TDOT Department of Transportation

64 CORRIDOR K

Targeted Approach Improvement Project Locations 3, 4, 7, 9, 10, 12

What is a targeted approach project?

TDOT, in partnership with the Appalachian Regional Commission, has identified 35 targeted approach projects to improve traffic flow and safety along the 23-mile corridor from west of the Ocoee River to State Route 68 near Ducktown. TDOT has completed eight of the 35 projects. Six project locations (3, 4, 7, 9, 10, 12) are moving forward with construction set over the next few years. Plans for the remaining projects are in development and will be funded in the future. In accordance with National Environmental Policy Act (NEPA) requirements, both the No-Build and Build Alternatives are being evaluated for locations 7, 9, 10 and 12. In 2025, TDOT received a NEPA decision for locations 3 and 4, confirming the Build Alternative as the Selected Alternative.

What is proposed to make the route safer?

TDOT is working to improve safety, route efficiency, and regional mobility. Plans include replacing the weight-restricted bridge over Cloud Branch, improving roadway sight distances and addressing intersection safety. To make the corridor safer and more efficient, additional improvements like road signage, pavement markings, rockfall mitigation and intersection upgrades could be implemented.

Why is a multi-use path included at locations 3 & 4?

The multi-use path will connect the Ocoee River to Sugarloaf Mountain Park, providing current and future residents with pedestrian and cyclist access.

Will the road be closed during construction?

It is TDOT's priority to maintain at least one lane of traffic in each direction through construction. Overnight lane closures will be used only when needed.

Project Benefits

- Improve safety and route efficiency
- Enhances regional mobility and connectivity
- Preserves environmental quality
- Supports economic development
- Enhances multi-modal connectivity

Safety Issues

- Inadequate sight distance
- Intersection alignment
- Sharp curves
- Rockslides
- Limited shoulder widths
- Restricted bridge truck weight

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History

- Part of the Appalachian Development Highway System (ADHS)
- 127 miles between Cleveland, TN and Dillsboro, NC
- Serves local, regional and recreational river traffic
- Average daily traffic - 5,000+ vehicles a day (up to 9% truck traffic)

Targeted Approach Improvement Projects

Location #	Proposed Improvement
#3 Welcome Valley Road east of the Cloud Branch Bridge	Center turn lane, paved shoulders, 10-foot shared use path (southside) and Cloud Branch Bridge replacement.
#4 From east of the Cloud Branch Bridge to the east of State Route 314 intersection	Center turn lane, widened shoulders, 10-foot shared use path, realign the State Route 314 intersection and consolidate two entrances (TVA Dam and Sugarloaf Mountain Park) into one.
#7 Lake Ocoee Marina	Improve State Route 40 curve to 35 mph design, reconfigure marina entrance to include dedicated eastbound right-turn and westbound left-turn lanes. Convert the existing eastern driveway to an exit-only driveway.
#9 US Forest Ranger Station and Oswald Road	Improve traffic flow around the ranger station and Oswald Road. Move the ranger station access to Oswald Road and include a dedicated left-turn lane onto Oswald Road.
#10 Parksville Lake Boat Ramp	Enhance safety and access to the Parksville Lake Boat Ramp by installing dedicated westbound turn lanes and widening to three lanes with a center turn lane.
#12 State Route 30 intersection	Extend the eastbound left turn lane, add a dedicated westbound turn lane, curve improvements, add a barrier wall and a rockfall catchment fence at the western edge of the project.

Scan to visit the Corridor K/US 64 website https://www.tn.gov/tdot/projects/region-2/us-64-corridor-k

Contact TDOT

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