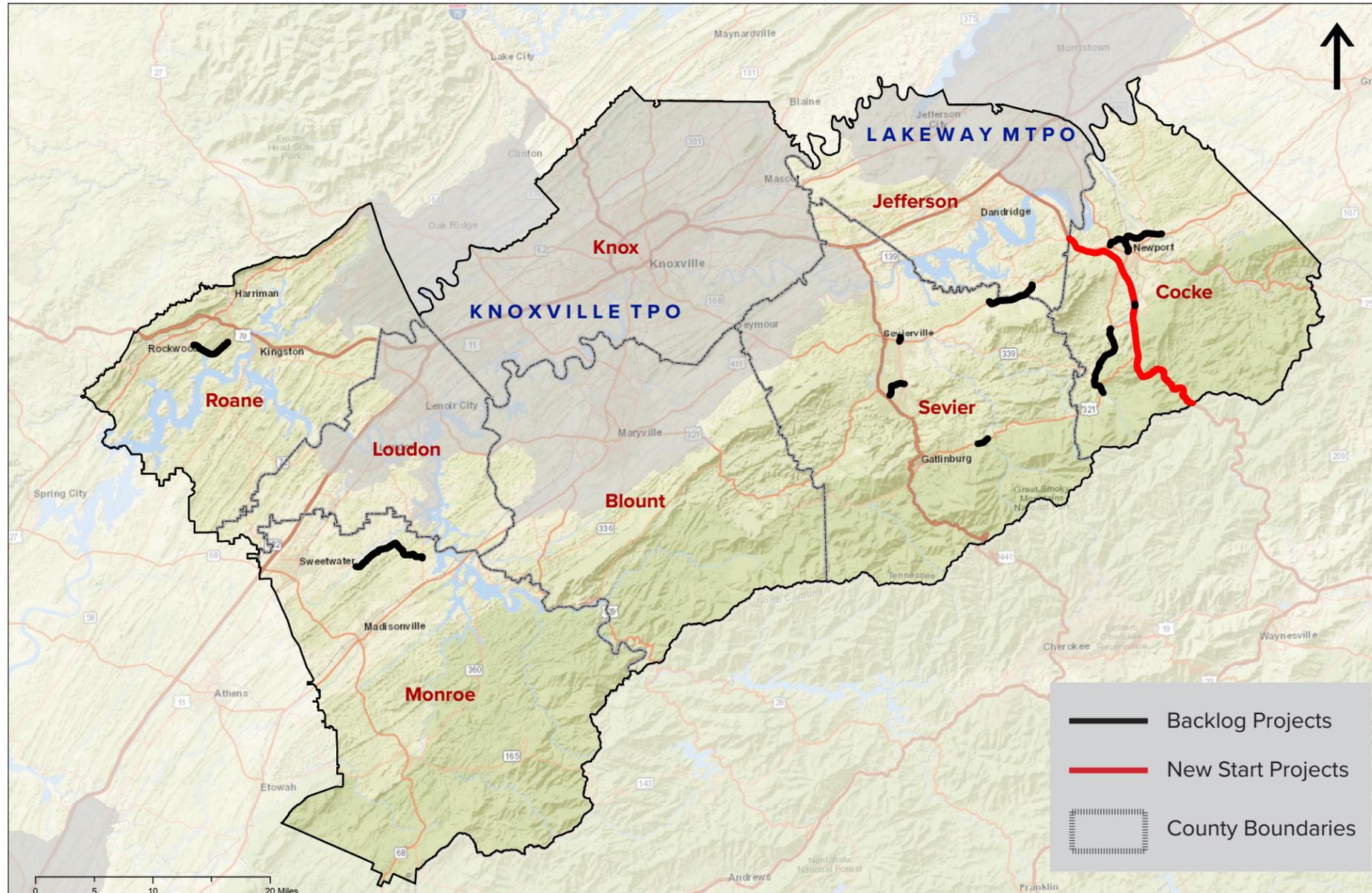


# East Tennessee South RPO's Candidate Projects for TDOT's FY 2019-2021 Three Year Program



PIN	County	Route	Termini	Phase	RPO Ranking <sup>1</sup>	AADT 2016 <sup>2</sup>	AADT 2040 <sup>3</sup>	Truck AADT 2016 <sup>4</sup>	V/C Ratio 2010 <sup>5</sup>	Section Crash Rate <sup>6</sup>
101422.00	Cocke	SR-32 (US-321)	(Cosby Hwy.) From Near SR-73 at Cosby to Near Wilton Springs Rd. (Re-Budgeted-ROW & Stage Const)	Right-of-Way		5,740	8,331 - 8,724	115	0.201 - 0.215	0.568
101399.00	Cocke	SR-35 (US-321)	(Newport Bypass) From Near US-25 to Near Saint Tide Hollow Road	Construction		N/A	N/A	N/A	N/A	N/A
103381.00	Cocke	I-40	Interchange at O'Neil Road	Construction		23,190	17,359 - 18,841	7,421	0.234	0.354
102380.01	Monroe	SR-322	(Sweetwater Vonore Rd.) From Sweetwater-Vonore Road to Sheppard Road	Right-of-Way		2,510 - 3,320	3,678 - 5,147	100 - 133	0.089 - 0.102	0.501
102380.02	Monroe	SR-322	(Sweetwater Vonore Rd.) From Sheppard Road to SR-72	Construction		3,320	5,147 - 9,308	133	0.102 - 0.109	0.228
101244.03	Roane	SR-1 (US-70)	From SR-382 to Midtown (SR-29)	Construction		8,700	9,768 - 10,687	696	0.113 - 0.264	0.232
124789.00	Sevier	SR-XXX	(Jake Thomas Connector) from SR-449 to SR-73 (US-321/441)	Right-of-Way		N/A	N/A	N/A	N/A	N/A
100989.00	Sevier	SR-73 (US-321)	(East Pkwy.) From Buckhorn Road to SR-416 (Phase 2)	Right-of-Way		11,100	11,505	111	0.270	0.120
124788.00	Sevier	SR-449 EXT	(Veterans Blvd.) From SR-35 to Robert Henderson Road	Right-of-Way		N/A	N/A	N/A	N/A	N/A
101401.01	Sevier - Jefferson	SR-35 (US-411)	(Newport Hwy.) From Near Sims Road in Sevier County to Near SR-92 (Dickey Road) in Jefferson County	Construction		7,450	2,783 - 11,323	298	0.040 - 0.206	0.345



## Data Notes:

- 1 - Overall project priority, to be determined by RPO.
- 2 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 3 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 4 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 5 - Traffic Volume/Traffic Capacity for the year 2010, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 6 - Section crash rates are the number of crashes per million vehicle miles. Higher numbers do not necessarily mean that more crashes occur and may or may not signify safety deficiencies. These crash rates were calculated using data from 2012-2014 and compared against the 2012-2014 statewide average for each road type.

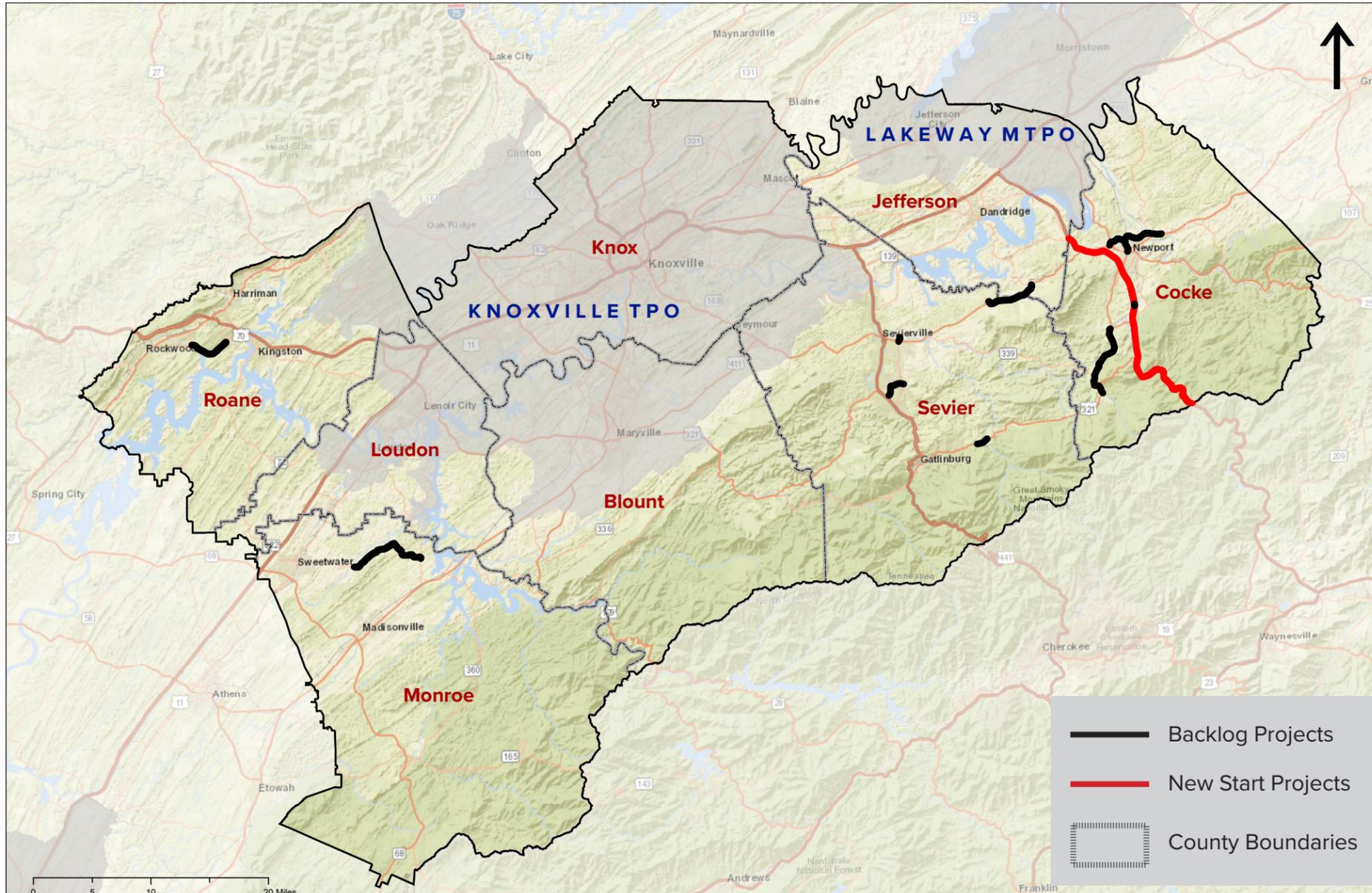
Higher Than Average  Lower Than Average



# East Tennessee South RPO's Candidate Projects for TDOT's FY 2019-2021 Three Year Program



PIN	County	Route	Termini	Phase	RPO Ranking <sup>1</sup>	AADT 2016 <sup>2</sup>	AADT 2040 <sup>3</sup>	Truck AADT 2016 <sup>4</sup>	V/C Ratio 2010 <sup>5</sup>	Section Crash Rate <sup>6</sup>
124292.00	Cocke	I-40	ITS Rural Deployment on I-40 to State Line	PE		23,190 - 27,060	31,950 - 39,801	7,306 - 11,693	0.218 - 0.262	0.230
124301.00	Cocke	I-40	"Hartford" Welcome Center Renovation	PE		25,150	33,539	11,569	0.234	0.126



## Data Notes:

- 1 - Overall project priority, to be determined by RPO.
- 2 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 3 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 4 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 5 - Traffic Volume/Traffic Capacity for the year 2010, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
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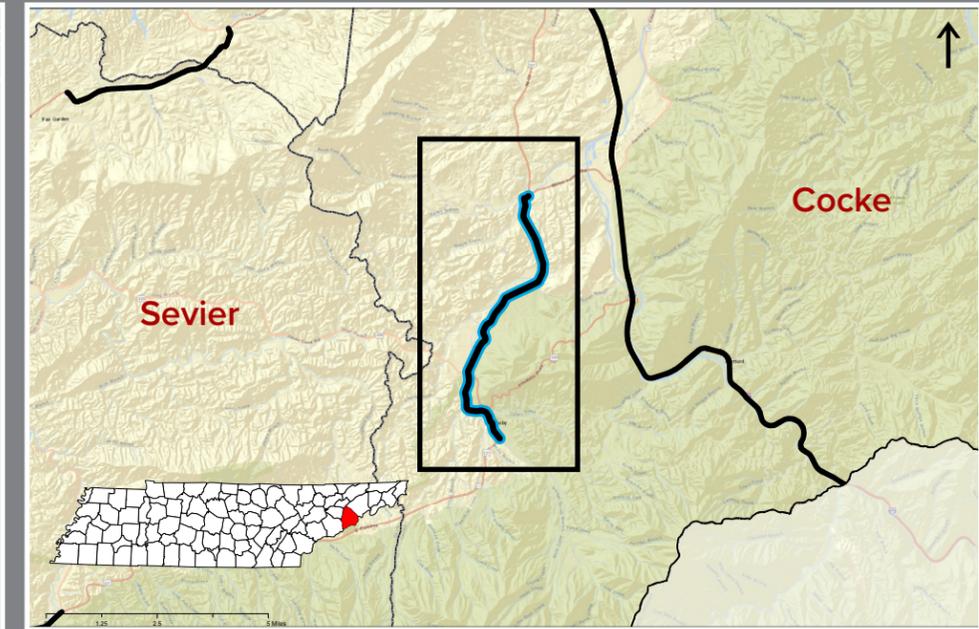
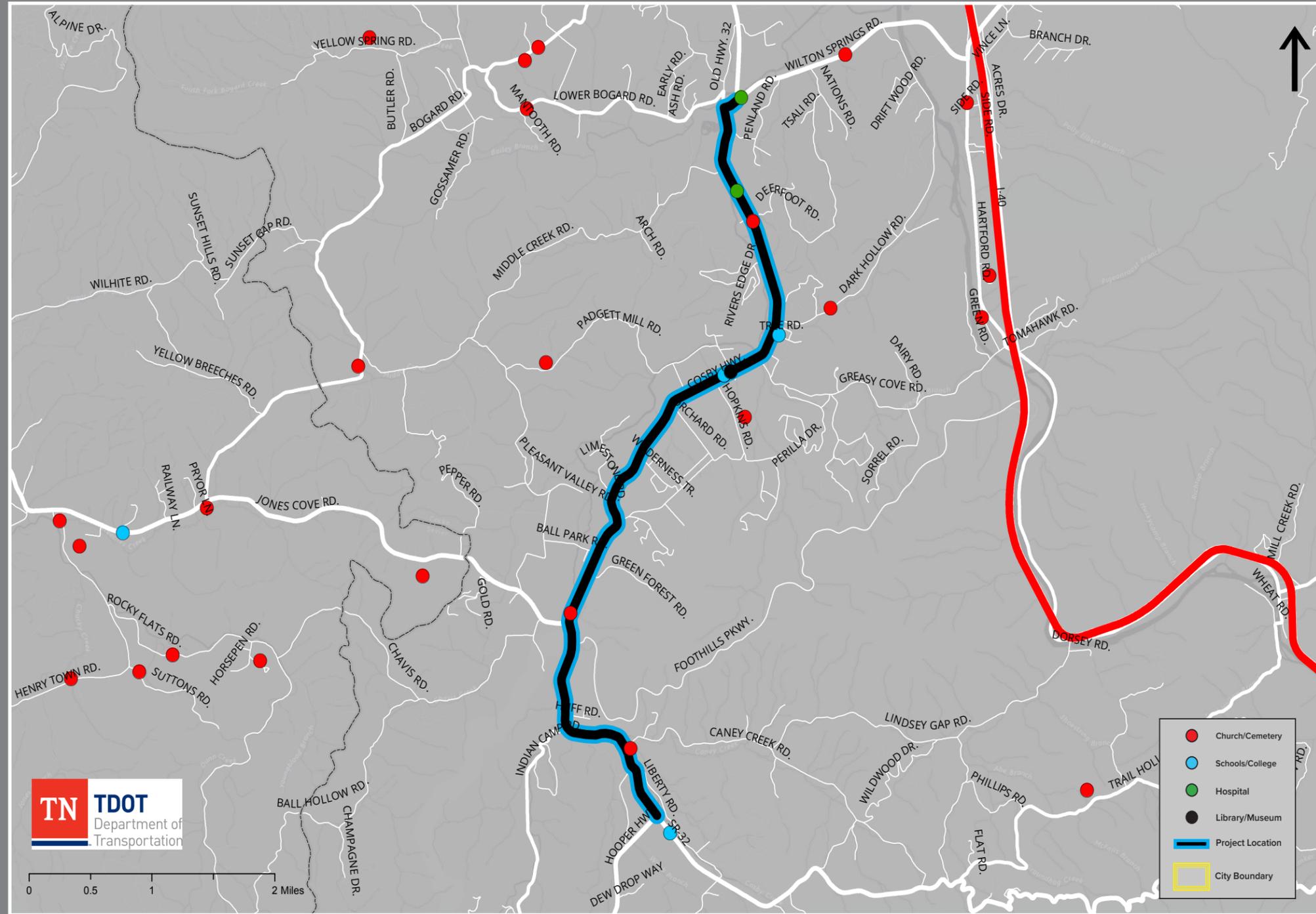


# SR - 32 (US - 321)

## Cocke County, 101422.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
101422.00	(Cosby Hwy.) From Near SR-73 at Cosby to Near Wilton Springs Rd. (***) (Re-Budgeted-ROW&Stage Const) (IA) - <b>Construction-new</b>	Active PE: 98/99	\$64,500,000	5,740	8,331 - 8,724	115	228 - 288	0.201 - 0.215	0.2652 - 0.2844	0.568



### Data Notes:

- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 8 - Traffic Volume/Traffic Capacity for the year 2010, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 9 - Traffic Volume/Traffic Capacity for the year 2040, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 10 - Section crash rates are the number of crashes per million vehicle miles. Higher numbers do not necessarily mean that more crashes occur and may or may not signify safety deficiencies. These crash rates were calculated using data from 2012-2014 and compared against the 2012-2014 statewide average for each road type. The crash rates were then measured against the Statewide Crash Average for each individual type of road to determine the appropriate color ramp.

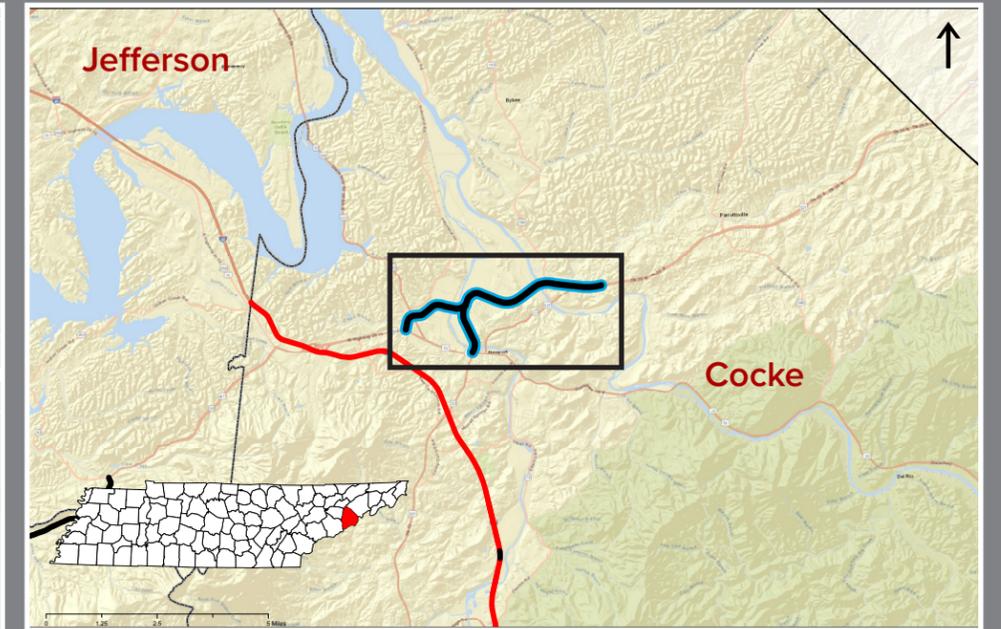
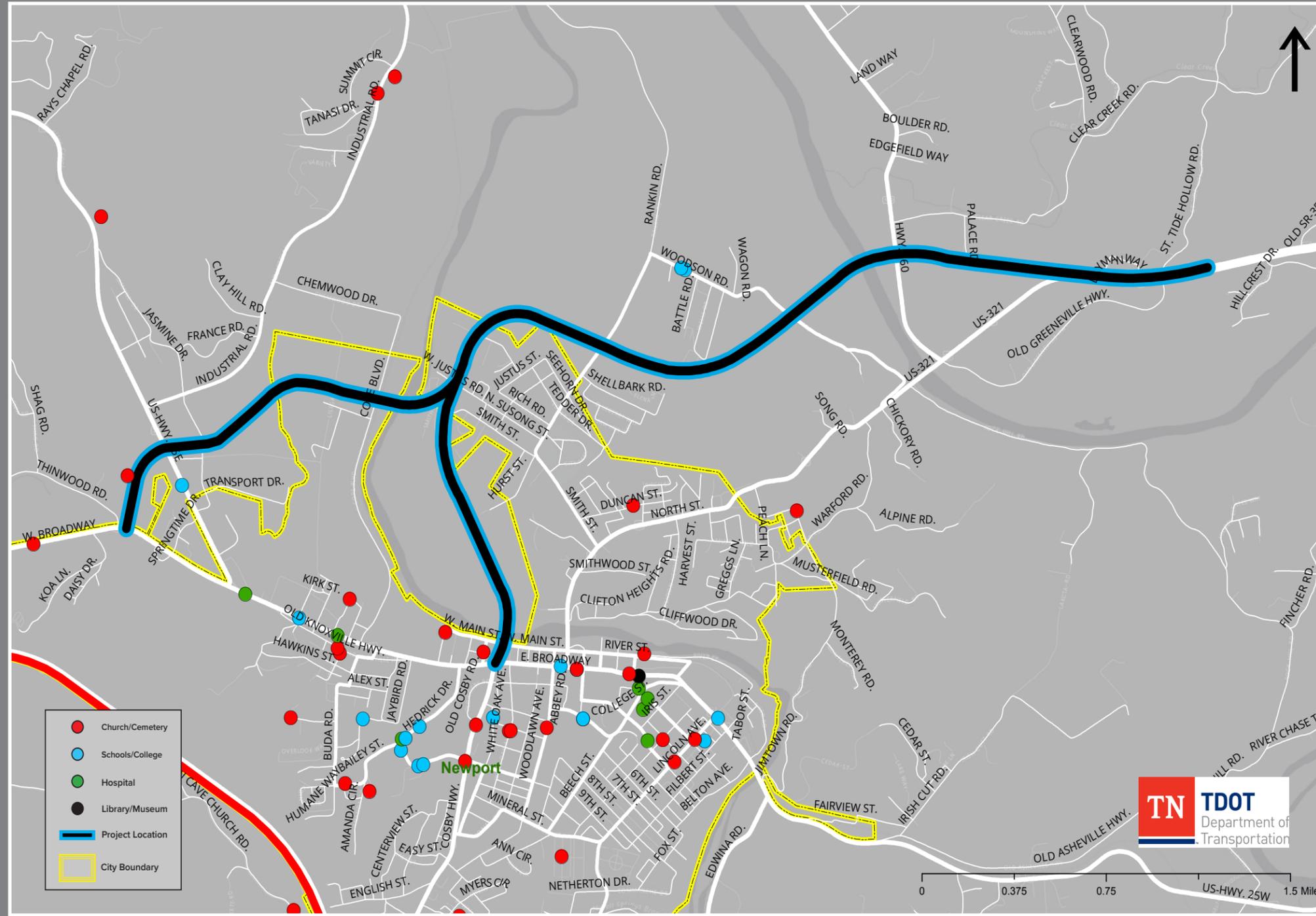


# SR - 35 (US - 321)

## Cocke County, 101399.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
101399.00	(Newport Bypass) From Near US-25 to Near Saint Tide Hollow Road (IA) - <b>Construction-new</b>	Active PE: 97/98 ROW: 07/08	\$43,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A



### Data Notes:

- \*\*Traffic data could not be collected because route does not exist\*\*
- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 8 - Traffic Volume/Traffic Capacity for the year 2010, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 9 - Traffic Volume/Traffic Capacity for the year 2040, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 10 - Section crash rates are the number of crashes per million vehicle miles. Higher numbers do not necessarily mean that more crashes occur and may or may not signify safety deficiencies. These crash rates were calculated using data from 2012-2014 and compared against the 2012-2014 statewide average for each road type. The crash rates were then measured against the Statewide Crash Average for each individual type of road to determine the appropriate color ramp.



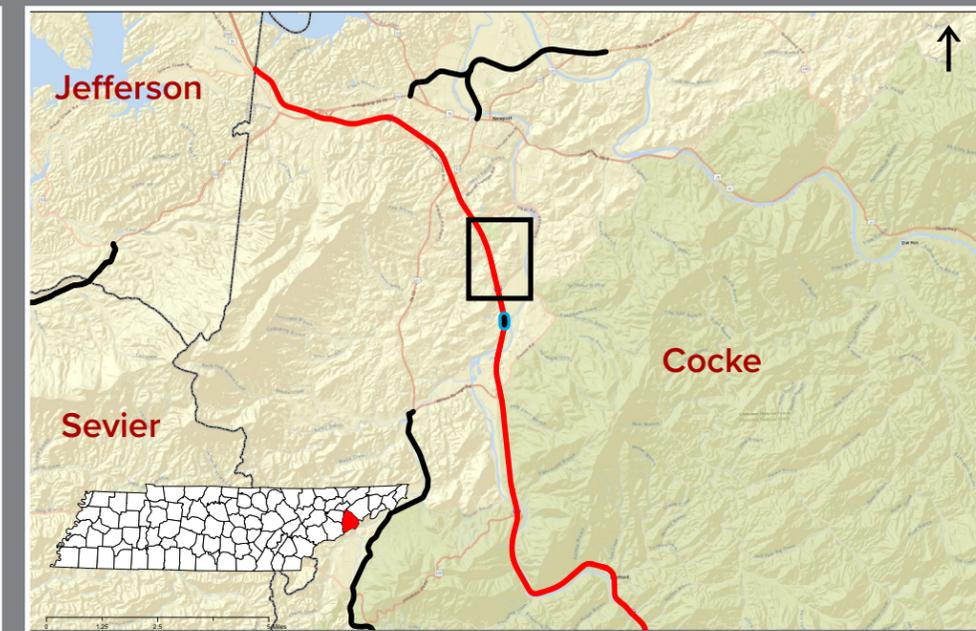
# I - 40

## Cocke County, 103381.00

### Purpose and Need:

The purpose of this project is to improve the safety and roadway deficiencies associated with the existing portion of I-40 at O'Neal Road by adding an interchange at Log Mile 438.9.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
103381.00	Interchange at O'Neal Road (IA) - <b>New Interchange</b>	Active PE: 04/05 ROW: 11/12	\$14,500,000	23,190	17,359 - 18,841	7,421	6.879 - 7.625	0.234	0.327 - 0.355	0.354



### Data Notes:

1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.

4 - Average Annual Daily Traffic, TRIMS 2016 Data.

5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.

6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.

7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.

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9 - Traffic Volume/Traffic Capacity for the year 2040, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.

10 - Section crash rates are the number of crashes per million vehicle miles. Higher numbers do not necessarily mean that more crashes occur and may or may not signify safety deficiencies. These crash rates were calculated using data from 2012-2014 and compared against the 2012-2014 statewide average for each road type. The crash rates were then measured against the Statewide Crash Average for each individual type of road to determine the appropriate color ramp.

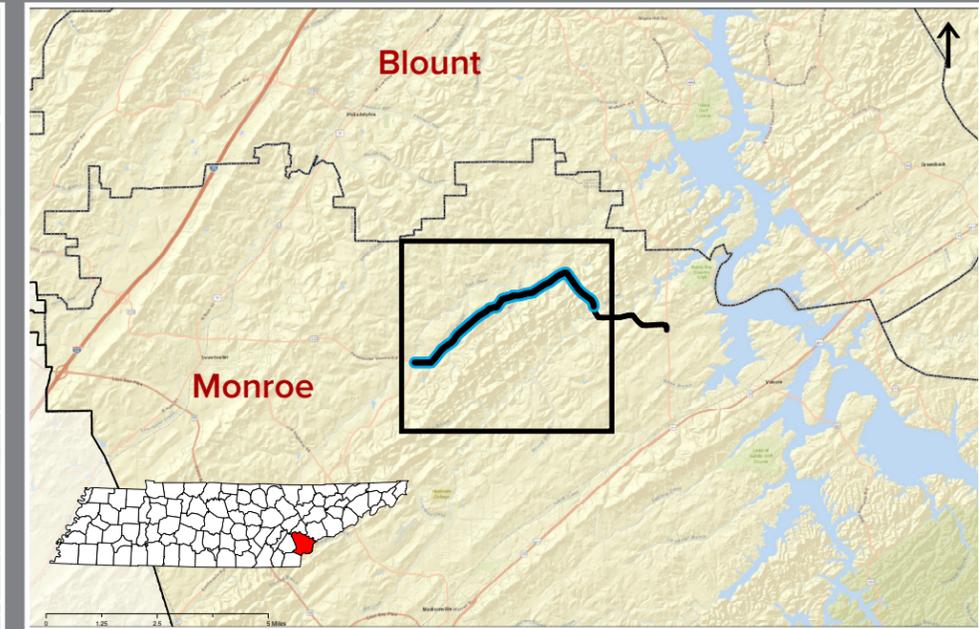
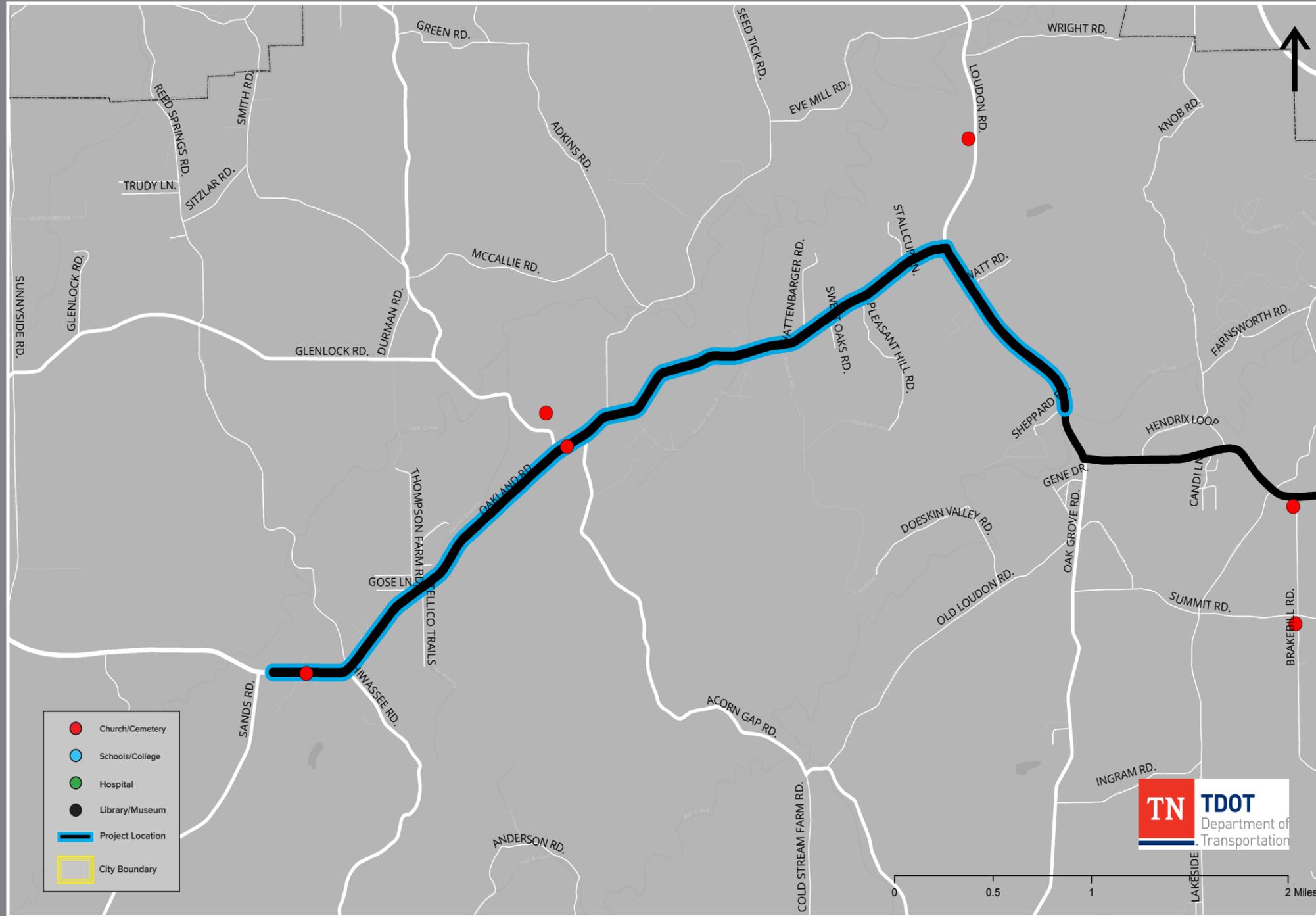


# SR - 322

## Monroe County, 102380.01

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
102380.01	(Sweetwater Vonore Rd.) From Sweetwater-Vonore Road to Sheppard Road (***) (IA) - <b>Reconstruction, spot improvements: widen shoulders, improve alignment at 5 locations, and realign 1 intersection</b>	Active PE: 01/02	\$24,000,000	2,510 - 3,320	3,678 - 5,147	100 - 133	156 - 317	0.089 - 0.102	0.122 - 0.160	0.501



### Data Notes:

- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
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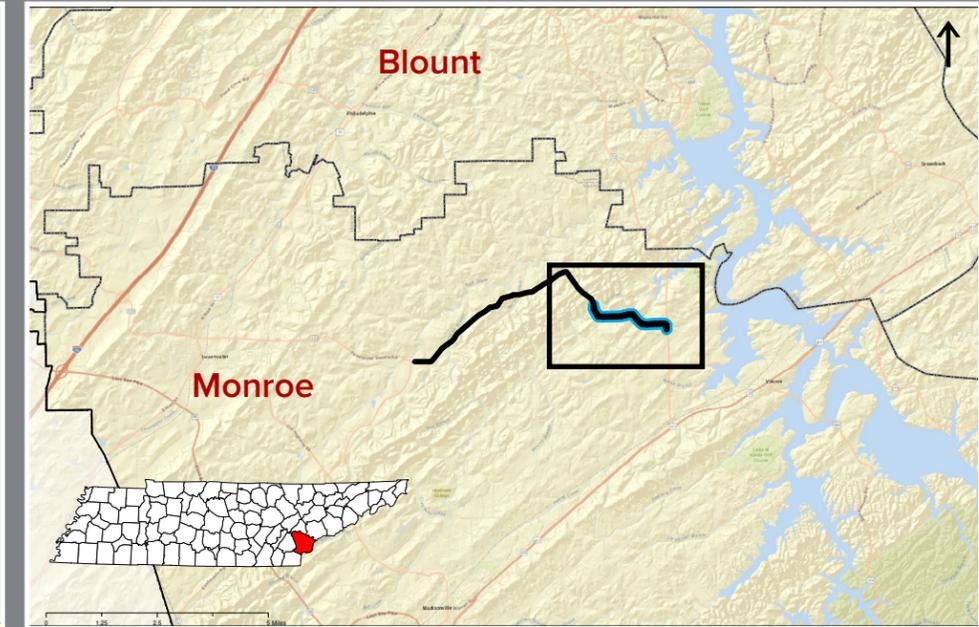
# SR - 322

## Monroe County, 102380.02

### Purpose and Need:

The 2010 Environmental Assessment states, "S.R. 322 is a narrow, curving road with high traffic volumes that render it unsatisfactory as a roadway connecting industrial areas to an interstate highway. The existing two-lane facility travels over a hilly terrain with poor passing and stopping sight distances. Narrow roadway shoulders and limited sight distances also make the roadway unsafe for pedestrian or bicycle use. There is a need to correct the existing roadway deficiencies to increase its viability as a connector to an industrial area, improve safety for vehicles, and provide for pedestrian and bicycle accessibility.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
102380.02	(Sweetwater Vonore Rd.) From Sheppard Road to SR-72 (***) (IA) - <b>Reconstruction, widen existing route to 12'LN and 8' Shoulders</b>	Active PE: 03/04 ROW: 16/17	\$8,500,000	3,320	5,147 - 9,308	133	165 - 173	0.102 - 0.109	0.160 - 0.172	0.228



### Data Notes:

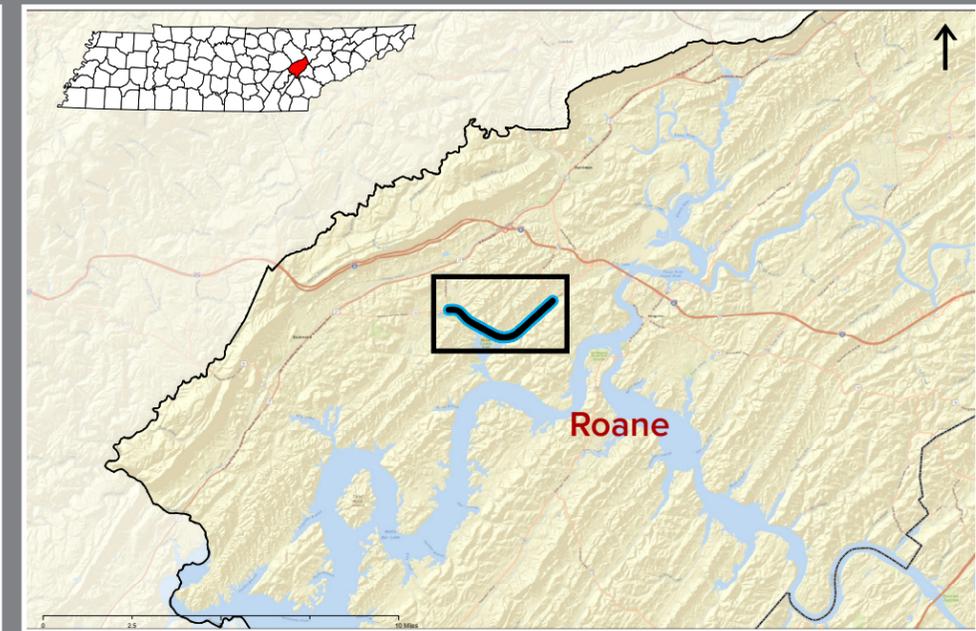
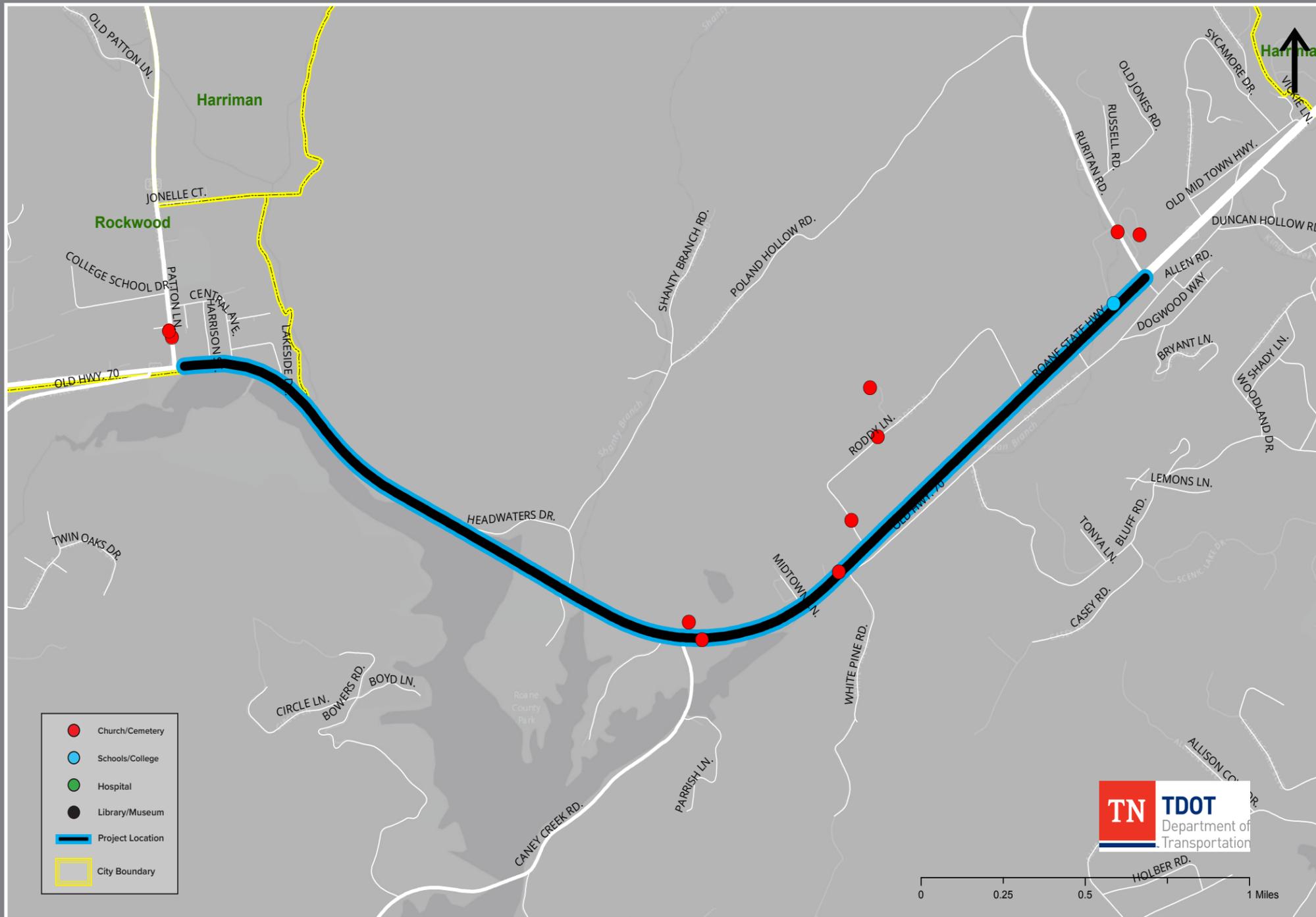
- 1 - 3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
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# SR - 1 (US - 70) Roane County, 101244.03

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
101244.03	From SR-382 to Midtown (SR-29) (IA) - <b>Widen to a 5-lane with center turn lane</b>	Active ROW: 16/17	\$26,500,000	8,700	9,768 - 10,687	696	349 - 417	0.113 - 0.264	0.142 - 0.340	0.232



### Data Notes:

- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
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- 7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
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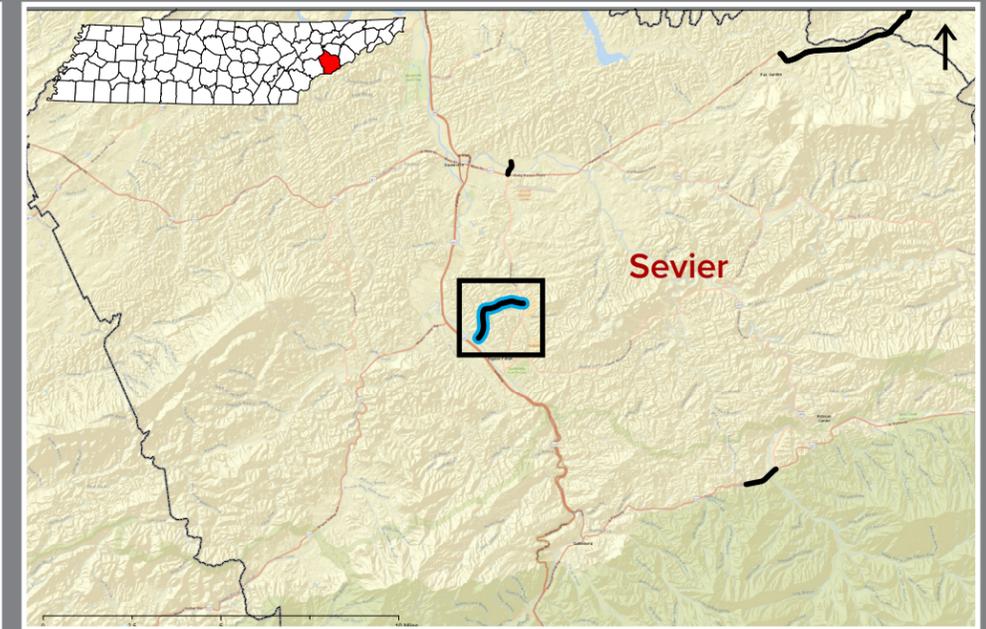


# Jake Thomas Connector

## Sevier County, 124789.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
124789.00	(Jake Thomas Connector) from SR-449 to SR-73 (US-321/441) (IA) - <b>Construction-new</b>	Active PE: 17/18	\$28,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A



### Data Notes:

- \*\*Traffic Data could not be collected because the route does not exist
- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
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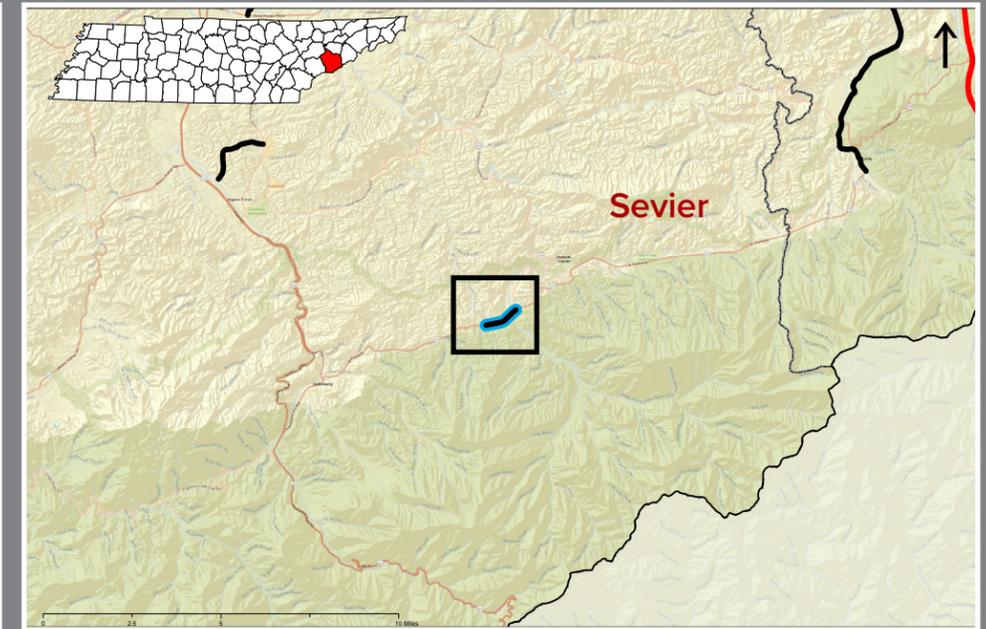
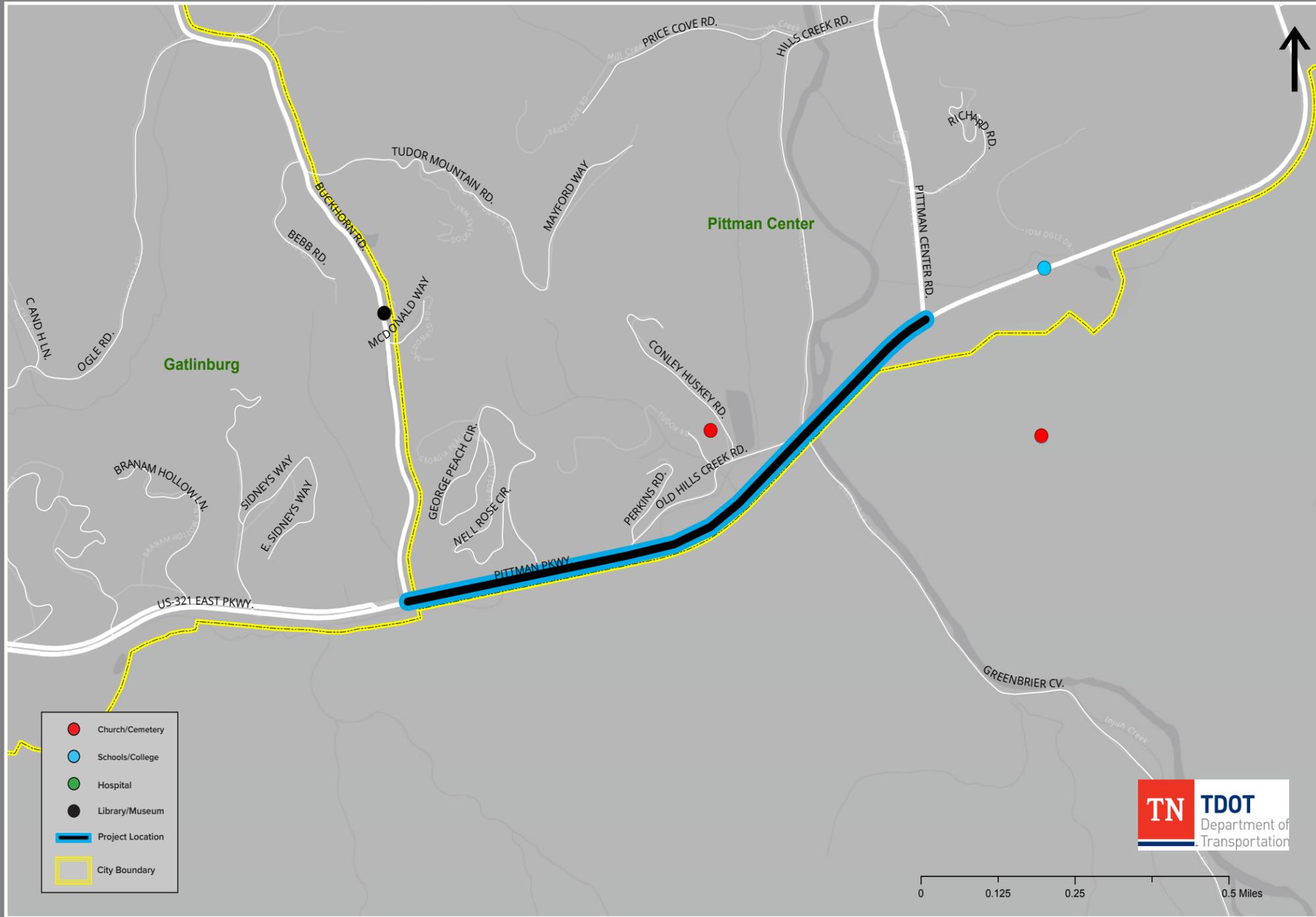


# SR-73 (US-231)

## Sevier County, 100989.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
100989.00	(East Pkwy.) From Buckhorn Road to SR-416 (Phase 2) (***) (IA) - <b>Widened to 4-Lane Divided</b>	Active PE: 10/11	\$35,900,000	11,100	11,505	111	336	0.270	0.357	0.120



### Data Notes:

- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
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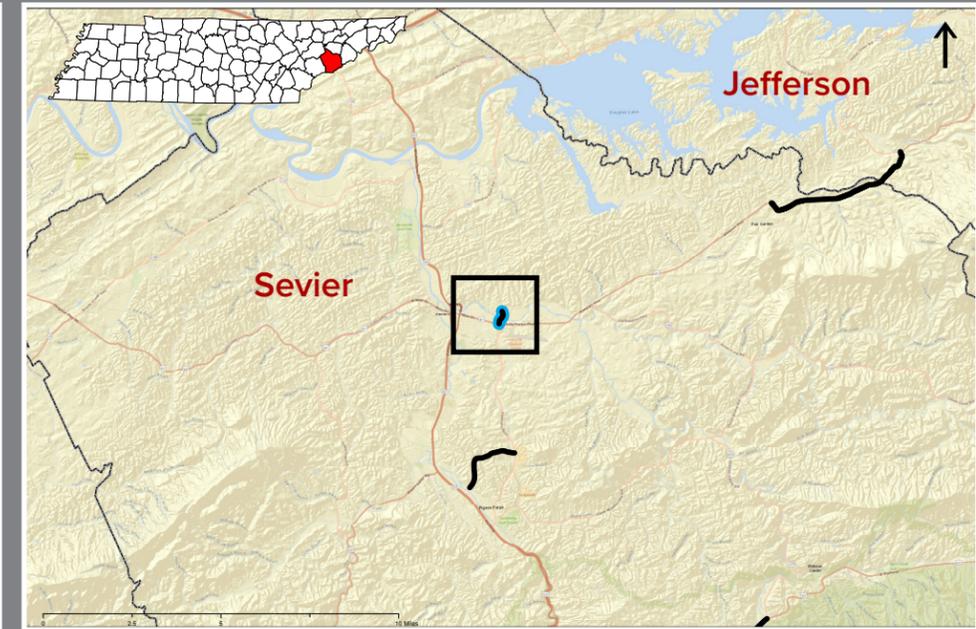


# SR-499 EXT

## Sevier County, 124788.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
124788.00	(Veterans Blvd.) From SR-35 to Robert Henderson Road (IA) - <b>Construct a new road to connect OB003 Jake Thomas Rd. to SR-73 in Pigeon Forge</b>	Active PE: 17/18	\$17,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A



### Data Notes:

- \*\*Traffic Data could not be collected because the route does not exist
- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 8 - Traffic Volume/Traffic Capacity for the year 2010, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 9 - Traffic Volume/Traffic Capacity for the year 2040, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
- 10 - Section crash rates are the number of crashes per million vehicle miles. Higher numbers do not necessarily mean that more crashes occur and may or may not signify safety deficiencies. These crash rates were calculated using data from 2012-2014 and compared against the 2012-2014 statewide average for each road type. The crash rates were then measured against the Statewide Crash Average for each individual type of road to determine the appropriate color ramp.

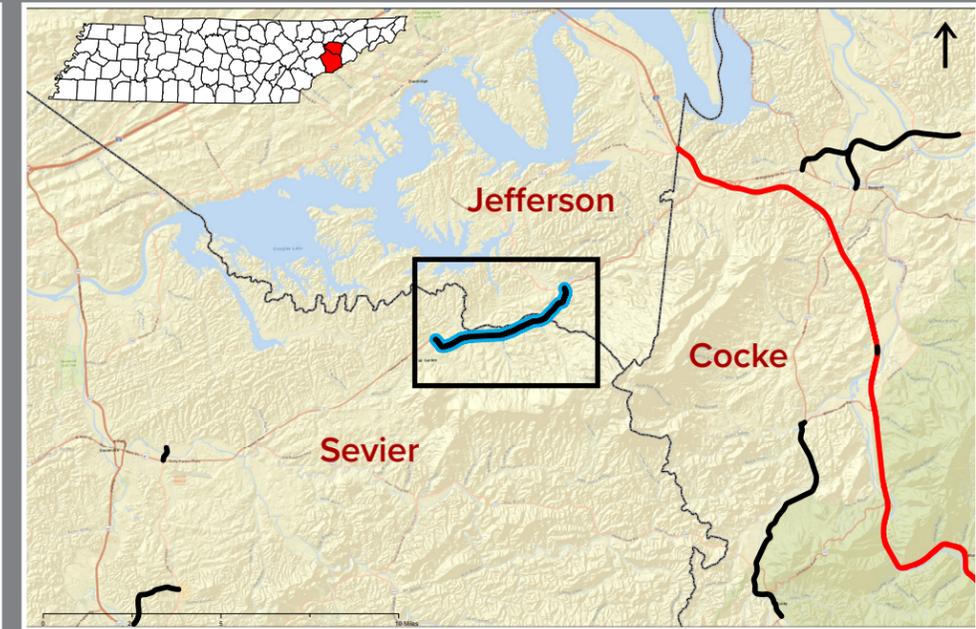
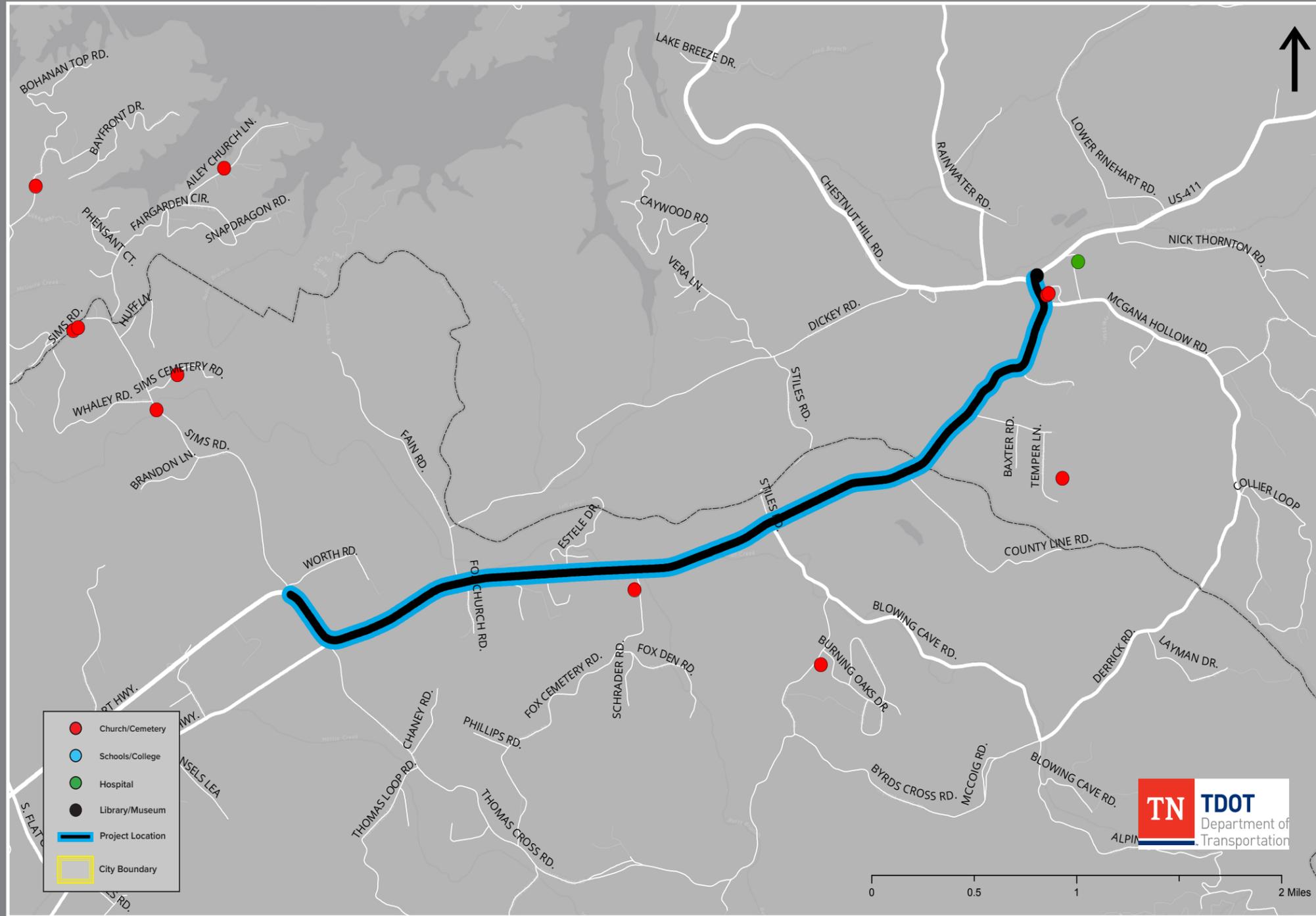


# SR-35 (US-411)

## Sevier-Jefferson Counties, 101401.01

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
101401.01	(Newport Hwy.) From Near Sims Road in Sevier County to Near SR-92 (Dickey Road) in Jefferson County (IA) - <b>Construction-new</b>	Active	\$35,300,000	7,450	2,783 - 11,323	298	180 - 576	0.040 - 0.206	0.087 - 0.358	0.345



### Data Notes:

- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
- 7 - Forecasted Average Annual Daily Truck Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
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- 9 - Traffic Volume/Traffic Capacity for the year 2040, calculated using the Statewide Travel Demand Model. A V/C ratio of 0.5 is generally considered average and as the value increases and nears 1, it represents a road that is becoming more congested.
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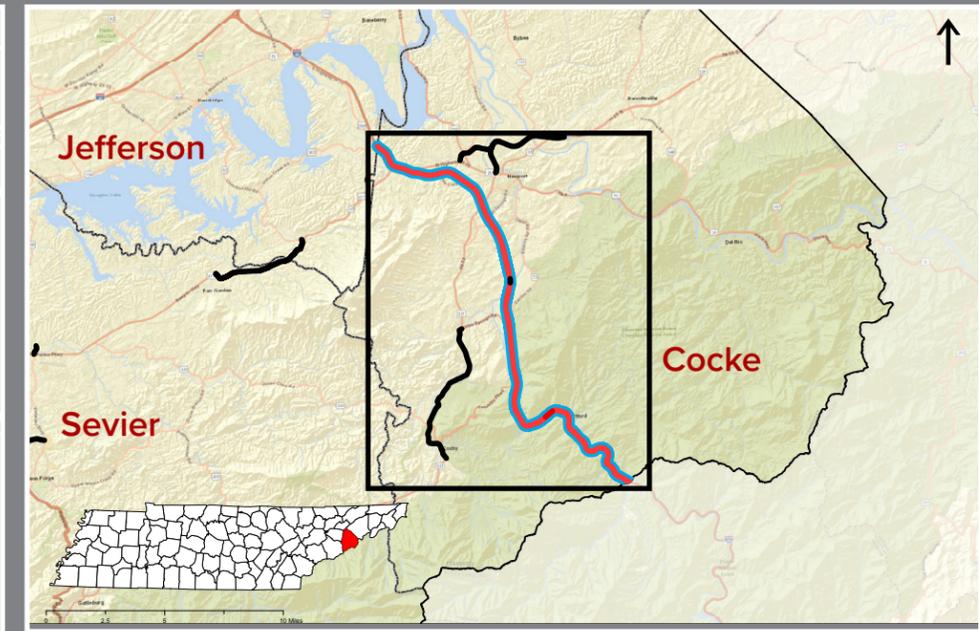
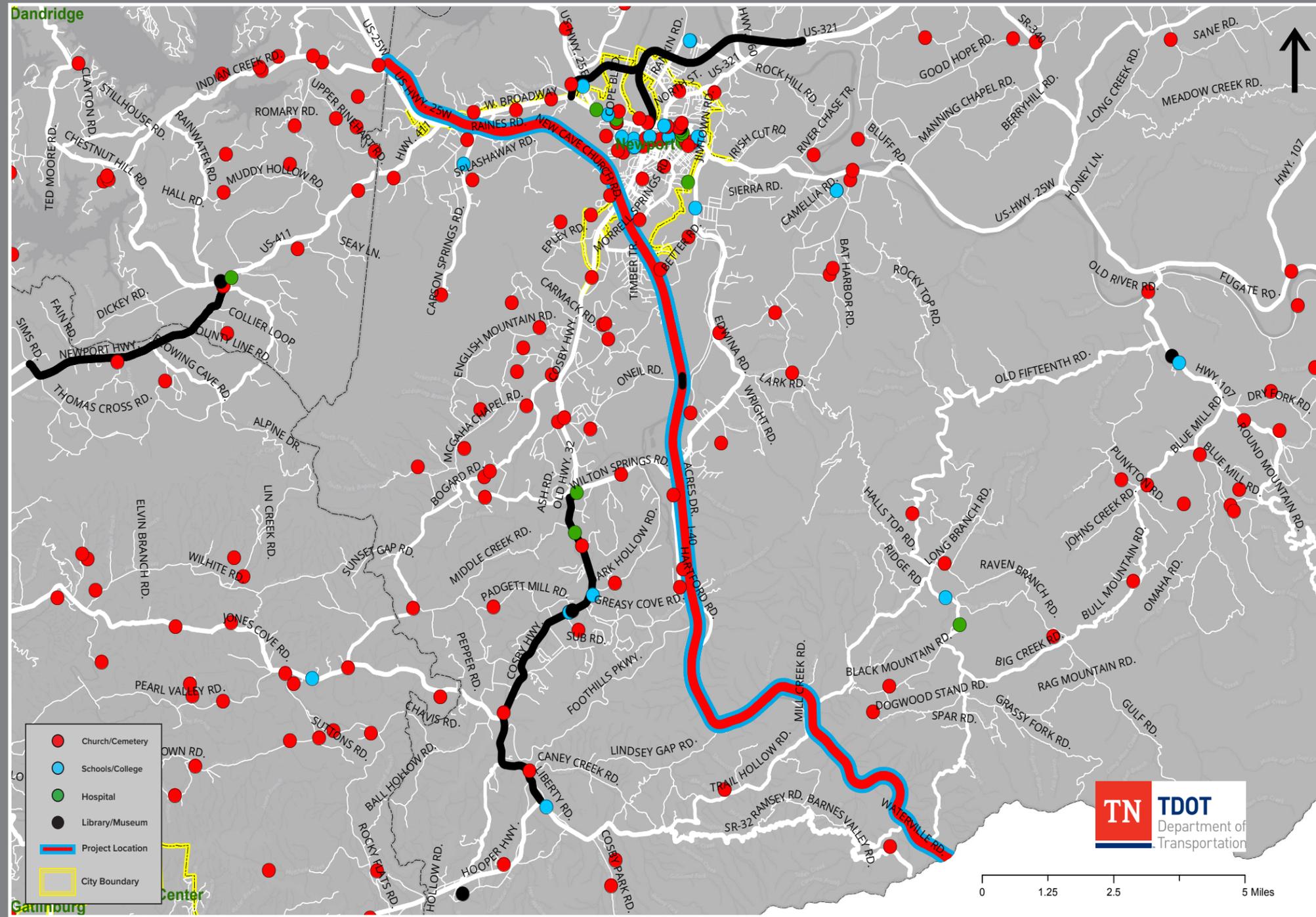


# I - 40

## Cocke County, 124292.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
124292.00	ITS Rural Deployment on I-40 to State Line (IA) - <b>Intelligent Transportation System</b>	Active	\$2,000,000	23,190 - 27,060	31,950 - 39,801	7,306 - 11693	8,417 - 23,470	0.218 - 0.262	0.303 - 0.375	0.230



**Data Notes:**

- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
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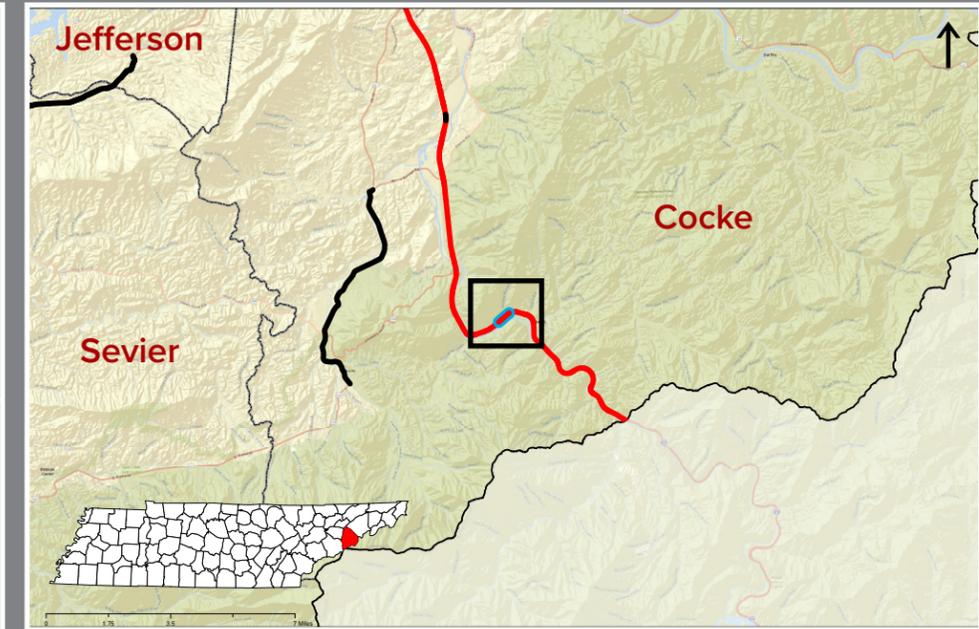


# I - 40

## Cocke County, 124301.00

**Purpose and Need:**  
This is an IMPROVE Act Project.

PIN	Project Type & Description <sup>1</sup>	Status & Funding <sup>2</sup>	Cost <sup>3</sup>	2016 AADT <sup>4</sup>	2040 AADT <sup>5</sup>	2016 Truck AADT <sup>6</sup>	2040 Truck AADT <sup>7</sup>	2010 V/C Ratio <sup>8</sup>	2040 V/C Ratio <sup>9</sup>	Section Crash Rate <sup>10</sup>
124301.00	"Hartford" Welcome Center Renovation - <b>Weigh Station or Rest Area improvements</b>	Active	\$3,000,000	25,150	33,539	11,569	18,370	0.234	0.321 - 0.324	0.126



### Data Notes:

- \*\*Data Points 4 through 10 were calculated for adjacent section of I-40\*\*
- 1-3 - Project Type & Description, Status & Funding, and Cost information were gathered from PPRM (Project Programming Resource Management) and the Statewide Project Overview Tracker (SPOT) Map.
- 4 - Average Annual Daily Traffic, TRIMS 2016 Data.
- 5 - Forecasted Average Annual Daily Traffic for the year 2040, forecasted data using the Statewide Travel Demand Model.
- 6 - Average Annual Daily Traffic for Trucks, TRIMS 2016 Data.
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- 10 - Section crash rates are the number of crashes per million vehicle miles. Higher numbers do not necessarily mean that more crashes occur and may or may not signify safety deficiencies. These crash rates were calculated using data from 2012-2014 and compared against the 2012-2014 statewide average for each road type. The crash rates were then measured against the Statewide Crash Average for each individual type of road to determine the appropriate color ramp.

