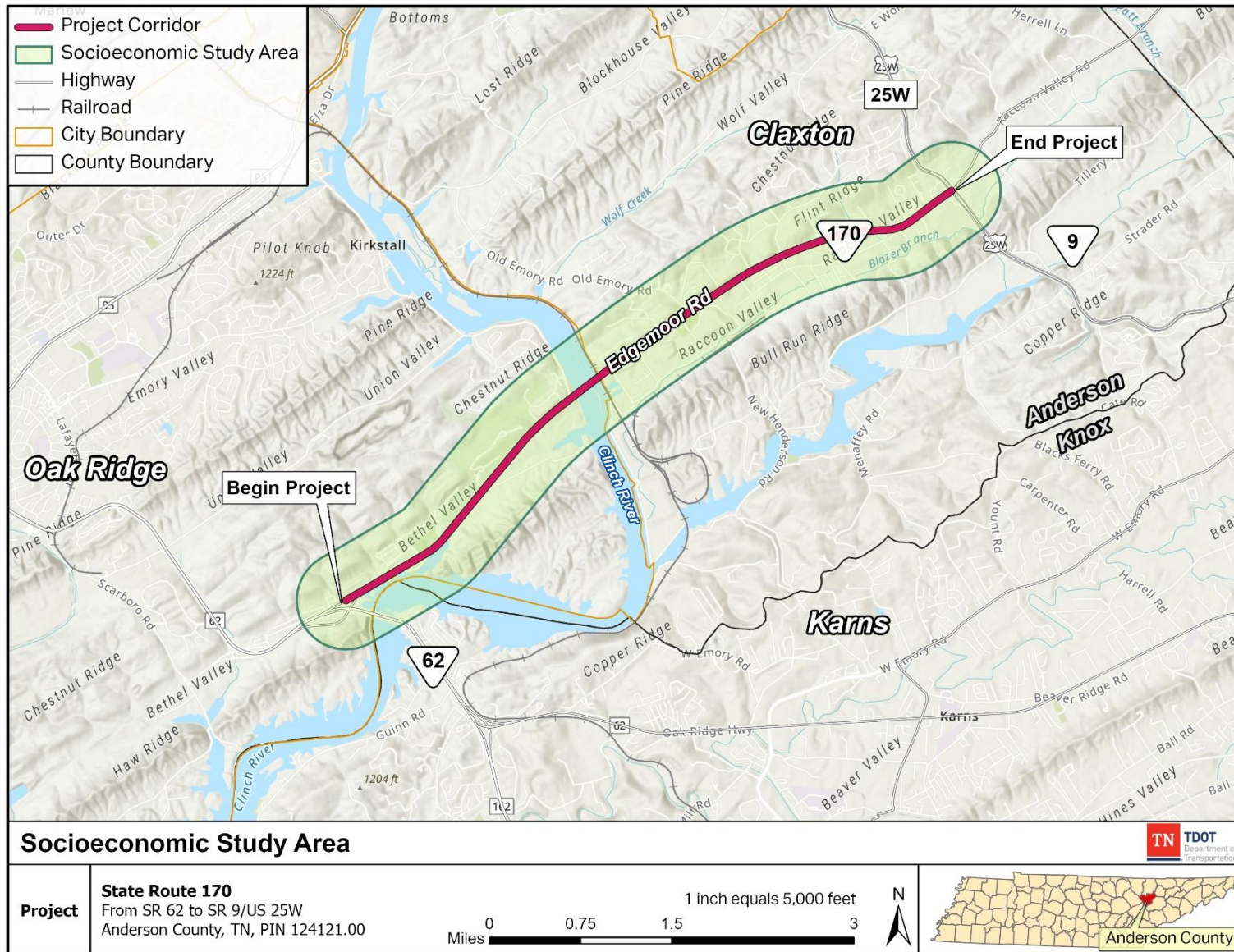
## 2. Focus of this Technical Memorandum

This Land Use and Transportation Analysis Technical Memorandum discusses land uses and transportation infrastructure within the limits of the proposed SR-170 project and provides anticipated impact determinations for both the No-Build and Build Alternatives.

This memo uses a socioeconomic study area defined as a 0.5-mile radius from the project centerline. This boundary was selected because most residential, commercial, and industrial land uses along the project corridor are located within approximately 0.5 miles of the project area. The same study area is used in EA Appendix E: Community Impact Assessment, Relocations, and Economic Resources Technical Memorandum. Figure 2 shows the socioeconomic study area boundary.

*Remainder of page intentionally left blank*

**Figure 2: Socioeconomic Land Use Study Area**



## 3. Land Use

This section discusses the historical, existing, and future land uses along the project corridor. This section also describes potential impacts of the proposed project on the existing and future land-use patterns.

Land use and transportation patterns are closely interconnected, each shaping the other over time. The types of land use in an area significantly affect traffic flow and travel behavior, which directly influences how transportation projects are planned and designed. In turn, enhancements or changes to transportation infrastructure can increase or decrease the condition of an area for certain types of land use. In essence, changes in one almost always trigger changes in the other.

### 3.1 Planning Data Assessed Data

The proposed project is located approximately 10 miles to the northwest of the City of Knoxville and is partially within the jurisdiction of the City of Oak Ridge as well as Anderson County (see Figure 3). To establish existing and future land uses in the vicinity of the proposed project, the following plans and policies were reviewed. These, and other relevant plans are also summarized in Section 3.6, below.

- Anderson County Zoning Resolution<sup>4</sup>
- Oak Ridge, Tennessee Comprehensive Plan (including the 1988 Update and amendments through 1999)<sup>5</sup>
- Oak Ridge Zoning Ordinance<sup>6</sup>
- Blueprint Oak Ridge - Land Use and Infrastructure<sup>7</sup>
- TDOT 25-Year Long-Range Transportation Policy Plan (Adopted 2015)<sup>8</sup>
- Tennessee State Transportation Improvement Program (STIP)<sup>9</sup>
- Tennessee Statewide Multimodal Freight Plan (Modified 2023)<sup>10</sup>
- TDOT Multimodal Access Policy (2015)<sup>11</sup>
- Tennessee Valley Authority (TVA) Melton Hill Reservoir Management Area Plan<sup>12</sup>
- TDOT Transportation Modernization Act (TMA)<sup>13</sup>

---

<sup>4</sup> Anderson County Zoning Resolution <https://andersoncountyplanning.com/wp-content/uploads/2022/01/Anderson-County-ZONING-RESOLUTION65.pdf> (accessed 6/18/2025)

<sup>5</sup> Comprehensive Plan <https://www.oakridgetn.gov/DocumentCenter/View/118/Comprehensive-Plan-PDF?bidId=> (accessed 6/18/2025)

<sup>6</sup> Zoning Ordinance Oak Ridge, Tennessee <https://www.oakridgetn.gov/DocumentCenter/View/119/Zoning-Ordinance-PDF> (accessed 6/18/2025)

<sup>7</sup> Blueprint Oak Ridge - Land Use and Infrastructure <https://oakridgeblueprint.info/plan/land/> (accessed 6/6/2025)

<sup>8</sup> TDOT 25-Year Long-Range Transportation Policy Plan [https://www.tn.gov/content/dam/tn/tdot/documents/TDOT\\_LRTP\\_Summary\\_Final.pdf](https://www.tn.gov/content/dam/tn/tdot/documents/TDOT_LRTP_Summary_Final.pdf) (accessed 6/18/2025)

<sup>9</sup> Tennessee Transportation Improvement Plan [https://www.tn.gov/content/dam/tn/tdot/programdevelopment/2023-2026-stip-draft/Tennessee%20STIP%202023-2026%20Final\\_R.pdf](https://www.tn.gov/content/dam/tn/tdot/programdevelopment/2023-2026-stip-draft/Tennessee%20STIP%202023-2026%20Final_R.pdf) (accessed 6/18/2025)

<sup>10</sup> Tennessee Statewide Multimodal Freight Plan [https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/TDOT\\_2023\\_StatewideMultimodalFreightPlan\\_FullReport\\_Final.%202023%2005%2030.pdf](https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/TDOT_2023_StatewideMultimodalFreightPlan_FullReport_Final.%202023%2005%2030.pdf) (accessed 6/18/2025)

<sup>11</sup> TDOT Multimodal Access Policy <https://www.tn.gov/content/dam/tn/tdot/public-trans/TDOTMultimodalAccessPolicy.pdf> (accessed 6/18/2025)

<sup>12</sup> Tennessee Valley Authority Melton Hill Reservoir Land Management Plan <https://www.tva.com/environment/environmental-stewardship/land-management/reservoir-land-management-plans/melton-hill-reservoir-land-management-plan> (accessed 6/18/2025)

<sup>13</sup> Tennessee Department of Transportation, Transportation Modernization Act <https://www.tn.gov/tdot/build-with-us/transportation-modernization-act.html> (accessed 6/18/2025)

- East Tennessee South Rural Planning Organization/TDOT Transportation Planning Report (TPR) for State Route 170 (2011 and 2022 update)<sup>14, 15</sup>
- East Tennessee South Rural Planning Organization Rural Regional Transportation Plan (March 2021)<sup>16</sup>
- Knoxville Regional Transportation Planning Organization (TPO) Mobility Plan 2009-2034<sup>17</sup>
- Knoxville Regional TPO Mobility Plan 2045<sup>18</sup>
- Knoxville Regional TPO Transportation Improvement Program<sup>19</sup>
- Blueprint Oak Ridge - Transportation and Mobility<sup>20</sup>

*\*Data Limitations<sup>21</sup>*

*Remainder of page intentionally left blank*

---

<sup>14</sup> East Tennessee South Rural Planning Organization/Tennessee Department of Transportation, 2011

<https://www.tn.gov/content/dam/tn/tdot/documents/government-how-do-i-documents/Studies/StatewidePlanning/studies-ApprovedTPRwithSignatures.pdf> (accessed 6/18/2025)

<sup>15</sup> East Tennessee South Rural Planning Organization/Tennessee Department of Transportation, 2022  
[https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/sr-170-anderson/Anderson%20SR-170%20-%20Technical%20Report%20\(2022\).pdf](https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/sr-170-anderson/Anderson%20SR-170%20-%20Technical%20Report%20(2022).pdf) (accessed 6/18/2025)

<sup>16</sup> Tennessee Department of Transportation, Rural Regional Transportation Plans [tn.gov/content/dam/tn/tdot/long-range-planning/oct/rural\\_regional\\_plans/East Tennessee South FINAL.pdf](https://www.tn.gov/content/dam/tn/tdot/long-range-planning/oct/rural_regional_plans/East_Tennessee_South_FINAL.pdf) (accessed 6/18/2025)

<sup>17</sup> Knoxville Regional TPO Mobility Plan 2009-2034 <https://knoxtpo.org/wp-content/uploads/2019/05/2034-Amendments-2010.pdf> 6/6/2025

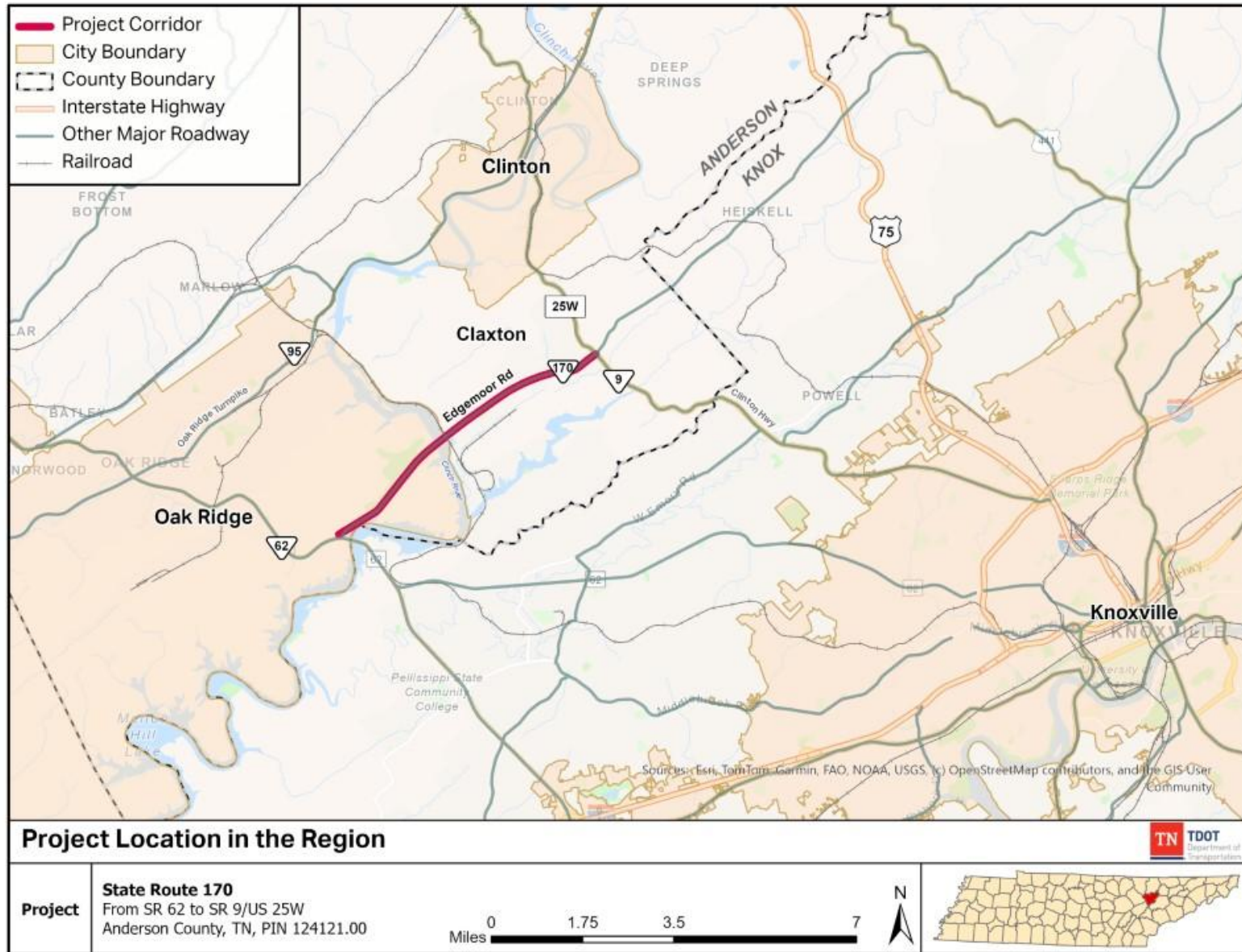
<sup>18</sup> Knoxville Regional TPRO Mobility Plan 2045 [https://knoxtpo.org/wp-content/uploads/2021/12/MobilityPlan20145\\_Final-Compressed.pdf](https://knoxtpo.org/wp-content/uploads/2021/12/MobilityPlan20145_Final-Compressed.pdf) (accessed 6/18/2025)

<sup>19</sup> Knoxville Regional Transportation Planning Organization Transportation Improvement Program <https://knoxtpo.org/projects/transportation-improvement-program/> (accessed 6/18/2025)

<sup>20</sup> Blueprint Oak Ridge - Transportation and Mobility <https://oakridgeblueprint.info/plan/transportation/> 6/6/2025

<sup>21</sup> In the development of this and other reports completed in support of the EA, several attempts were made to secure the Future Land Use plan for both City of Oak Ridge and Anderson County, and Growth Plan for Anderson County; however, the information has not yet been provided.

**Figure 3: SR-170 Project's Regional Context**



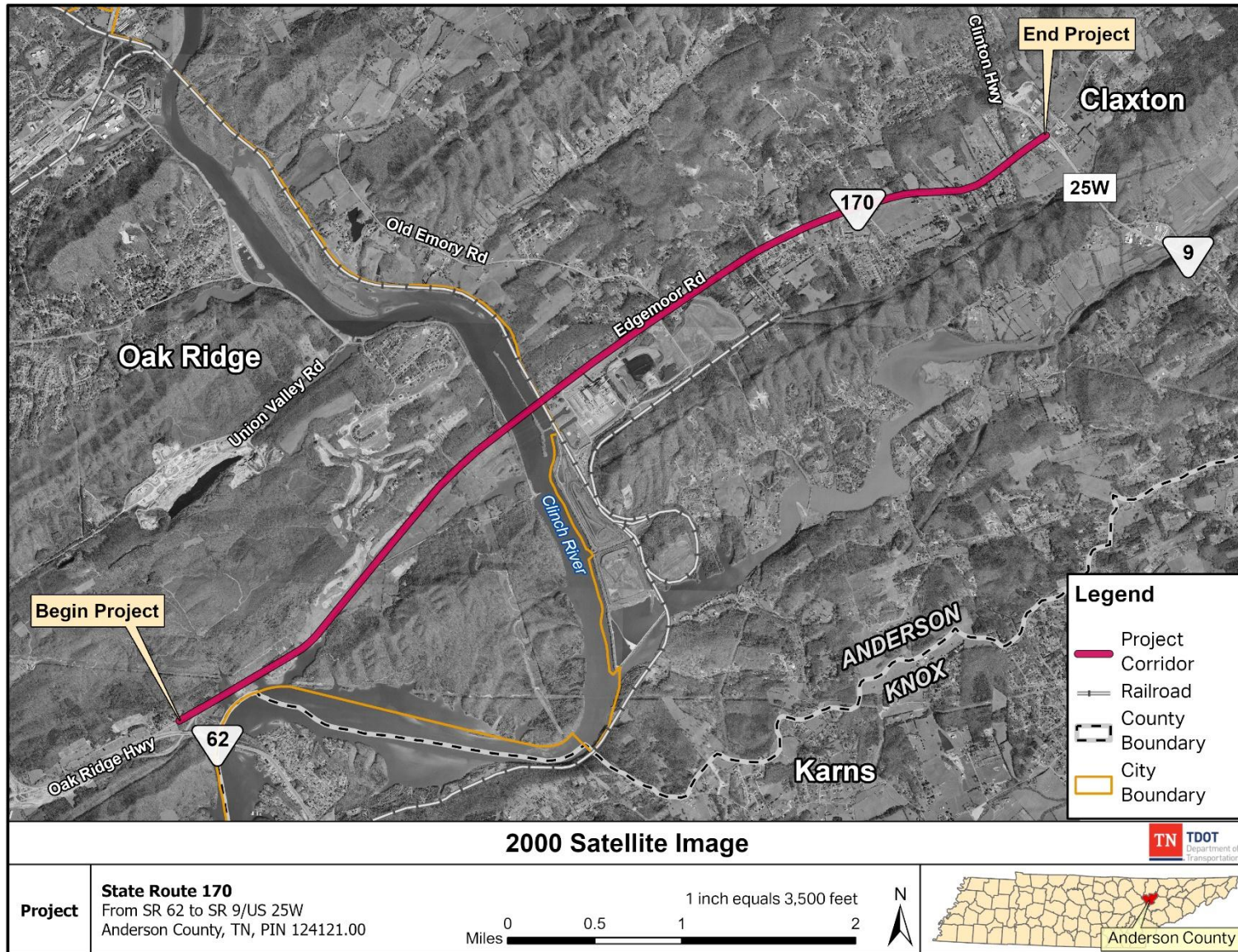
## **3.2 Historic Land Use**

Historic aerial photography was reviewed to determine past land uses within the vicinity of the Build Alternative. This review included satellite photos from the years 2000 and 2023 (see Figures 4 and 5).

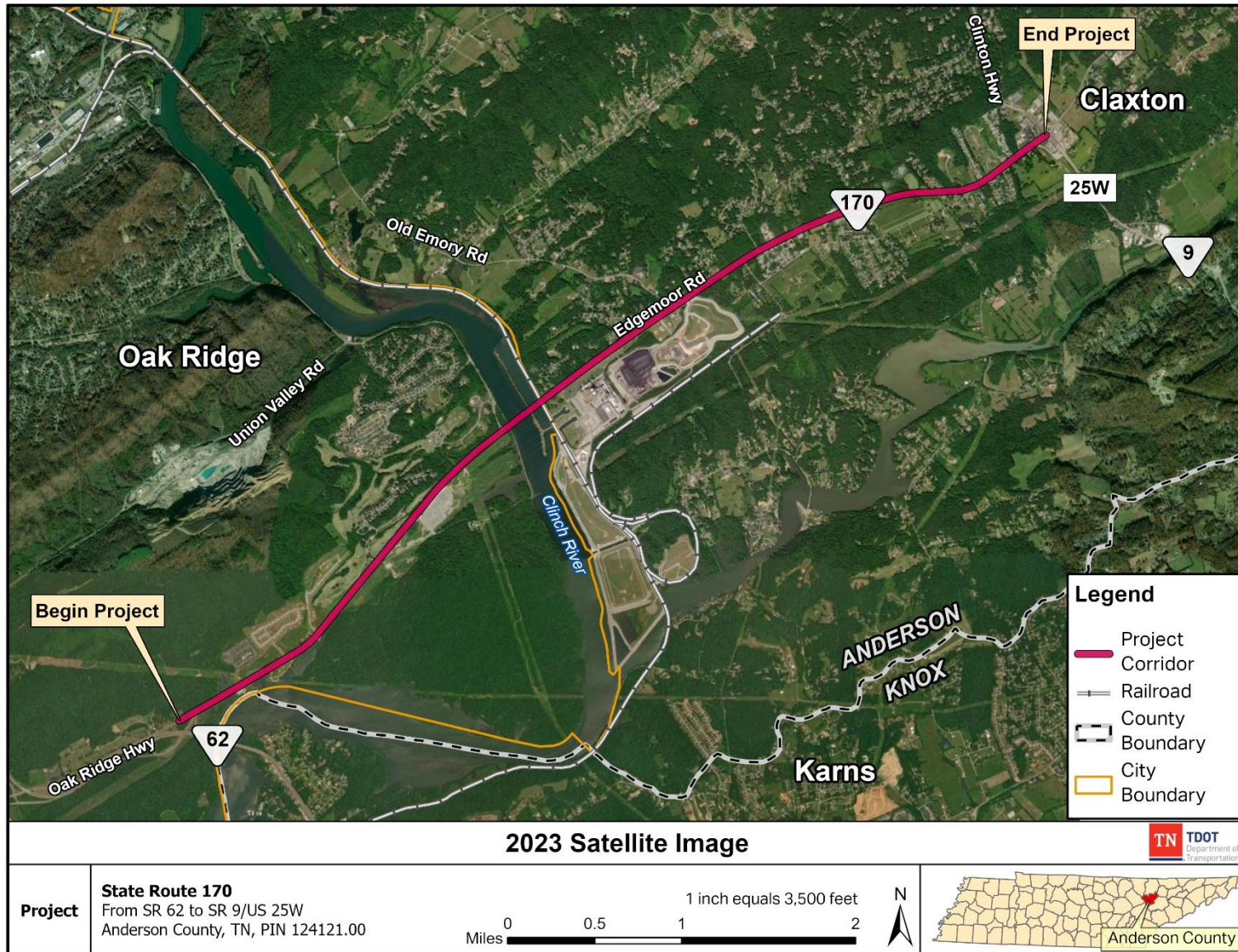
The segment of SR-170 that is proposed to be widened extends from the City of Oak Ridge to the unincorporated community of Claxton. The SR-170 corridor in this area experienced some land use changes during the period of 2000-2023, particularly on the western end of the corridor in the City of Oak Ridge where housing developments have been built to the north of SR-170, most notably Centennial Village Apartments and the Harbor Pointe and Rivers Run subdivision. At the eastern end of the proposed project, near Claxton, there has been some residential development within the established subdivisions and some new developments including the Mockingbird Hill subdivision on Mockingbird Hill Lane and another unnamed community on Tori Kait Lane.

*Remainder of page intentionally left blank*

**Figure 4: 2000 Satellite Imagery**



**Figure 5: 2023 Satellite Imagery**



### 3.3 Existing Land Uses

The western section of the proposed project is in the City of Oak Ridge, while the eastern section (east of the Clinch River) is located in the community of Claxton, an unincorporated part of Anderson County<sup>22</sup>. Knoxville is located to the south and east of the proposed project.

Existing land use data was obtained from the Tennessee Controller of the Treasury Land Use Maps<sup>23</sup> and is shown in Figure 6. West of the Clinch River, existing land uses in the project area are mostly public use, with some single and multi-family residential uses on the north side of SR-170. Much of the public use land is recreational in forested areas adjacent to SR-170, including recreational facilities associated with Solway Park, Haw Ridge Park, Tennessee Centennial Golf Course and the Melton Hill Reservoir.<sup>24</sup> East of the Clinch River, existing land uses and development includes mostly single-family residential uses with some commercial uses scattered throughout the project corridor. The TVA Bull Run Fossil Plant, a coal-fired electric power station, is located along the south side SR-170 just east of the Clinch River on land that is classified as public use. TVA retired the Bull Run Fossil Plant on December 1, 2023. It is anticipated that the site would be repurposed and converted to a fusion pilot power plant.<sup>25</sup>

Farmland along the corridor is minimal and is mostly concentrated east of the Clinch River, in the unincorporated community of Claxton (see *EA Appendix F: Farmland, Soils, and Floodplain Analysis Technical Memorandum*).

Table 1 shows the land use classifications and the various notable land use resources within the classifications. The number in parentheses next to the name of the land use resource refers to its location in Figure 6.

**Table 1: Existing Land Uses**

Land Use	Land Use Resource
Single family residential	Harbor Pointe subdivision (3) Park Meade subdivision (6)
Multi-family residential/mobile home park	Centennial Village Apartments (2) Oak Ridge Mobile Home Park (13)
General and miscellaneous commercial/office	Commercial/retail at intersection of North and South Dogwood Roads (11) Commercial/retail/office at intersection of SR-170 and SR-9 (US-25W) (15)
Public use	Solway Park (1) Haw Ridge Park (4) Tennessee Centennial Golf Course (5) TVA grid station (7) TVA Bull Run Fossil Plant (9) Kid's Palace (10) Claxton Elementary School (14)
Semi-public use	Woodhaven Funeral Home and Memorial Gardens (12)
Vacant	Throughout the corridor
Railroad	CSX railroad tracks (8)

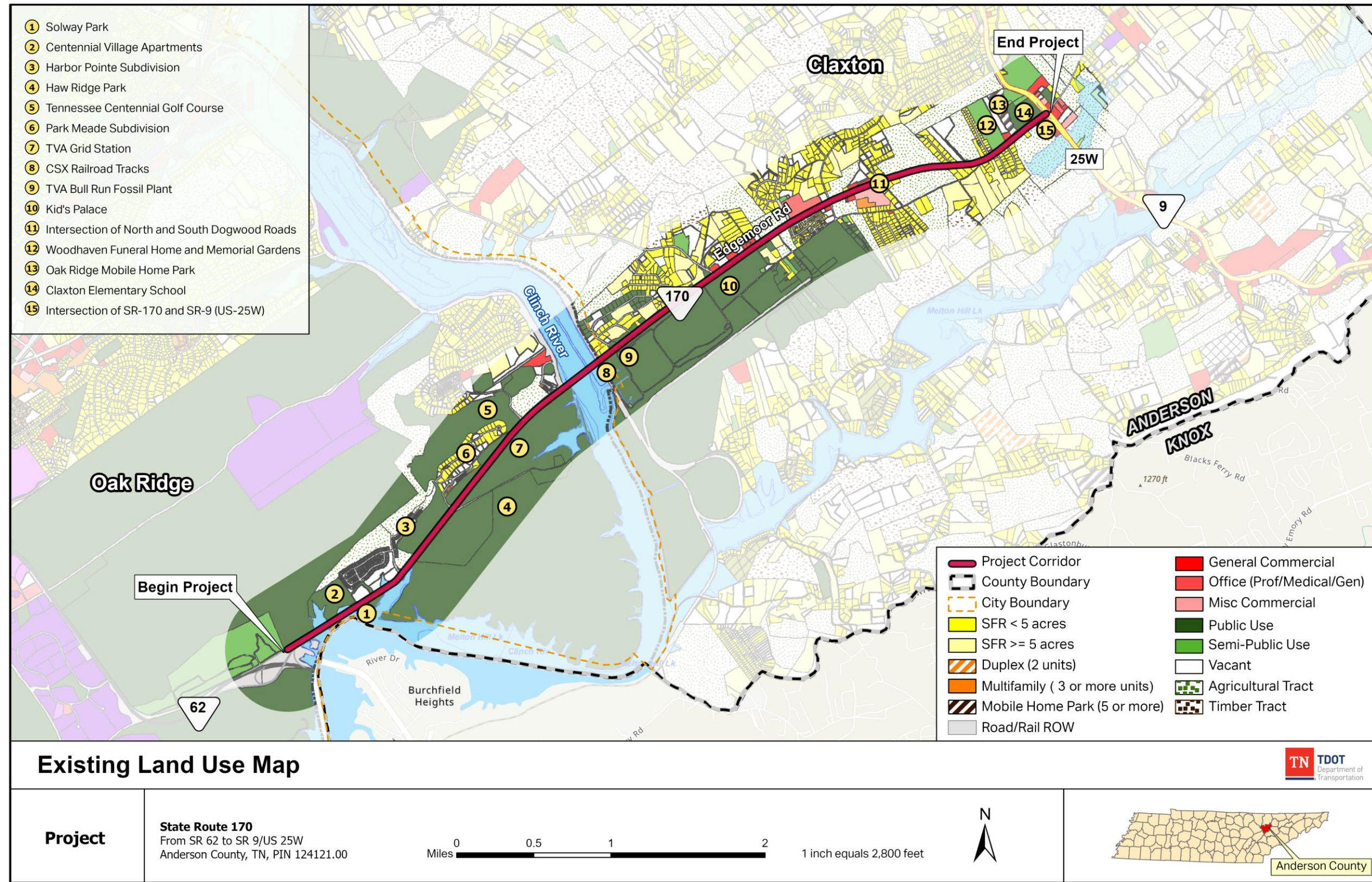
<sup>22</sup> Claxton Community <https://tngenweb.org/andersoncounty/2011/09/claxton-community/>

<sup>23</sup> Tennessee Controller of the Treasury Land Use Maps <https://comptroller.tn.gov/office-functions/pa/gisredistricting/redistricting-and-land-use-maps/land-use-maps.html> (accessed 6/18/2025)

<sup>24</sup> Melton Hill Reservoir: <https://www.tva.com/energy/our-power-system/hydroelectric/melton-hill-reservoir> (accessed 6/18/2025)

<sup>25</sup> Bull Run Fossil Plant site to house fusion power plant project <https://www.wate.com/news/anderson-county-news/bull-run-fossil-plant-site-to-house-fusion-power-plant-project/> (accessed 6/18/2025)

Figure 6: Existing Land Use Map



### 3.3.1 Zoning

The City of Oak Ridge updated their zoning map in March of 2025.<sup>26</sup> The zoning designations in the vicinity of the proposed project include:

- **RG-1 (Residential, Open Space and Reserved Districts):** The RG-1 district was established to provide suitable areas for large lot, low-density residential development characterized by an open appearance. This district may also include community facilities, public utilities, and open uses.
- **R-4 (High Density Residential Districts):** The R-4 zone classification is a residential district established to provide areas for apartment developments up to 24 units per acre where it is determined high densities of populations can be accommodated.
- **R-2 PUD (Low Density Residential District, Planned Unit Development [PUD]):** The R-2 district is intended for single family detached or duplex dwellings. The PUD designation is intended to create a more desirable environment in residential and commercial areas by using flexible, diverse development approaches, all guided by a well-thought-out, professionally prepared plan.
- **R-1-C/PUD (Single Family Residential Districts):** The R-1 district is intended for single family detached dwellings and/or local government, state or federal uses, public utility buildings, telephone exchange, transformer station, and electrical transmission towers.
- **R-3 (Medium Density Residential District):** The R-3 district is intended for single family attached dwellings and duplexes. Other permitted uses include public, non-profit and community facilities; business and professional offices; buildings related to medical office uses; elder care living facilities; and religious and educational institutions.
- **B-2 (General Business District):** The B-2 district allows for any retail business, whose principal activity is the sale of new merchandise in an enclosed building. It also allows for open air businesses such as car dealerships, nurseries, etc.

The Anderson County Zoning Resolution<sup>27</sup> was adopted in 1977 and amended in 2015. The area surrounding SR-170 in Anderson County's jurisdiction includes the following zoning designations:

- **R-1 (Suburban-Residential District):** The R-1 district is intended to provide areas suitable for low-density, single and multi-family residential development.
- **R-1-S (Residential District):** The R-1-S district allows for low-density residential single family uses.
- **C-1 (General Commercial District):** The C-1 district is intended to provide areas where the principal use of the land is for general and highway commercial activities along principal thoroughfares in Anderson County.
- **I-2 (Heavy Industrial District):** The I-2 district is intended primarily for heavy manufacturing or closely related industrial uses.

---

<sup>26</sup> City of Oak Ridge Zoning Map <https://oakridgetn.gov/185/City-of-Oak-Ridge-Zoning-Map> (accessed 6/18/2025)

<sup>27</sup> Zoning Resolution of Anderson County <https://andersoncountyplanning.com/wp-content/uploads/2022/01/Anderson-County-ZONING-RESOLUTION65.pdf> (accessed 6/18/2025)

### 3.4 Future Land Use

The current City of Oak Ridge Comprehensive Plan<sup>28</sup> was approved in 1988 and amended in 1999. The City of Oak Ridge is currently updating its comprehensive plan, “Oak Ridge 2045: A Century of Heritage, A Future of Promise<sup>29</sup>,” which will include a future land use plan.<sup>30</sup> Currently, land use in Oak Ridge is guided by the 2019 “City Blueprint<sup>31</sup>” which is a comprehensive, community-driven plan that will guide the city’s growth and development over the coming decades. The City Blueprint is structured around six core themes including a Land Use and Infrastructure theme, which seeks to align land use with infrastructure capabilities, promote sustainable development and efficient use of resources. While the proposed SR-170 widening project is not mentioned in any of the recommendations in the land use core theme, the improvements associated with the proposed project would not conflict with any of the recommendations.

Land use in Anderson County is regulated by the Anderson County Zoning Resolution<sup>32</sup>, which was developed in accordance with a comprehensive plan for the purpose of promoting the public health, safety, morals, convenience, order, prosperity, and general welfare of Anderson County. The Zoning Resolution has been designed to – among other things – lessen congestion in the streets. Zoning in the project area is discussed in Section 3.3.1.

### 3.5 Future Development Projects

Representatives from both the City of Oak Ridge and Anderson County were contacted to identify any planned developments along the project corridor. Table 2 includes a list of agencies that were contacted for future development information. A summary of the calls is included in *Attachment D.1*.

**Table 2: Local Government Coordination**

Agency	Representative	Date
City of Oak Ridge Planning Department	Jennifer Williams Sr. Planner	May 5, 2025
Anderson County Planning and Zoning	Marjorie Tinker Building and Codes Director	May 9, 2025

Based on conversations with local planning officials in Anderson County and with the City of Oak Ridge, the following developments are planned or underway within the project area:

- Centennial Bluffs at Centennial Village: Located on Centennial Bluff Road north of SR-170 and within the City of Oak Ridge city limits. This development project is ongoing and will construct an apartment community consisting of 12 buildings and up to 10 duplex residences. As of May 2025, the project is in the permitting phase. The City of Oak Ridge has issued permits for a total of six duplex homes and has received permit requests for an additional six duplexes (see *Attachment D.1*). Four of the permits that have been

<sup>28</sup> City of Oak Ridge Comprehensive Plan (amended 12/13/1999)

<https://www.oakridgetn.gov/DocumentCenter/View/118/Comprehensive-Plan-PDF> (accessed 7/9/2025)

<sup>29</sup> Comprehensive Plan - Oak Ridge 2045 <https://www.oakridgetn.gov/392/Comprehensive-Plan---Oak-Ridge-2045> (accessed 6/18/2025)

<sup>30</sup> Oak Ridge 2045: A Century of Heritage, A Future of Promise <https://fni.mysocialpinpoint.com/Oak-Ridge-Comprehensive-Plan> (accessed 6/18/2025)

<sup>31</sup> City of Oak Ridge Blueprint <https://oakridgeblueprint.info/> (accessed 6/18/2025)

<sup>32</sup> Anderson County Zoning Resolution <https://andersoncountyplanning.com/wp-content/uploads/2022/01/Anderson-County-ZONING-RESOLUTION65.pdf> (accessed 6/18/2025)

requested are within the proposed right-of-way (ROW) of SR-170. Construction is underway for several of the other duplexes that have received permits.

- There are no planned developments in the Anderson County portion of the project area.
- It is anticipated that the TVA Bull Run Fossil Plant, decommissioned on December 1, 2023, would be repurposed and converted to a fusion pilot power plant.<sup>33</sup> The 350-megawatt fusion pilot power plant, named Infinity Two, could offer a complementary source of baseload electrical generation for the region and would be completed as early as the mid-2030s.<sup>34</sup>

### **3.6 Legislation, Executive Orders, Plans and Policies**

Legislation, executive orders, plans, and policies related to land use and transportation planning in Anderson County that are applicable to the proposed project are shown in Table 3.

*Remainder of page intentionally left blank*

---

<sup>33</sup> Bull Run Fossil Plant site to house fusion power plant project <https://www.wate.com/news/anderson-county-news/bull-run-fossil-plant-site-to-house-fusion-power-plant-project/> (accessed 6/18/2025)

<sup>34</sup> Fusion Technology at TVA <https://www.tva.com/energy/fusion> (accessed 6/18/2025)

**Table 3: Legislation, Executive Orders, Plans and Policies**

Tennessee Legislation and Executive Orders	
Tennessee Public Chapter 1101 Growth Policy Legislation <sup>35</sup>	Tennessee’s Growth Policy Act (GPA), adopted by the Tennessee Legislature in 1998 (Section 7(b) of Public Chapter 1101), mandates that each county and municipality cooperatively develop a county-wide 20-year growth plan, with each municipality identifying an Urban Growth Boundary (UGB) and each county identifying Planned Growth Areas (PGAs) and Rural Areas (RAs). Both PGAs and UGBs are areas that are deemed appropriate for higher density development than areas designated RA. An UGB for Oak Ridge was originally approved in 2001 (amended in 2008) and a PGA was approved for Anderson County in 2001.
Tennessee Transportation Modernization Act (2023) <sup>36</sup>	The Tennessee Transportation Modernization Act (TMA), enacted in 2023, is a major infrastructure initiative aimed at transforming how the Tennessee Department of Transportation (TDOT) delivers transportation projects. Among the key features of the act was the first-ever 10-Year Project Plan, which prioritizes projects based on need, impact, and readiness. Proposed SR-170 improvements are also funded through the Transportation Modernization Fund and are included in the annual report. <sup>37</sup>
Economic Development Plans, Programs, and Policies	
Appalachia Envisioned: ARC’s 2022-2026 Strategic Plan <sup>38</sup>	<p>The Appalachian Regional Commission’s (ARC) <i>Appalachia Envisioned: ARC’s 2022-2026 Strategic Plan</i>, established five goals:</p> <ul style="list-style-type: none"> <li>• <b>Building Appalachian Businesses:</b> Strengthen and diversify the region’s economy through inclusive economic development strategies and investments in entrepreneurship and business development.</li> <li>• <b>Building Appalachia’s Workforce Ecosystem:</b> Expand and strengthen community systems that help Appalachians obtain a job, stay on the job, and advance along a financially sustaining career pathway.</li> <li>• <b>Building Appalachia’s Infrastructure:</b> Ensure that the residents and businesses of Appalachia have access to reliable, affordable, resilient, and energy efficient utilities and infrastructure to successfully live and work in the region.</li> <li>• <b>Building Regional Culture and Tourism:</b> Strengthen Appalachia’s community and economic development potential by preserving and investing in the region’s local, cultural heritage, and natural assets.</li> <li>• <b>Building Community Leaders and Capacity:</b> Invest in the capacity of local leaders, organizations, and communities to address local challenges by providing technical assistance and support to access resources, engage partners, identify strategies and tactics, and conduct effective planning and project execution.</li> </ul>
State of Tennessee Four-Year Appalachian Development Plan (Tennessee Department of Economic & Community Development and Appalachian Regional Commission, February 2024) <sup>39</sup>	This plan establishes the process to develop and advance goals, objectives, strategies, priorities, and policies for Tennessee’s ARC region. It identifies broad issues and needs that the governor plans to address with ARC investments. The plan provides a comprehensive framework to enhance economic and community development in Appalachian Tennessee.
Comprehensive Economic Development Strategy (CEDS), 2022-2027 (East Tennessee Development District) <sup>40</sup>	The 2022-2027 CEDS report is a strategic five-year plan that assesses current status and identifies resources and services that support regional economic and community stability and prosperity. The report covers a 16-county region in East Tennessee that includes Anderson County
Tennessee’s ThreeStar Program <sup>41</sup>	Established in 1980 by the Tennessee Department of Economic and Community Development (TNECD), the ThreeStar Program aims to strengthen economic growth and community development across Tennessee. The program emphasizes five key areas: job creation and economic development, fiscal responsibility and government efficiency, public safety, education and workforce readiness, and health and well-being. Participation in the ThreeStar Program is both encouraged and incentivized. Anderson County is an active participant in this initiative.

<sup>35</sup> Comprehensive Growth Policies (Public Chapter 1101) <https://www.tn.gov/tacir/annexation/redirect---annexation-in-tennessee/comprehensive-growth-policies--public-chapter-1101-.html> (accessed 6/18/2025)

<sup>36</sup> Transportation Modernization Act <https://www.tn.gov/tdot/build-with-us/transportation-modernization-act.html> (accessed 6/18/2025)

<sup>37</sup> TMF Report 2024 [https://www.capitol.tn.gov/Archives/Senate/114GA/committees/Transportation/2025/TMF%20Annual%20Report%202024\\_final.pdf](https://www.capitol.tn.gov/Archives/Senate/114GA/committees/Transportation/2025/TMF%20Annual%20Report%202024_final.pdf) (accessed 6/18/2025)

<sup>38</sup> Appalachia Envisioned: ARC’s 2022-2026 Strategic Plan <https://www.arc.gov/strategicplan/> (accessed 6/18/2025)

<sup>39</sup> State of Tennessee Four-Year Appalachian Development Plan <https://www.arc.gov/wp-content/uploads/2024/03/Tennessee-2024-2027-Appalachian-Dev-Plan.pdf> (accessed 6/18/2025)

<sup>40</sup> East Tennessee Development District <https://www.ETDD.org/services/community-economic-development/comprehensive-economic-development-strategy/> (accessed 6/18/2025)

<sup>41</sup> State of Tennessee Department of Economic and Community Development: <https://www.tn.gov/ecd/rural-development/threestar.html> (accessed 6/18/2025)

**Economic Development Plans, Programs, and Policies (Cont.)**

Tennessee FastTrack Infrastructure Program <sup>4243</sup>	Through Tennessee’s FastTrack Infrastructure Program, TNECD provides grants to local communities for public infrastructure improvements. The funds must be used for specific infrastructure projects benefiting one or more companies committed to creating new jobs and/or making new capital investments. Three grants have been awarded in Anderson County.
Opportunity Zones <sup>44</sup>	Opportunity Zones were created by the US Congress under the federal Tax Cuts and Jobs Act of 2017 as a community development initiative aimed at attracting long-term private investment to low-income areas. The program offers federal tax incentives for investors who reinvest capital gains into Opportunity Funds—specialized investment vehicles focused on projects within designated zones. To become an Opportunity Zone, a locality must be nominated by the state and certified by the U.S. Secretary of the Treasury. Anderson County has two designated Low-Income Community (LIC) Opportunity Zones.

**Land Use Ordinances and Plans**

Anderson County Zoning Resolution <sup>45</sup>	Anderson County, Tennessee’s Zoning Resolution is managed by the county’s Office of Planning and Development, which oversees land use regulations and zoning classifications throughout the county. The zoning resolution includes regulations on permitted uses, setbacks and lot requirements, development standards, rezoning, and variances.
Oak Ridge, Tennessee Comprehensive Plan (including the 1988 Update and amendments through 1999) <sup>46</sup>	The Oak Ridge Comprehensive Plan outlines a strategic vision for the city’s growth, emphasizing balanced development, economic diversification, and enhanced quality of life. Originally adopted in 1985 and updated in 1988, the plan addresses key areas such as housing, economic development, land use, transportation, municipal services, and recreation.  The City of Oak Ridge is in the process of updating the comprehensive plan.
City of Oak Ridge, Zoning Ordinance <sup>47</sup>	The City of Oak Ridge, Tennessee Zoning Ordinance outlines the regulations governing land use, development, and zoning within the city. The ordinance includes regulations on permitted uses, development standards, and overlay districts.
City Blueprint, City of Oak Ridge - Land Use and Infrastructure <sup>48</sup>	The Land Use & Infrastructure section of the City Blueprint outlines a strategic vision to foster compact, efficient, and sustainable development within the city. It emphasizes revitalizing underutilized areas—such as aging commercial corridors and vacant lots—by promoting mixed-use and infill development that leverages existing infrastructure, thereby avoiding costly urban sprawl.
Melton Hill Reservoir Land Management Plan (1999) <sup>49</sup>	The Melton Hill Reservoir Land Management Plan, developed by the Tennessee Valley Authority (TVA) and approved in 1999, outlines a comprehensive strategy for managing 2,578 acres of TVA-owned land surrounding the Melton Hill Reservoir in Tennessee. The plan replaces a 1966 land use forecast and introduces six planning zones: TVA Project Operations, Sensitive Resource Management, Natural Resource Conservation, Industrial/Commercial Development, Recreation, and Residential Access. Emphasizing environmental stewardship, the plan prioritizes the protection of sensitive ecological and cultural resources, including wetlands, rare plant species, and archaeological sites, while allowing for compatible public uses such as recreation and limited residential access. It also addresses shoreline management, erosion control, and future development pressures due to regional growth. The plan aims to balance conservation with sustainable development and recreational opportunities.

<sup>42</sup> State of Tennessee Department of Economic and Community Development Incentives and Grants <https://tneecd.com/advantages/incentives-grants/>

<sup>43</sup> Fast Track Database <https://www.tn.gov/transparenttn/state-financial-overview/open-ecd/openecd/fasttrack-project-database.html> (accessed 6/18/2025)

<sup>44</sup> Tennessee Opportunity Zones <https://oz.tneecd.com/wp-content/uploads/2021/04/Tennessee-Opportunity-Zones-8-7-2018.pdf> (accessed 6/18/2025)

<sup>45</sup> Zoning Resolution of Anderson County, Tennessee <https://andersoncountyplanning.com/wp-content/uploads/2022/01/Anderson-County-ZONING-RESOLUTION65.pdf> (accessed 6/18/2025)

<sup>46</sup> Comprehensive Plan <https://www.oakridgetn.gov/DocumentCenter/View/118/Comprehensive-Plan-PDF?bidId=> (accessed 6/18/2025)

<sup>47</sup> Zoning Ordinance Oak Ridge, Tennessee <https://www.oakridgetn.gov/DocumentCenter/View/119/Zoning-Ordinance-PDF> (accessed 6/18/2025)

<sup>48</sup> Oak Ridge, City Blueprint - Land Use and Infrastructure <https://oakridgeblueprint.info/plan/land/> 6/6/2025

<sup>49</sup> Tennessee Valley Authority. Melton Hill Reservoir Land Management Plan Available: <https://www.tva.com/environment/environmental-stewardship/land-management/reservoir-land-management-plans/melton-hill-reservoir-land-management-plan> (accessed 6/18/2025)

Transportation Plans	
TDOT 25-Year Long-Range Transportation Policy Plan (Adopted 2015) <sup>50</sup>	The 25-Year Long-Range Transportation Policy Plan serves as the foundation for guiding transportation investments across Tennessee. It enables TDOT to make informed, long-term funding and policy decisions for both current and future needs. As part of this effort, a 10-Year Strategic Investment Plan (SIP) was developed to outline a fiscally constrained, actionable program of projects over the next decade. The SIP targets investments in three key areas: <b>efficiency</b> (including interstate modernization, multimodal connectivity, and intelligent transportation systems), <b>effectiveness</b> (focusing on system safety and maintaining a state of good repair), and <b>economic competitiveness</b> (addressing urban opportunities, rural access, and primary trade corridors).
Tennessee State Transportation Improvement Program (STIP) <sup>51</sup>	The STIP is a fiscally constrained document that lists all regionally significant highway and public transit transportation projects proposed for funding under Title 23 United States Code (U.S.C.) (Highways) and Title 49 U.S.C. (Transit) as well as state and locally funded regionally significant transportation projects regardless of funding source. The STIP is developed every three years. I
Tennessee Statewide Multimodal Freight Plan (Modified 2023) <sup>52</sup>	The purpose of the multi-modal freight plan is threefold: 1) Define strategic goals for the Tennessee freight system; 2) Establish a strategy to achieve freight-related goals that align with TDOT's guiding principles; and 3) Fulfill the requirements of the FAST Act which requires that state freight plans be developed by states that receive funds under 23 U.S.C. 167 and must be updated every five years.
TDOT Multimodal Access Policy (2015) <sup>53</sup>	<p>TDOT aims to ensure safe and accessible transportation for all users—motorists, pedestrians, bicyclists, transit riders, and freight carriers—through its Multimodal Access Policy. This policy applies to all TDOT-funded projects and encourages the integration of multimodal features in the planning, design, construction, and maintenance of transportation infrastructure.</p> <p>Key points include:</p> <ul style="list-style-type: none"> <li>• Full consideration of multimodal needs in all projects.</li> <li>• Compliance with the American Disability Act for pedestrian facilities.</li> <li>• Collaboration with local and regional agencies.</li> </ul> <p>The goal is to create a comprehensive, connected, and inclusive transportation network across Tennessee.</p>
East Tennessee North Rural Planning Organization Rural Regional Transportation Plan (March 2021) <sup>54</sup>	<p>The plan, developed by TDOT, Federal Highway Administration (FHWA), and local partners, outlines a 10-to-20-year vision for improving transportation in seven rural counties in northeastern Tennessee, including Anderson County. It focuses on:</p> <ul style="list-style-type: none"> <li>• Improving safety</li> <li>• Expanding multimodal options (transit, bike, pedestrian)</li> <li>• Addressing freight traffic</li> <li>• Revitalizing road maintenance and resurfacing</li> </ul> <p>The plan recommends continued collaboration, including collaboration with the Knoxville Regional Transportation Planning Organization (KRTPO) since portions of Anderson County (including SR-170) are within its footprint. It also recommends targeted safety projects, and strategic investments to support economic development and mobility in the region.</p>
Knoxville Regional TPO Mobility Plan 2009-2034 <sup>55</sup>	The KRTPO's 2009-2024 Mobility Plan is a 25-year transportation strategy for the Knoxville region that covers all modes of travel: roads, transit, biking, walking, freight, air, and rail. The plan aims to improve safety, mobility, air quality, and economic development. The fiscally constrained plan includes \$6.6 billion in transportation investments funded through federal, state, and local sources. It also includes detailed project lists for roads, transit, and greenways.

<sup>50</sup> 25-Year Transportation Policy Plan <https://www.tn.gov/tdot/long-range-planning-home/25-year-transportation-policy-plan.html> (accessed 6/18/2025)

<sup>51</sup> State Transportation Improvement Program (STIP) [https://www.tn.gov/content/dam/tn/tdot/programdevelopment/2023-2026-stip-draft/Tennessee%20STIP%202023-2026%20Final\\_R.pdf](https://www.tn.gov/content/dam/tn/tdot/programdevelopment/2023-2026-stip-draft/Tennessee%20STIP%202023-2026%20Final_R.pdf) (accessed 6/18/2025)

<sup>52</sup> Tennessee Statewide Multimodal Freight Plan 2023 [https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/TDOT\\_2023\\_StatewideMultimodalFreightPlan\\_FullReport\\_Final,%202023%2005%2030.pdf](https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/TDOT_2023_StatewideMultimodalFreightPlan_FullReport_Final,%202023%2005%2030.pdf) (accessed 6/18/2025)

<sup>53</sup> TDOT Multimodal Access Policy <https://www.tn.gov/content/dam/tn/tdot/public-trans/TDOTMultimodalAccessPolicy.pdf> (accessed 6/18/2025)

<sup>54</sup> TDOT Rural Regional Transportation Plan, East TN North RPO [https://www.tn.gov/content/dam/tn/tdot/long-range-planning/oct/rural\\_regional\\_plans/East%20Tennessee%20North%20FINAL.pdf](https://www.tn.gov/content/dam/tn/tdot/long-range-planning/oct/rural_regional_plans/East%20Tennessee%20North%20FINAL.pdf) (accessed 6/18/2025)

<sup>55</sup> Knoxville Regional TPO Mobility Plan 2009-2034 <https://knoxtpo.org/wp-content/uploads/2019/05/2034-Amendments-2010.pdf> 6/6/2025

Transportation Plans (Cont.)	
Knoxville Regional TPO Mobility Plan 2045 <sup>56</sup>	The KRTPO's 2045 Mobility Plan is a comprehensive guide for transportation investments in the Knoxville region over the next 25 years. Adopted in 2021, the plan aims to make the transportation system safer and more efficient, reduce air pollution, improve health, enhance connectivity among transportation modes, and ensure equitable access to benefits and opportunities. It includes 134 projects across roadway, bicycle, pedestrian, and transit sectors, totaling \$4.5 billion, and is fiscally constrained to match available funding. The plan is updated every four years to reflect changes in community priorities, technology, costs, and funding.
Knoxville Regional TPO Transportation Improvement Program <sup>57</sup>	The Knoxville TPO's Transportation Improvement Program (TIP) is a four-year work program that outlines federally funded and regionally significant multimodal transportation projects within the Knoxville Urban Area. The TIP serves to implement projects identified in the region's long-range Metropolitan Transportation Plan, Mobility Plan 2045. Developed in cooperation with TDOT, regional public transportation providers, member jurisdictions, and the public, the TIP ensures that all projects are consistent with the current Metropolitan Transportation Plan and are fiscally constrained based on estimated revenues. The current TIP, covering fiscal years 2023-2026, was approved by the TPO Executive Board on October 26, 2022, and by the FHWA on June 21, 2023. The portion of the SR-170 Widening project from SR 62 to Melton Lake Drive is included in the 2023-2026 TIP under TDOT PIN 124121.01 and is referred to as TIP #23-2017-037b. The portion of the project from Melton Lake Drive to SR-9 (US-25W) is included under PIN 124121.02 and is referred to as TIP# 23-2017-037a.
City Blueprint, City of Oak Ridge - Transportation and Mobility <sup>58</sup>	The Transportation & Mobility section of the City Blueprint plan focuses on creating a safe, connected, and multimodal transportation network that supports vehicles, pedestrians, and cyclists. The plan highlights the need to upgrade infrastructure for safety and efficiency, reduce congestion (especially during peak hours), and promote alternatives like regional transit and trail systems. It emphasizes "Complete Street" designs, walkable districts, and enhanced connectivity through new roads, sidewalks, and bike paths.

<sup>56</sup> Knoxville Regional Transportation Planning Organization [https://knoxtpo.org/wp-content/uploads/2021/12/MobilityPlan20145\\_Final-Compressed.pdf](https://knoxtpo.org/wp-content/uploads/2021/12/MobilityPlan20145_Final-Compressed.pdf) (accessed 6/18/2025)

<sup>57</sup> Knoxville Regional Transportation Planning Organization <https://knoxtpo.org/projects/transportation-improvement-program/> (accessed 6/18/2025)

<sup>58</sup> Blueprint Oak Ridge - Transportation and Mobility <https://oakridgeblueprint.info/plan/transportation/> 6/6/2025

## 3.7 Impacts to Land Use

### 3.7.1 No-Build Alternative

The No-Build Alternative would not improve SR-170 in Anderson County and would not convert any land to transportation use or alter current land use patterns. As a result, it would have no effect on existing land uses.

### 3.7.2 Build Alternative

#### 3.7.2.1 Direct Conversion of Land to a Transportation Use

Within the limits of the Build Alternative, the proposed project would convert approximately 94.84 acres of land currently being used for residential, commercial, and recreational uses to transportation use through ROW acquisition and permanent easements. This is in addition to the approximately 252.3 acres that are already within TDOT's ROW for SR-170.<sup>59</sup> It would also result in a total of 87 potential relocations (69 residential and 18 commercial) (see the *Conceptual Stage Relocation Plan in EA Appendix E: Community Impact Assessments, Relocations, and Economic Resources Technical Memorandum*). Potential land use impacts may be minimized as the proposed project moves through the project development process.

#### 3.7.2.2 Existing Land Use

The Build Alternative would convert approximately 94.84 acres of land to transportation use. Most of the land is currently used for residential, commercial, agricultural, industrial, and public/semi-public identified land uses, however, these lands are adjacent to land that is already in transportation use. Although 87 potential relocations are anticipated, which include both residential and commercial properties, the overall existing land uses of the corridor are not expected to be altered by the proposed project. Therefore, impacts to the existing land uses along the Build Alternative are anticipated to be minimal.

#### 3.7.2.3 Zoning

The Build Alternative would be inconsistent with the low-density residential and business zoning districts in both the City of Oak Ridge and Anderson County sections of the proposed project as highway and roadway ROW are not among the permitted uses of the respective districts. However, one objective of the Anderson County Zoning Resolution was intended to reduce congestion on streets in the County. Additionally, the Build Alternative will be located along the existing SR-170 alignment, making anticipated impacts to the affected zoning districts minimal.

#### 3.7.2.4 Planned Development

The SR-170 widening would require approximately 200 feet of additional ROW on the north side of existing SR-170 between Centennial Boulevard and Melton Lake Drive where the Centennial Bluff at Centennial Village condominiums and duplexes are planned, as discussed in Section 3.5. The ROW acquisition would include four parcels that have had permits issued by the City of Oak Ridge for duplex homes. The ROW would also include other subdivided parcels that are intended for future duplex homes. Additionally, an area identified for future apartments (potentially containing up to five building structures)<sup>60</sup> is located within the proposed ROW of the proposed project.

#### 3.7.2.5 Legislation, Plans and Policies

The Build Alternative is consistent with the legislation, executive orders, plans, and policies presented in Table 3. The Build Alternative would be able to fulfill the needs of the corridor, as well

---

<sup>59</sup> All impacts aside from relocations are based on SR-170 Line and Grade Plans, (dated March 5, 2025, and February 9, 2025). Relocations are based on SR-170 Scoping Letter dated December 11, 2024.

<sup>60</sup> The site has already been subdivided and ground levelled. As of the May 5, 2025, permits are still being reviewed by City of Oak Ridge.

as be consistent with the Transportation Modernization Act and “Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy” (IMPROVE) Acts.

### **3.8 Minimization and Mitigation Measures to Address Impacts**

As the proposed project progresses through design development, the proposed ROW and easement needs for the Build Alternative may be further reduced. As a result, direct conversion of land for transportation use and impacts on planned development may also be minimized.

## **4. Transportation and Mobility**

This section examines the existing mobility conditions on SR-170, covering bicycle and pedestrian mobility, transit, and vehicular access. It also discusses the potential impacts resulting from the proposed SR-170 widening. For information on traffic operations, see *EA Appendix C: Traffic Capacity and Safety Analysis Technical Memorandum*.

### **4.1 Bicycle and Pedestrian**

Dedicated bicycle and pedestrian facilities are not present along the SR-170 corridor, however, there are some short sections of roadway that contain shoulder widths of six feet, which could accommodate cyclists and pedestrians. There are several recreational land uses such as Solway Park, Haw Ridge Park, and Melton Lake Greenway along the corridor that attract bicyclists and pedestrians, however there are no designated bicycle and pedestrian facilities in the corridor that connect these features.

The Build Alternative would include a five-foot sidewalk on the north side of the SR-170 corridor along the length of the project, and a 10-foot shared-use path on the south side, also for the length of the project. The proposed project would also include bicycle and pedestrian facilities on the bridge crossing the Clinch River and crosswalks at intersections.

#### **4.1.1 TDOT Multimodal Transportation Resources Division Environmental Studies Request Response**

An Environmental Studies Request (ESR) was distributed to TDOT’s Multimodal Transportation Resources Division, Office of Active Transportation on April 11, 2025, for the Build Alternative (based on Line and Grade Plans, dated February 9, 2025, and March 5, 2025)<sup>61</sup>. The TDOT Multimodal Transportation Resources Division provided the following response on June 18, 2025 (see *Attachment D.2*)

*“This project includes sidewalks on the north side and a shared-use path on the south side. Intersections where these facilities are present will include safe and accessible crossings across SR-170. See TDOT Roadway Design Guidelines Chapter 3 Section 4 and Chapter 3 Section 6 and TDOT Multimodal Policy VII.Procedures.A.1 through 7”.*

### **4.2 Transit**

There is currently no fixed route transit service along the project corridor, however Oak Ridge Transit has a paratransit service which offers door-to-door transit service for anyone who requires assistance<sup>62</sup>. The ride must begin and end in the City of Oak Ridge, and the service would be available along the section of the subject SR-170 corridor within the city limits of Oak Ridge. Oak

<sup>61</sup> See EA Appendix A: STIP, Project Background, and Design Plans for Line and Grade Plans

<sup>62</sup> City of Oak Ridge Services <https://www.oakridgetn.gov/101/Services>

Ridge Transit operates Monday through Saturday, 8:00 am - 5:00 pm, and charges riders \$2.00 per one-way trip.

Regional paratransit services are offered by the East Tennessee Human Resource Agency (ETHRA)<sup>63</sup>, which serves a 16-county region in East Tennessee including all of Anderson County. The service area also includes the SR-170 project corridor. Reservations are required at least three business days in advance. Intra-county trips are \$3.00 each way; inter-county trips cost an additional \$3.00.

### 4.3 Rail

There are no passenger rails (intercity or commuter) along the project corridor. There is an existing freight rail line that crosses under the SR-170 bridge over the Clinch River on the eastern bank. This railroad is active and is owned and operated by CSX.<sup>64</sup>

### 4.4 Airports

There are no airports in the vicinity of the proposed project. The closest airport to the proposed project is McGhee Tyson Airport, which is the regional commercial airport facility in East Tennessee, located in Knoxville (approximately 22 miles from the proposed project). The airport handles commercial airlines, air cargo, and military aviation, as well as general aviation air traffic.

### 4.5 Vehicular Transportation

SR-170 travels east to west and provides an important vehicular connection between the City of Oak Ridge and Claxton. SR-170 has numerous intersecting roads along the corridor providing access to and from neighborhoods to the north and south. The following roads intersect SR-170 between the west end of the proposed project and the Clinch River:

- SR-62 (Oak Ridge Highway), is a four-lane, divided Principal Arterial roadway located at the western end of the proposed project. The interchange of SR-62 and SR-170 serves as the western project terminus.
- Melton Lake Drive is a two-lane Minor Arterial roadway<sup>65</sup> and connects SR-170 to the Oak Ridge Turnpike (SR-95), north of the proposed project.
- Several Urban Local Roads provide access to subdivisions and other facilities including the Centennial Golf Course along this segment of the project route. These local roads include:
  - Centennial Village Drive
  - Park Meade Drive
  - Old Edgemoor Road

Between the Clinch River and the east end of the proposed project, the following roads intersect SR-170:

- Ole Emory Road is an undivided, two-lane Urban Minor Collector roadway that travels north and out of the project study area.
- New Henderson Road is an undivided, two-lane Urban Minor Collector roadway that intersects with SR-170 and travels south, outside of the project study area.

---

<sup>63</sup> ETHRA Public Transit <https://www.ethra.org/programs/16/public-transit>

<sup>64</sup> CSX Railroad System Map <https://www.csx.com/index.cfm/customers/maps/csx-system-map/> (accessed 6/18/2025)

<sup>65</sup> TDOT Functional Classification Map <https://www.tn.gov/content/dam/tn/tdot/long-range-planning/maps/updated-functional-class-maps/01aKnoxville.pdf> (accessed 6/18/2025)

- SR-9 (US-25W, Clinton Highway) is located at the eastern end of the proposed project and serves as the eastern terminus. SR-9 (US-25W) is a median divided roadway and has a functional classification of Urban Principal Arterial.
- There are numerous intersecting streets classified as Urban Local Roads between the Clinch River and the east end of the project that access neighborhoods along the corridor. These include:
  - Lakeview Drive (twice)
  - Walnut Valley Road
  - Ozelia Drive
  - Chesterfield Drive
  - Foust Carney Road
  - North Dogwood Road
  - South Dogwood Road
  - Mockingbird Hill Lane
  - Old Edgemoor Road
  - Tork Katt Lane
  - Terisu Circle

There are several planning reports that reference the proposed SR-170 project:

- East Tennessee South Rural Planning Organization/TDOT Transportation Planning Report (TPR) for State Route 170 (2011) – The TPR concluded that improvements to SR-170 were needed to address increasing traffic, safety concerns along the corridor and to support economic development in Oak Ridge and Claxton. The TPR also recommended the widening option among the three options developed for the study (the other two were a no-build option and spot improvements). The TPR provided the basis for the development of alternatives. The proposed project costs were updated as part of the 2022 TPR update.
- The Knoxville Regional TPO Mobility Plan 2045<sup>66</sup> – SR-170 was identified as a congested corridor that needed to be widened to accommodate increased traffic, and stakeholders noted that the bridge over the Clinch River acts as a bottleneck. The Draft 2050 Mobility Plan<sup>67</sup> also notes the congestion and includes the SR-170 widening project (referred to as Edgemoor Road widening) as a major project in the horizon years of 2031-2040.
- The Knoxville Regional TPO Transportation Improvement Program<sup>68</sup> includes the SR-170 widening project as part of its work program. The proposed project includes bicycle and pedestrian facilities and a new bridge over the Clinch River.
- The Transportation Modernization Act supports and funds the SR-170 project and provides a status in its annual report.<sup>69</sup>

## 4.6 Planned Roadway Projects in the Vicinity of the Project Area

Following a review of TDOT's STIP for Fiscal Years (FY) 2023-2026 and associated STIP amendments,<sup>70</sup> the Tennessee STIP Project Viewer,<sup>71</sup> and the TDOT 10-Year Project Plan (May

<sup>66</sup> Knoxville Regional TPO Mobility Plan 2045 Adopted <https://knoxtpo.org/mobility-plan-2045-adopted/> (accessed 6/18/2025)

<sup>67</sup> Knoxville Regional TPO Draft 2050 Mobility Plan <https://knoxmobility.org/> (accessed 6/18/2025)

<sup>68</sup> Knoxville Regional TPO. <https://knoxtpo.org/projects/transportation-improvement-program/> (accessed 6/18/2025)

<sup>69</sup>TMF Annual Report 2024 Final [https://www.capitol.tn.gov/Archives/Senate/114GA/committees/Transportation/2025/TMF%20Annual%20Report%202024\\_final.pdf](https://www.capitol.tn.gov/Archives/Senate/114GA/committees/Transportation/2025/TMF%20Annual%20Report%202024_final.pdf) (accessed 6/18/2025)

<sup>70</sup> TDOT STIP Amendments <https://www.tn.gov/tdot/program-development-and-administration-home/program-development-and-administration-state-programs/approved-stip-amendments.html> (accessed 6/18/2025)

<sup>71</sup> TDOT STIP Project Viewer <https://www.arcgis.com/apps/webappviewer/index.html?id=28036ec194e648dd97ee5b35252c9bce> (accessed 6/18/2025)

2025)<sup>72</sup>, four additional, programmed transportation projects have been identified within the vicinity of the SR-170 project area (Table 4 and Figure 7 below).

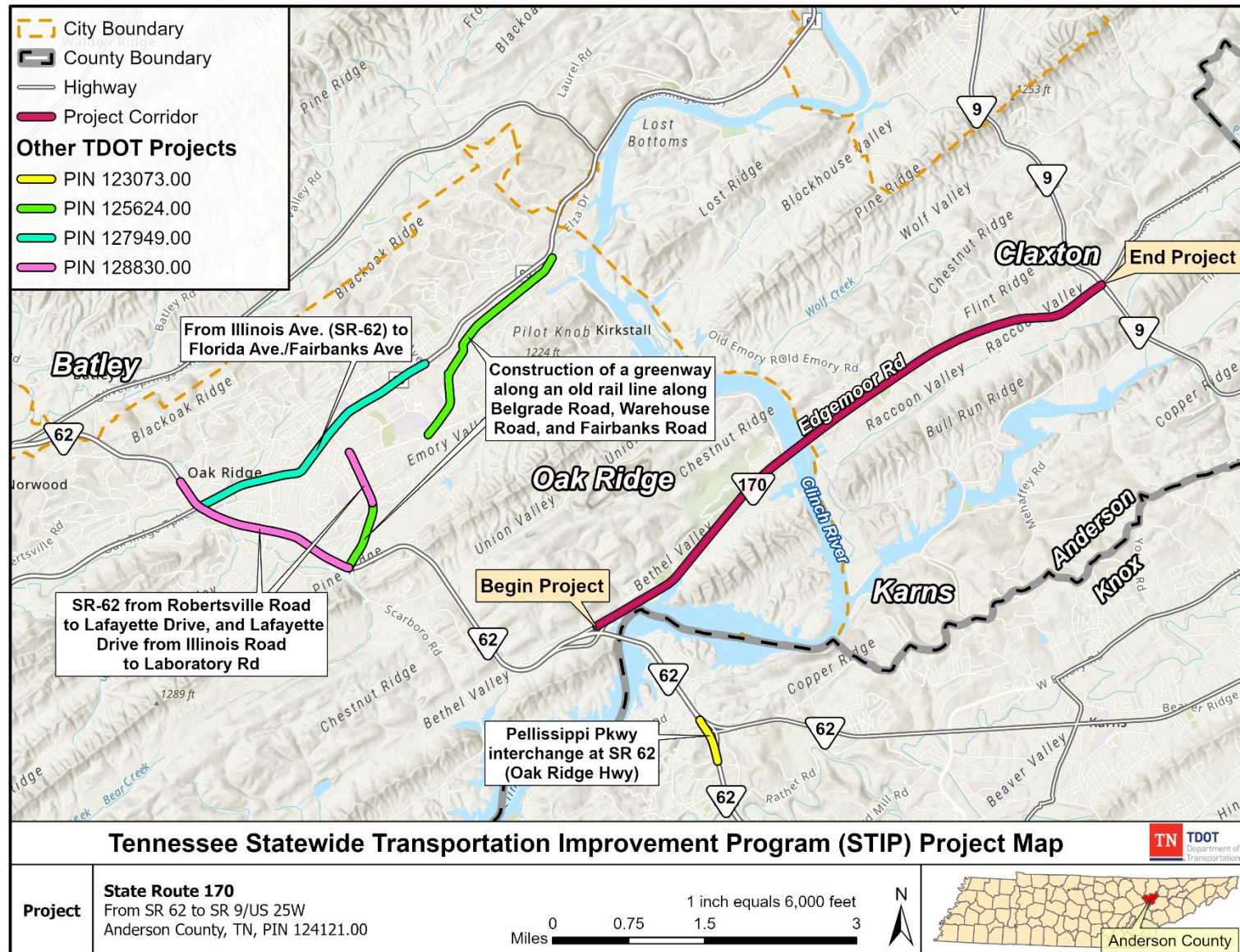
**Table 4: Other TDOT Projects in the Vicinity**

TDOT Project Identification Number (PIN)	County	Route Number	Description	Type of Work	Status
127949.00	Anderson	SR-95	From Illinois Ave. (SR-62) to Florida Ave./Fairbanks Ave.	Signal improvement	Under Construction
128830.00	Anderson	SR-62 and Lafayette Dr	SR-62 from Robertsville Road to Lafayette Drive, and Lafayette Drive from Illinois Road to Laboratory Rd.	Signal improvement	Preliminary Design Construction 2026
125624.00	Anderson	Elza Gate Park near Melton Lake Dr. to south of Briarcliff Ave.	Oak Ridge Rails to Trails - Ph. 1: Construction of a greenway along an old rail line along Belgrade Road, Warehouse Road, and Fairbanks Road.	Greenway Construction	Construction 2026
123073.00	Knox	SR-162	Pellissippi Pkwy interchange at SR-62 (Oak Ridge Hwy)	Reconstruct Interchange	Preliminary Engineering Design and ROW.

*Remainder of page intentionally left blank*

<sup>72</sup> TDOT 10-Year Project Plan <https://www.tn.gov/content/dam/tn/tdot/build-with-us/050525TDOT10YP.pdf> (accessed 6/18/2025)

**Figure 7: Tennessee STIP Projects in the Vicinity**



## **4.7 Impacts to Transportation and Mobility**

### **4.7.1 No-Build Alternative**

The No-Build Alternative would not make changes to the existing roadway network except for routine maintenance and safety upgrades of the existing roadway system as needed. The No-Build Alternative would be inconsistent with the STIP and would not support the infrastructure goals of the legislation, plans, and policies that also include the Transportation Modernization Act, described in Section 3.6.

### **4.7.2 Build Alternative**

The proposed SR-170 widening project improvements include a five-foot sidewalk and 10-foot shared use path along portions of SR-170 to improve access, connectivity, and safety for bicyclists and pedestrians, as well as crosswalks at intersections. These facilities would help provide safe connections from the residential subdivisions to the various parks and recreation facilities in the project corridor. They would also help bicycle and pedestrian mobility within the corridor itself.

Bridge and utility construction would have some impact on railroad operations during the construction of the bridge, which will be coordinated with CXS railroad representatives as the project development progresses.

Furthermore, the Build Alternative would have no effect on public transit services or airports in the vicinity, or transportation projects in the vicinity.

## **4.8 Minimization/Mitigation Measures to Address Impacts**

The Build Alternative would not result in adverse impacts to the transportation infrastructure; therefore, no mitigation is proposed.

# Attachments

D.1 Local Planner Meeting Minutes

D.2 TDOT Multimodal Transportation Resource Division ESR Response

## **D.1 Local Planner Meeting Minutes**



SR-170, Anderson County, PIN 124121.00

## Meeting Minutes with City of Oak Ridge

---

**Subject:** Oak Ridge Planned Development

**Date:** May 5, 2025

**Location:** Teams Meeting

**Invitees:** Jennifer Williams                      Oak Ridge  
Todd McAulliffe                                      AECOM

---

**Purpose-** to discuss planned and proposed development along the corridor in Oak Ridge.

- The parcel on the north side of Edgemoor Road between Waterview Drive and Centennial Village Drive (parcel number 001107B A 06500) is zoned commercial. There are currently no development plans for this parcel, but any acquisition of ROW on the parcel will limit the developability of the parcel since the back side of the parcel is under a TVA power line, making the section of the parcel that fronts SR-170 the most developable section.
- The only permitted development in the corridor is Centennial Bluffs, located on Centennial Bluff Blvd. This development is part of a Planned Unit Development (PUD) which has been approved by the City. The PUD will include condos and duplexes. Some permits have been issued for the duplexes on Woodview Lane, but not for the condo buildings. Oak Ridge will provide a list of permits that have been issued for the parcels in the PUD. There has been some site work done on the duplexes.

**Action Items:**

- Oak Ridge
  - Jennifer will e-mail AECOM a list of parcels within the Centennial Bluffs development that permits have been issued. (see attached e-mail)

# Email Coordination with Anderson County

---

## Mcaulliffe, Todd

---

**From:** Jennifer Williams <jwilliams@oakridgetn.gov>  
**Sent:** Monday, May 5, 2025 4:19 PM  
**To:** Mcaulliffe, Todd  
**Subject:** Re: Oak Ridge Edgemoor Widening Meeting

### This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good afternoon,

There is one existing duplex on Wood View Lane: Parcel #s 101F A 023.00 and 024.00. This duplex was constructed over 10 years ago.

Permits have been issued on Wood View Lane for the following parcel numbers:

- 101F A 005.00
- 101F A 006.00
- 101F A 007.00
- 101F A 008.00
- 101F A 021.00
- 101F A 022.00

Permits have been applied for, but not issued, for the following parcel numbers:

- 101F A 009.00
- 101F A 010.00
- 101F A 017.00
- 101F A 018.00
- 101F A 019.00
- 101F A 020.00

Thank you,

**Jennifer Williams**, AICP  
Senior Planner | City of Oak Ridge  
P (865) 425-3581 | E [jwilliams@oakridgetn.gov](mailto:jwilliams@oakridgetn.gov)  
[@CityofOakRidge](#) | [oakridgetn.gov](http://oakridgetn.gov)

## **D.2 TDOT Multimodal Transportation Resource Division Environmental Studies Request Response**

# Environmental Studies

## Multimodal

# Environmental Studies Request

## Project Information

---

**Route:** SR-170  
**Termini:** From SR-62 (Oak Ridge Highway) to SR-9 (US-25W, Clinton Highway)  
**County:** Anderson  
**PIN:** 124121.00

## Request

---

**Request Type:** Initial Environmental Study  
**Project Plans:** Line and Grade  
**Date of Plans:** 3/5/25; 2/9/2  
**Location:** Link

## Certification

---

**Requestor:** Ray Magsanoc  
**Title:** Senior Environmental Planner

**Signature:** Ray  
Magsanoc

Digitally signed by Ray  
Magsanoc  
Date: 2025.04.30  
13:02:45 -04'00'

# Environmental Study

## Technical Section

---

**Section:** Multimodal

## Study Results

---

This project includes sidewalks on the north side and a shared-use path on the south side. Intersections where these facilities are present will include safe and accessible crossings across SR-170. See TDOT Roadway Design Guidelines Chapter 3 Section 4 and Chapter 3 Section 6 and TDOT Multimodal Policy VII.Procedures.A.1 through 7.

## Commitments

---

**Did the study of this project result in any environmental commitments?**

No

## Additional Information

---

**Is there any additional information or material included with this study?**

No

## Certification

---

**Responder:** Owen Knight

**Title:** Trans. Prog. Monitor II

**Signature:** Owen  
Knight

Digitally signed by  
Owen Knight  
Date: 2025.06.18  
16:08:23 -05'00'