

APPENDIX B

Knoxville



Tables

Table B-1. Knoxville Project List and Costs	B-40
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Figures

Figure B-1. Corridor Overview Reference Guide.....	B-4
Figure B-2. Alcoa Highway	B-5
Figure B-3. Asheville Highway	B-6
Figure B-4. Ball Camp Byington Road/Byington Beaver Ridge Road	B-7
Figure B-5. Chapman Highway.....	B-8
Figure B-6. Clinton Highway	B-9
Figure B-7. Edgemoor Road/Raccoon Valley Road	B-10
Figure B-8. Emory Road	B-11
Figure B-9. Governor John Sevier Highway.....	B-12
Figure B-10. Hunt Road.....	B-13
Figure B-11. I-275.....	B-14
Figure B-12. I-40 Downtown	B-15
Figure B-13. I-40 East.....	B-16
Figure B-14. I-40 West	B-17
Figure B-15. I-40/I-75	B-18
Figure B-16. I-640.....	B-19
Figure B-17. I-75 North.....	B-20
Figure B-18. I-75 South.....	B-21
Figure B-19. Illinois Boulevard/Tri County Boulevard	B-22
Figure B-20. James White Parkway	B-23
Figure B-21. Kingston Pike	B-24
Figure B-22. Lamar Alexander Parkway/Highway 321	B-25
Figure B-23. Lee Highway	B-26
Figure B-24. Lovell Road	B-27
Figure B-25. Maryville Pike/Old Knoxville Highway/Broadway Avenue.....	B-28
Figure B-26. Middlebrook Pike.....	B-29
Figure B-27. Neyland Drive.....	B-30
Figure B-28. Norris Freeway	B-31
Figure B-29. North Broadway/Maynardville Pike.....	B-32
Figure B-30. Northshore Drive/Concord Road	B-33
Figure B-31. Oak Ridge Highway/Western Avenue	B-34
Figure B-32. Oak Ridge Turnpike/Charles G. Seivers Boulevard.....	B-35
Figure B-33. Pellissippi Parkway	B-36
Figure B-34. Rutledge Pike.....	B-37

Figure B-35. Sevierville Road/Boyds Creek Highway	B-38
Figure B-36. Tazewell Pike	B-39
Figure B-37. Andrew Johnson Highway (US 11E/SR 34) and Mascot Road	B-44
Figure B-38. Asheville Highway (US 11E/US 25W/US 70/SR 9) and I-40 Ramps.....	B-45
Figure B-39. Broadway Avenue (US 129/US 411/SR 33) and William Blount Drive (SR 335)..	B-46
Figure B-40. Clinton Highway (US 25W/SR 131) and Schaad Road/Aquoni Road	B-47
Figure B-41. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Lovell Road (SR 131) and Parkside Drive	B-48
Figure B-37. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – New Dutchtown Road Connector.....	B-49
Figure B-43. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – New Dutchtown Road Connector and Lexington Drive.....	B-50
Figure B-44. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – New Dutchtown Road Connector and Lovell Road (SR 131)	B-51
Figure B-45. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Lovell Road (SR 131) and I-40 Westbound Ramps	B-52
Figure B-46. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Lovell Road (SR 131) and I-40 Eastbound Ramps.....	B-53
Figure B-47. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Parkside Drive/Outlet Drive Overpass.....	B-54
Figure B-48. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Overpass Connection to Outlet Drive	B-55
Figure B-49. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Overpass Connection to Parkside Drive	B-56

Corridor Cut Sheets

Figure B-1. Corridor Overview Reference Guide

1. CORRIDOR OVERVIEW

A brief description of each corridor’s roadway function, regional connectivity, and land use context is provided, highlighting the geographic location where the highest volumes are observed. The 2019 average annual daily traffic volume is shown for each corridor complemented by the percent of that traffic volume made up by large trucks. *Source: TDOT 2019*

2. PEAK CONGESTION

Average vehicle speeds during AM and PM peak periods are provided for the entire corridor. Corridor locations experiencing the worst congestion are also described and shown in navy on the map. *Source: INRIX 2019*

3. CONGESTION TRENDS

Expressed as a percentage, the deterioration in vehicle speeds during peak periods between 2017 and 2019 is described, with the most significant changes shown in orange on the map. *Source: INRIX 2017, 2019*

4. TRAVEL TIME RELIABILITIES

The average travel time index during AM and PM peak periods is documented for the entire corridor. The most unreliable segments, as indicated by high travel time indexes, are highlighted in teal on the map. *Source: INRIX 2019*

5. MAJOR BOTTLENECKS

The total number of bottlenecks that occurred along the corridor in a 5-month span are documented here. Additional details are provided for the worst bottleneck, which is also shown in burgundy on the map. *Source: INRIX 2019*

6. “AT A GLANCE” CONGESTION SNAPSHOT

The detailed data on existing congestion issues is summarized at the sidebar of each page, with information on vehicle speeds, and the geographic locations with the worst speed deterioration, bottleneck, and travel time reliability. *Source: INRIX 2019*

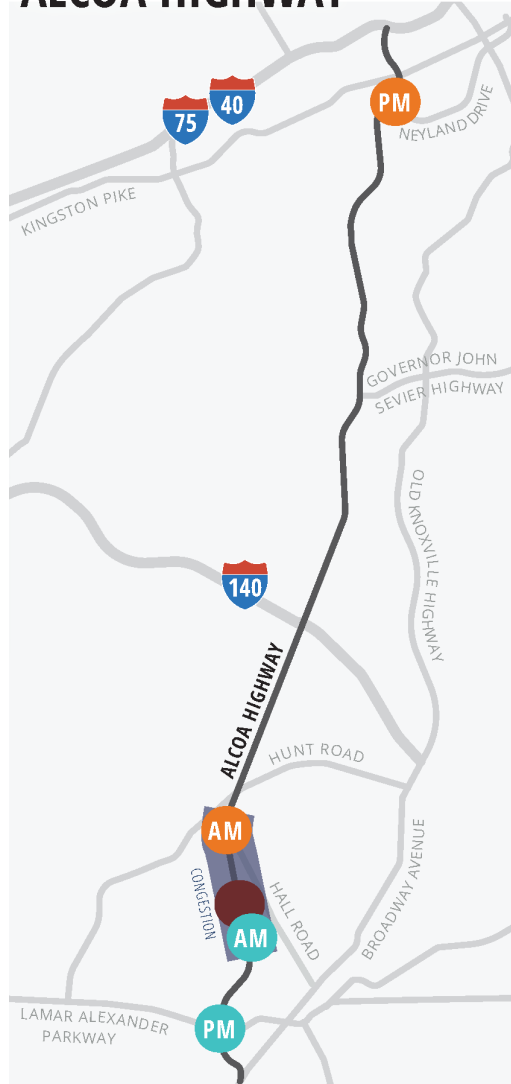
7. MULTIMODAL SNAPSHOT

The presence of fixed route and regional transit service is indicated by the route number and reported ridership for 2019. In addition, TDOT’s 2020 Multimodal Prioritization Index (MPI), ranked from 1 (the best) to 5 (the worst), scores roadway segments based on existing bicycle and pedestrian conditions, such as safety, equity, bicycle and pedestrian demand, and existing roadway conditions, including existing multimodal infrastructure, posted speed limits, and traffic volumes. *Source: TDOT 2019*



Figure B-2. Alcoa Highway

ALCOA HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

ALCOA HIGHWAY (SR 115/US 129) connects the cities of Knoxville, Maryville, and Alcoa and provides access to McGhee Tyson Airport and the Great Smoky Mountains National Park to the southeast. Alcoa Highway is an urban principal arterial with two to three lanes in either direction separated by a concrete barrier or landscaped median. The southernmost section of Alcoa Highway connects to West Lamar Alexander Parkway and West Broadway Avenue in Maryville. Alcoa Highway carries 50,500 vehicles per day, with the highest volumes observed between on-ramps to I-40 Downtown and Kingston Pike. Approximately 6% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 44 mph during the AM peak. Slowest traffic occurs halfway between Lamar Alexander Parkway and Hunt Road, where vehicles travel 35 mph. On average, vehicles travel 42 mph during the PM peak. Slowest traffic occurs just south of Hunt Road, where vehicles travel 29 mph.

CONGESTION TRENDS

In the past three years, the Alcoa Highway off-ramps to North Hall Road have seen a 21% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near the off-ramps to Neyland Drive where the PM peak period speeds have decreased 14%.

TRAVEL TIME INDEX

The most unreliable traffic along Alcoa Highway for the AM peak period occurs between Lamar Alexander Parkway and Hunt Road where the AM peak period travel time index is 1.77. The most unreliable traffic during the PM peak period occurs at the intersection with Lamar Alexander Parkway where the PM peak period travel time index is 1.97.

MAJOR BOTTLENECKS

The worst bottleneck along Alcoa Highway occurred for southbound traffic between Hunt Road and Lamar Alexander Parkway. In 2019, the bottleneck stretched approximately 0.3 miles and lasted an average of 4 hours and 43 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

AM Average Speed | 44 mph
Lowest Speed | 35 mph

CONGESTION TRENDS

➡➡ Largest deteriorations seen at North Hall Road and Neyland Drive

MAJOR BOTTLENECKS

⌚ Time to Clear | 4 hours, 43 minutes
Length | 0.3 miles

TRANSIT

🚌 42P | 3,688 Monthly Riders
44,260 Annual Riders

TRAVEL TIME INDEX

🚗 Least reliable travel times at Lamar Alexander Parkway

TDOT MULTIMODAL INDEX

🚶🚲 Multimodal Prioritization Index | 2.38 out of 5

PM Average Speed | 42 mph
Lowest Speed | 29 mph

Figure B-3. Asheville Highway

ASHEVILLE HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

ASHEVILLE HIGHWAY (US 11E/US 70/US 25W) is a divided highway with two lanes in either direction. It stretches eastward from Knoxville, where it is marked as East Magnolia Avenue, and connects to Andrew Johnson Highway in Trentville. Asheville Highway provides access to I-40 and residential development east of Knoxville. On average, the Asheville Highway corridor carries 17,500 vehicles per day, with the highest volumes observed between I-40 East and Governor John Sevier Highway. Approximately 10% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

During the AM peak, vehicles travel an average of 37 mph, with the slowest speeds at the intersection with Governor John Sevier Highway, where vehicles travel 23 mph. In the PM peak, vehicles travel 37 mph. The slowest traffic occurs at the interchange with I-40 East, where vehicles travel 27 mph.

TRAVEL TIME INDEX

Along Asheville Highway, the most unreliable traffic for both AM and PM peak periods occurs at the I-40 East interchange. The AM peak period travel time index is 1.50 and the PM peak period travel time index is 1.68 at this location.

CONGESTION TRENDS

In the past three years, the area near Asheville Highway's intersection with Governor John Sevier Highway has seen a 24% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near the Rutledge Pike and I-40 East interchanges, where the PM peak period speeds have decreased 15%.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along the corridor occurred in the eastbound lane at Governor John Sevier Highway, stretching approximately 0.9 miles and lasting an average of 50 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	37 mph
	Lowest Speed	23 mph
	Average Speed	37 mph
	Lowest Speed	27 mph

CONGESTION TRENDS

Largest deterioration seen near the I-40 interchanges

TRAVEL TIME INDEX

Least reliable travel times at the I-40 East interchange

MAJOR BOTTLENECKS

	Time to Clear	50 minutes
	Length	0.9 miles

TDOT MULTIMODAL INDEX

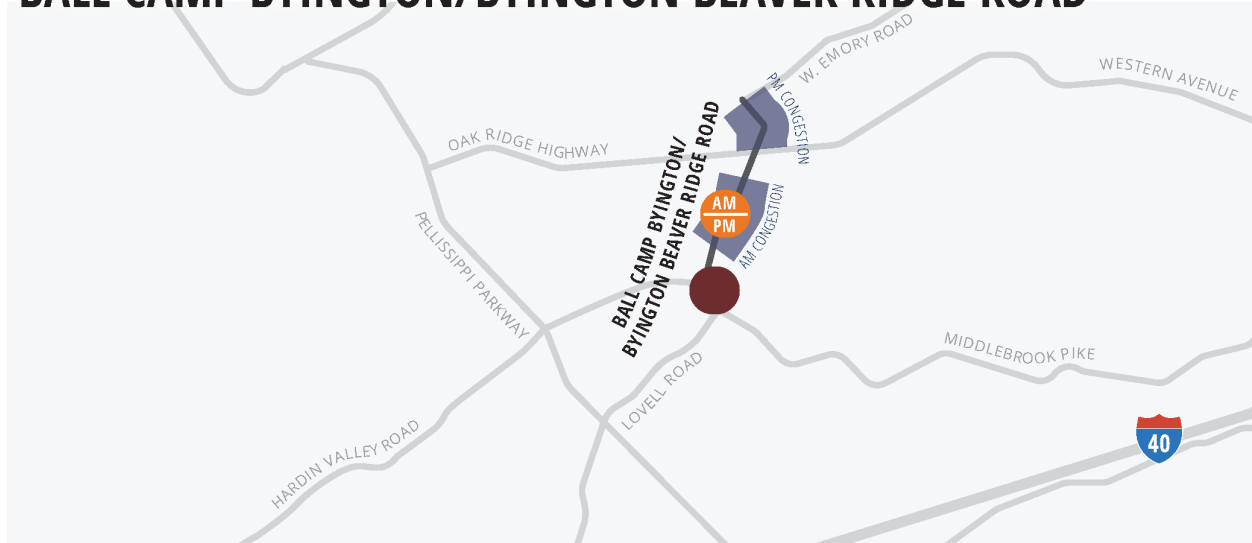
	Multimodal Prioritization Index	2.85 out of 5
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TRANSIT

	31P	18,496 Monthly Riders 221,951 Annual Riders
	33P	3,579 Monthly Riders 42,948 Annual Riders

Figure B-4. Ball Camp Byington Road/Byington Beaver Ridge Road

BALL CAMP BYINGTON/BYINGTON BEAVER RIDGE ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

BALL CAMP BYINGTON/BYINGTON BEAVER RIDGE ROAD

(SR 131) stretches between Hardin Valley Road at its southern end to West Emory Road on the north. This corridor is a two-lane facility that provides north/south access to I-40 for residential communities west of Knoxville. The facility narrows to one-lane at the railroad underpass near Byington Solway Road. Approximately 9,500 vehicles per day use Ball Camp Byington/Byington Beaver Ridge Road, with the highest traffic volumes near Middlebrook Pike and Lovell Road. Commercial vehicles account for approximately 4% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 25 mph during the AM peak. Slowest traffic occurs between Oak Ridge Highway/Western Avenue and Lovell Road, where vehicles travel 19 mph. During the PM peak, vehicles travel 26 mph, on average. The slowest traffic occurs just north of Oak Ridge Highway/Western Avenue, where vehicles travel 21 mph during the PM peak.

CONGESTION TRENDS

In the past three years, the area between Oak Ridge Highway/Western Avenue and Lovell Road has seen an 11% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near the intersection with Lovell Road and Middlebrook Pike, where the PM peak period speeds have decreased 5%.

MAJOR BOTTLENECKS

Along Ball Camp Byington/Byington Beaver Ridge Road, the worst bottleneck occurs just west of the intersection with Lovell Road and Middlebrook Pike for eastbound traffic. In 2019, the bottleneck lasted 22 minutes on average and stretched approximately 1.8 miles.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	25 mph
	Lowest Speed	19 mph
	Average Speed	26 mph
	Lowest Speed	21 mph

CONGESTION TRENDS

Largest deterioration at Lovell Road and Oak Ridge Highway/Western Avenue

TRAVEL TIME INDEX

Travel time index not available for this roadway

MAJOR BOTTLENECKS

	Time to Clear	22 minutes
	Length	1.8 miles

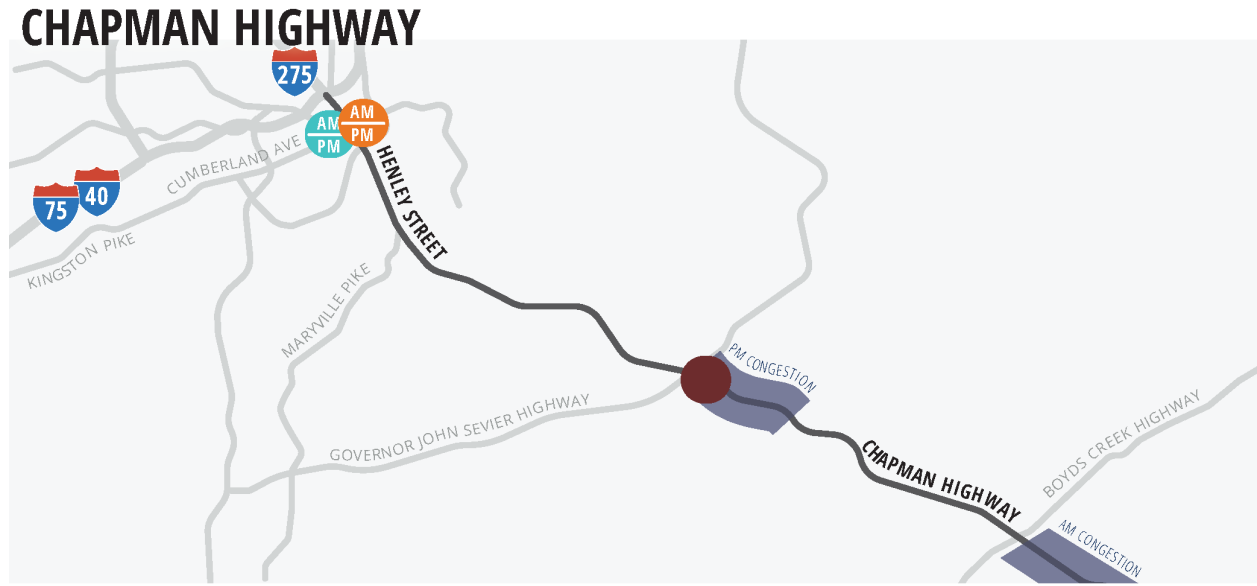
TDOT MULTIMODAL INDEX

Multimodal Prioritization Index | 2.01 out of 5

TRANSIT

No existing transit routes along this corridor

Figure B-5. Chapman Highway



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

CHAPMAN HIGHWAY (SR 71/SR 33/US 441) extends from Henley Street in downtown Knoxville and runs roughly east to west to Sevierville, where it intersects with Winfield Dunn Parkway (SR 66). Chapman Highway is primarily a three- to four-lane facility and passes through commercial, residential, and rural land uses. On average, the Chapman Highway corridor carries 31,000 vehicles per day, with the highest volumes observed downtown near the I-275 and I-40 interchanges. Approximately 4% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 36 mph during the AM peak. Slowest traffic occurs southeast of the intersection with Sevierville Road/Boyd's Creek Highway, where vehicles travel 33 mph. On average, vehicles travel 33 mph during the PM peak. Slowest traffic occurs west of Governor John Sevier Highway, where vehicles travel 26 mph.

TRAVEL TIME INDEX

The most unreliable traffic along Chapman Highway for both the AM and PM peak periods occurs just north of Cumberland Avenue, where the travel time index is 1.69 in the morning and 1.94 in the evening.

CONGESTION TRENDS

In the past three years, the area just north of Cumberland Avenue has seen the most significant deterioration in peak period speeds. At this location on Chapman Highway, AM and PM peak period speeds have decreased by 18% and 16%, respectively.

MAJOR BOTTLENECKS

Along Chapman Highway, the worst bottleneck occurs at Governor John Sevier Highway for eastbound traffic. In 2019, the bottleneck stretched approximately 0.6 miles and lasted an average of 2 hours and 15 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	36 mph
	Lowest Speed	33 mph
	Average Speed	33 mph
	Lowest Speed	26 mph

CONGESTION TRENDS

Largest deterioration seen at Cumberland Avenue

TRAVEL TIME INDEX

Least reliable travel times at Cumberland Avenue

MAJOR BOTTLENECKS

	Time to Clear	2 hours, 15 minutes
	Length	0.6 miles

TDOT MULTIMODAL INDEX

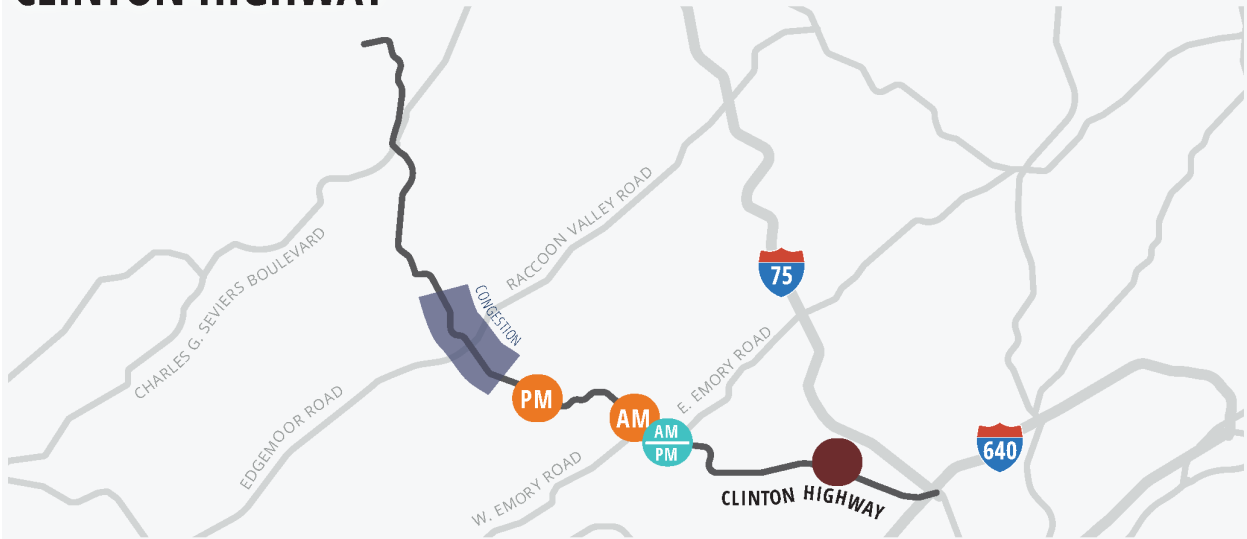
	Multimodal Prioritization Index	2.76 out of 5
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TRANSIT

	40P	4,083 Monthly Riders 48,994 Annual Riders
	41P	12,750 Monthly Riders 152,994 Annual Riders
	44P	5,529 Monthly Riders 66,349 Annual Riders
	45P	5,174 Monthly Riders 62,093 Annual Riders

Figure B-6. Clinton Highway

CLINTON HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

CLINTON HIGHWAY (US 25/SR 9) connects to I-640 near north Knoxville and runs northwest to Clinton. The four- to five-lane facility is divided in some locations and provides access to businesses and suburban development northwest of Knoxville. Approximately 23,500 vehicles per day use Clinton Highway, with the highest traffic volumes near the I-275 and I-640 interchange. Commercial vehicles account for approximately 6% of traffic along the corridor.

PEAK CONGESTION

The worst congestion during the AM and PM peak period occurs at Edgemoor Road/Raccoon Valley Road. During the AM peak, vehicles travel an average of 38 mph, with slowest speeds averaging 31 mph. Vehicles travel an average of 36 mph during the PM peak, with the slowest speeds averaging 30 mph.

TRAVEL TIME INDEX

Emory Road is the location along Clinton Highway with the most unreliable traffic. The AM peak period travel time index is 1.94 and the PM peak period travel time index is 1.49.

CONGESTION TRENDS

Near the intersection with Emory Road, Clinton Highway has seen a 13% decrease in AM peak period speeds in the past three years. During the PM peak, traffic speeds have decreased 12% between Emory Road and Edgemoor Road/Raccoon Valley Road.

MAJOR BOTTLENECKS

The worst bottleneck in 2019 occurred between Emory Road and I-640 for eastbound traffic. The bottleneck stretched approximately 2.5 miles and lasted 46 minutes on average.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	38 mph
	Lowest Speed	31 mph
	Average Speed	36 mph
	Lowest Speed	30 mph

CONGESTION TRENDS

Largest deteriorations seen at Emory Road and Edgemoor Road

TRAVEL TIME INDEX

Least reliable travel times at Emory Road

MAJOR BOTTLENECKS

	Time to Clear	46 minutes
	Length	2.5 miles

TDOT MULTIMODAL INDEX

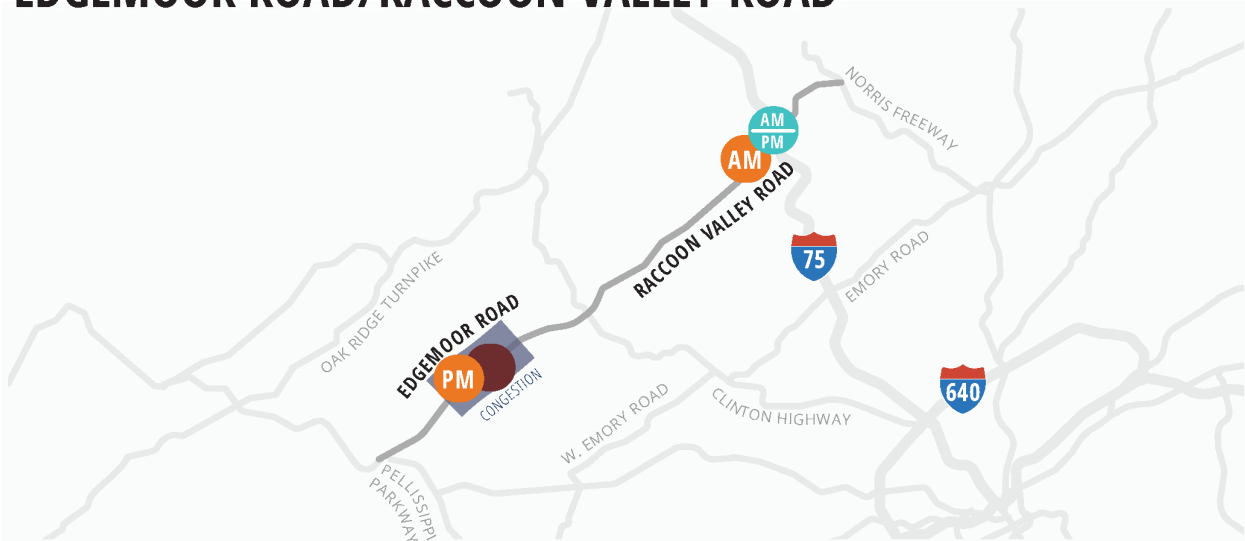
	Multimodal Prioritization Index	2.62 out of 5
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TRANSIT

	20P	11,039 Monthly Riders
		132,462 Annual Riders

Figure B-7. Edgemoor Road/Raccoon Valley Road

EDGEMOOR ROAD/RACCOON VALLEY ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

EDGEMOOR ROAD/RACCOON VALLEY ROAD (SR 170) runs from Pellissippi Parkway (SR 162) to the intersection with Clinton Highway and Raccoon Valley Road in Claxton, northwest of Knoxville. Raccoon Valley Road continues northeast to Norris Freeway (US 441). Edgemoor Road is a two-lane facility that connects predominantly rural communities and industrial businesses northwest of Knoxville. Edgemoor Road/Raccoon Valley Road carries 10,000 vehicles per day, with the highest volumes observed near Pellissippi Parkway. Approximately 4% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

Vehicles travel an average of 42 mph during the AM and PM peak periods. Slowest traffic occurs near Melton Lake Drive, between Clinton Highway and Pellissippi Parkway with speeds of 33 mph in the AM peak and 28 mph during the PM peak.

TRAVEL TIME INDEX

The most unreliable traffic along Edgemoor Road/Raccoon Valley Road for the AM and PM peak periods occurs at the interchange with I-75. The AM peak period travel time index is 1.00 and the PM peak period travel time index is 1.01.

CONGESTION TRENDS

In the past three years, the area southwest of the I-75 interchange has seen a 5% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen between Clinton Highway and Pellissippi Parkway where the PM peak period speeds have decreased 18%.

MAJOR BOTTLENECKS

The worst bottleneck along Edgemoor Road/Raccoon Valley Road occurs in the eastbound lane at Melton Lake Drive, between Clinton Highway and Pellissippi Parkway. In 2019, the bottleneck stretched approximately 0.6 miles and lasted an average of 2 hours and 38 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	42 mph
	Lowest Speed	33 mph
	Average Speed	42 mph
	Lowest Speed	28 mph

CONGESTION TRENDS

Largest deteriorations seen at Melton Lake Drive and I-75

TRAVEL TIME INDEX

Least reliable travel times near I-75

MAJOR BOTTLENECKS

	Time to Clear	2 hours, 38 minutes
	Length	0.6 miles

TDOT MULTIMODAL INDEX

	Multimodal Prioritization Index	2.11 out of 5
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TRANSIT

No existing transit routes along this corridor

Figure B-8. Emory Road

EMORY ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

EMORY ROAD (SR 131) runs from the Karns community in western Knox County to its intersection with Rutledge Pike in Blaine, northeast of Knoxville. Emory Road provides access to I-75 north of Knoxville and passes through suburban, commercial, and rural land uses. On average, the Emory Road corridor carries 14,500 vehicles per day, with the highest volumes observed just west of the intersection with Clinton Highway. Approximately 9% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

The most severe AM and PM congestion along Emory Road occurs just east of I-75 North. At this location, average AM peak speeds are 37 mph, with the slowest vehicles traveling 27 mph. The average PM peak speeds are 36 mph, with the slowest vehicles traveling 22 mph.

CONGESTION TRENDS

In the past three years, AM peak traffic speeds have deteriorated the most just west of the intersection with Clinton Highway with a 23% decrease in vehicular speeds. PM peak traffic speeds decreased most just east of I-75 North, where the peak period speeds have decreased 25%.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along Emory Road occurred for westbound traffic at I-75 North. The bottleneck stretched approximately 0.7 miles and lasted an average of 4 hours and 34 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	37 mph
	Lowest Speed	27 mph
	Average Speed	36 mph
	Lowest Speed	22 mph

CONGESTION TRENDS

Largest deteriorations seen at I-75 and Clinton Highway

TRAVEL TIME INDEX

Travel time index not available for this roadway

MAJOR BOTTLENECKS

	Time to Clear	4 hours, 34 minutes
	Length	0.7 miles

TDOT MULTIMODAL INDEX

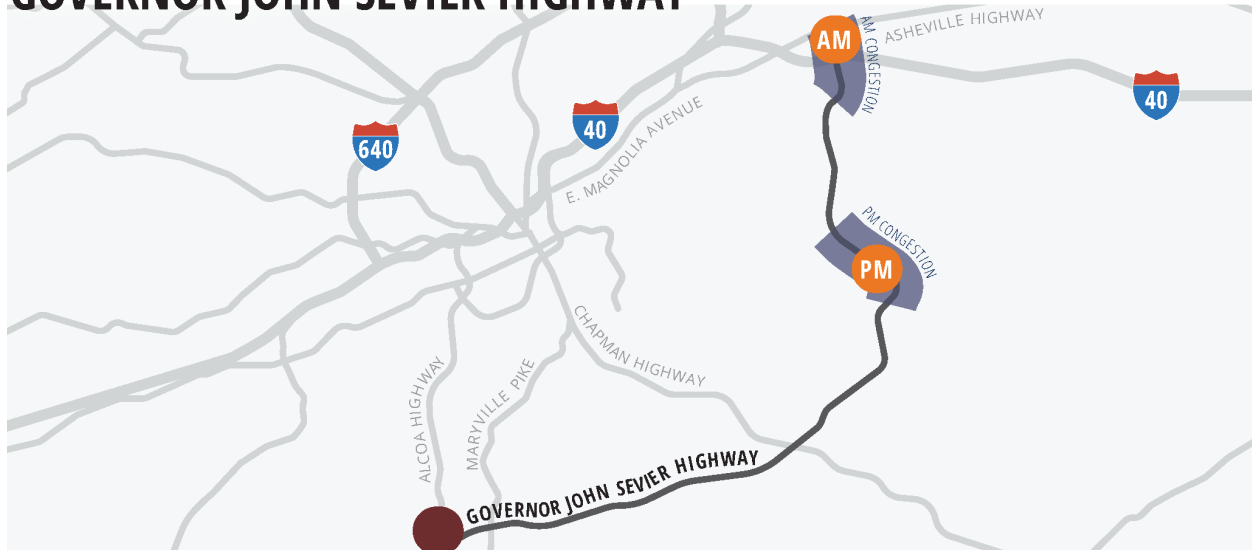
	Multimodal Prioritization Index	2.22 out of 5
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TRANSIT

No existing transit routes along this corridor

Figure B-9. Governor John Sevier Highway

GOVERNOR JOHN SEVIER HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

GOVERNOR JOHN SEVIER HIGHWAY (SR 168) extends around the southern and eastern portions of Knoxville between Alcoa Highway (US 129) and Asheville Highway (US 25). Governor John Sevier Highway is primarily a three-lane facility that provides access to suburban and rural communities as well as the Forks of the River Industrial Park in Asbury. Approximately 15,500 vehicles per day use Governor John Sevier Highway, with the highest traffic volumes just east of Alcoa Highway. Commercial vehicles account for approximately 5% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 46 mph during the AM peak. Slowest traffic occurs at the intersection with Asheville Highway, where vehicles travel 41 mph. On average, vehicles travel 45 mph during the PM peak. Slowest traffic occurs between Chapman Highway and I-40 East, where vehicles travel 38 mph.

CONGESTION TRENDS



In the past three years, the area between Asheville Highway and I-40 East has seen a 14% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen between Chapman Highway and I-40 East where the PM peak period speeds have decreased 19%.

MAJOR BOTTLENECKS


The worst bottleneck along Governor John Sevier Highway occurs for eastbound traffic at the interchange with Alcoa Highway. The bottleneck stretched approximately 0.3 miles in 2019 and lasted an average of 4 hours and 53 minutes.

AT A GLANCE


PEAK HOUR CONGESTION

	Average Speed	46 mph
	Lowest Speed	41 mph
	Average Speed	45 mph
	Lowest Speed	38 mph

CONGESTION TRENDS

 Largest deteriorations seen at I-40 East and Chapman Road

TRAVEL TIME INDEX

 Travel time index not available for this roadway

MAJOR BOTTLENECKS

	Time to Clear	4 hours, 53 minutes
	Length	0.3 miles

TDOT MULTIMODAL INDEX

	Multimodal Prioritization Index	2.28 out of 5
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TRANSIT


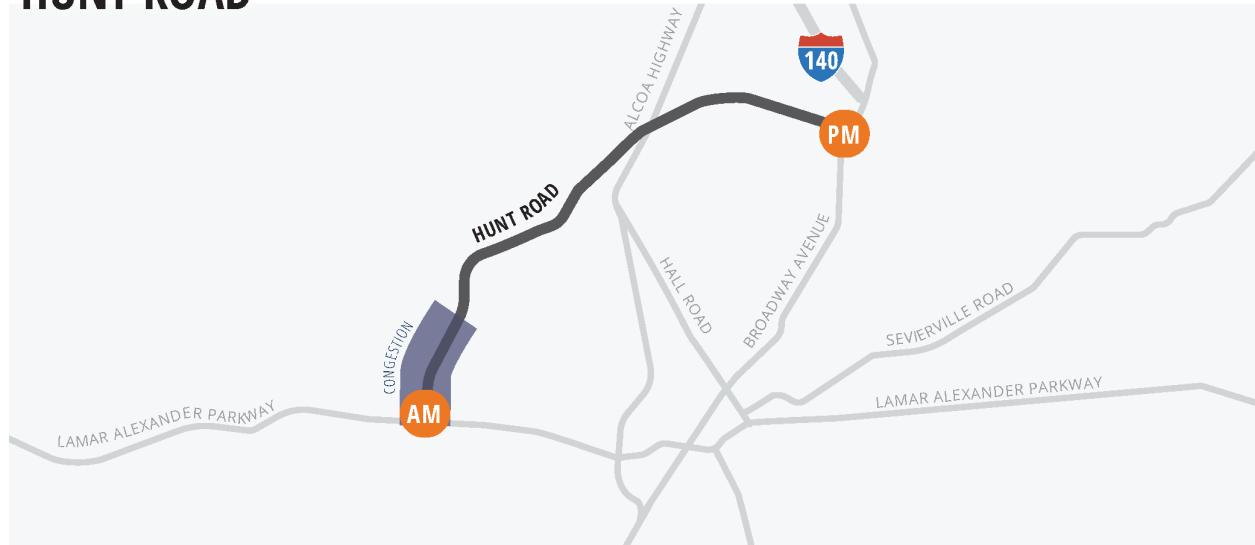
 No existing transit routes along this corridor.

Figure B-10. Hunt Road

HUNT ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

HUNT ROAD (SR 335) connects Lamar Alexander Parkway (US 321/SR 73) and Broadway Avenue/Old Knoxville Highway (SR 33), looping west and north of Alcoa. Hunt Road is a two-lane facility that provides access to the McGhee Tyson Airport, suburban and industrial land uses, and I-140. Hunt Road carries 7,500 vehicles per day, with the highest volumes observed just west of Alcoa Highway. Approximately 2% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

Peak speeds along Hunt Road average 33 mph during the AM peak and 32 mph during the PM peak. The most severe congestion along Emory Road for both AM and PM peak periods occurs at Lamar Alexander Parkway, with the slowest speeds of 22 mph during the AM peak and 27 mph during the PM peak.

CONGESTION TRENDS

AM peak speeds have deteriorated most near the intersection with Lamar Alexander Parkway, with a 29% decrease in peak period speeds in the past three years. The greatest deterioration in PM traffic conditions was seen between Alcoa Highway and Maryville Pike/Broadway Avenue where the PM peak period speeds have seen a deterioration of 10%.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	33 mph
	Lowest Speed	22 mph
	Average Speed	32 mph
	Lowest Speed	27 mph

CONGESTION TRENDS

Largest deterioration seen at Lamar Alexander Parkway and Alcoa Highway

TRAVEL TIME INDEX

Travel time index not available for this roadway

MAJOR BOTTLENECKS

Bottleneck data not available for this roadway

TDOT MULTIMODAL INDEX

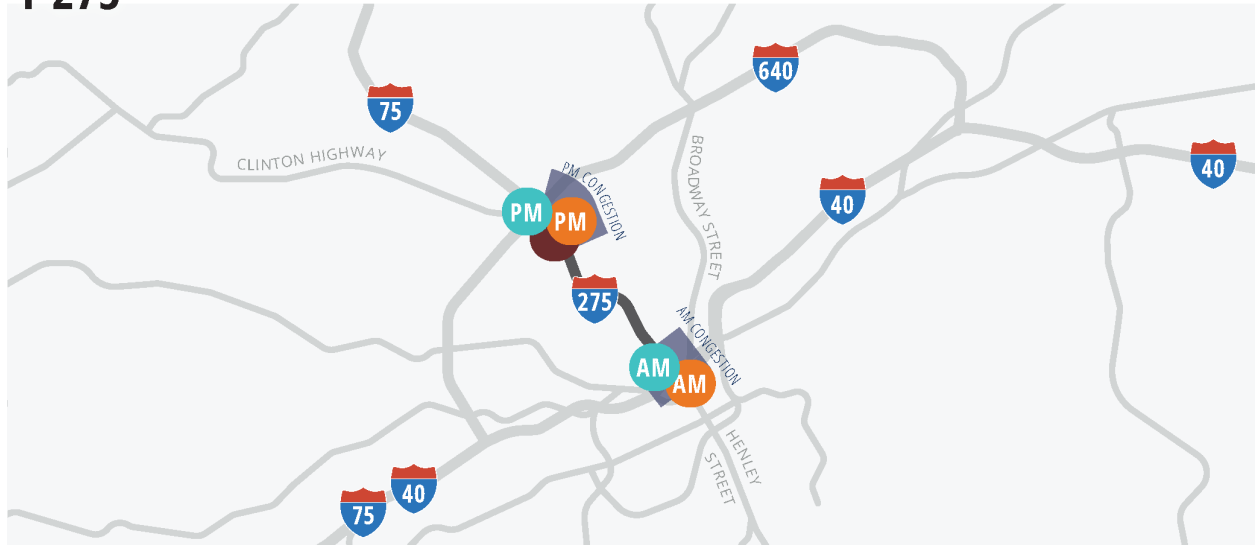
Multimodal Prioritization Index | 2.31 out of 5

TRANSIT

No existing transit routes along this corridor

Figure B-11. I-275

I-275



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-275 is a six-lane, separated facility that connects downtown Knoxville to I-75 and I-640 north of Knoxville. I-275 divides the residential neighborhoods of northwest Knoxville and parallels North Central Street. On average, the I-275 corridor carries 72,500 vehicles per day, with the highest volumes observed near the I-640 interchange. Approximately 6% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 52 mph during the AM peak. Slowest traffic occurs near the southbound off-ramp toward Chapman Highway, where vehicles travel 48 mph. On average, vehicles travel 53 mph during the PM peak. Slowest traffic occurs southeast of the interchange with I-640, where vehicles travel 51 mph.

TRAVEL TIME INDEX

The most unreliable traffic along I-275 for the AM peak period occurs near the westbound off-ramp to I-40 Downtown where the AM peak period travel time index is 1.24. The most unreliable traffic during the PM peak period occurs near the eastbound off-ramp toward I-640 where the PM peak period travel time index is 1.06.

CONGESTION TRENDS

The area near the I-40 and Henley Street ramps has seen the greatest decrease in AM peak period speeds, with a 7% deterioration in the past three years. The most significant deterioration in PM traffic conditions is seen near the I-640 and Clinton Highway interchange, where the PM peak period speeds have decreased 3%.

MAJOR BOTTLENECKS

The worst bottleneck along I-275 in 2019 occurred for northbound traffic at the I-640/Clinton Highway interchange. The bottleneck stretched approximately 0.4 miles and lasted an average of 12 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	52 mph
	Lowest Speed	48 mph
	Average Speed	53 mph
	Lowest Speed	51 mph

CONGESTION TRENDS

Largest deteriorations seen at I-640/Clinton Highway and I-40/Henley Street

TRAVEL TIME INDEX

Least reliable travel times at I-640/Clinton Highway and I-40/Chapman Highway

MAJOR BOTTLENECKS

	Time to Clear	12 minutes
	Length	0.4 miles

TDOT MULTIMODAL INDEX

MPI not available for interstates

TRANSIT

No existing transit routes along this corridor

Figure B-12. I-40 Downtown

I-40 DOWNTOWN



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 DOWNTOWN passes east to west through Knoxville as a primarily six-lane facility with auxiliary lanes that connects to Alcoa Highway (US 129), I-275, Henley Street, James White Parkway (SR 158), Hall of Fame Drive, and I-640. Approximately 114,000 vehicles per day use the I-40 Downtown corridor, with the highest traffic volumes near the westernmost interchange with I-640. Commercial vehicles account for approximately 16% of traffic along the corridor.

PEAK CONGESTION

Along the I-40 Downtown corridor, vehicles average 54 mph throughout the AM peak, with the slowest traffic occurring at the westernmost interchange with I-640, where vehicles travel 49 mph. PM peak traffic averages 53 mph, with the slowest speeds averaging 31 mph near the Alcoa Highway interchange.

TRAVEL TIME INDEX

The most unreliable traffic along I-40 Downtown for both AM and PM peaks occurs between Alcoa Highway and I-640, where the AM peak period travel time index is 1.50 and the PM peak period travel time index is 2.40.

CONGESTION TRENDS

In the past three years, the most significant decrease in AM peak traffic speeds was observed between Alcoa Highway and I-640, which saw a 9% decrease. PM traffic conditions deteriorated the most at the I-640/I-40 East interchange, with PM peak period speeds 10% lower.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along I-40 Downtown occurred for westbound traffic at the I-640 interchange. The bottleneck stretched approximately 2 miles and lasted an average of 2 hours and 7 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	54 mph
	Lowest Speed	49 mph
	Average Speed	53 mph
	Lowest Speed	31 mph

CONGESTION TRENDS

Largest deteriorations at Alcoa Highway/I-640 and I-40 East

TRAVEL TIME INDEX

Least reliable travel times at I-640

MAJOR BOTTLENECKS

	Time to Clear	2 hours, 7 minutes
	Length	2 miles

TDOT MULTIMODAL INDEX

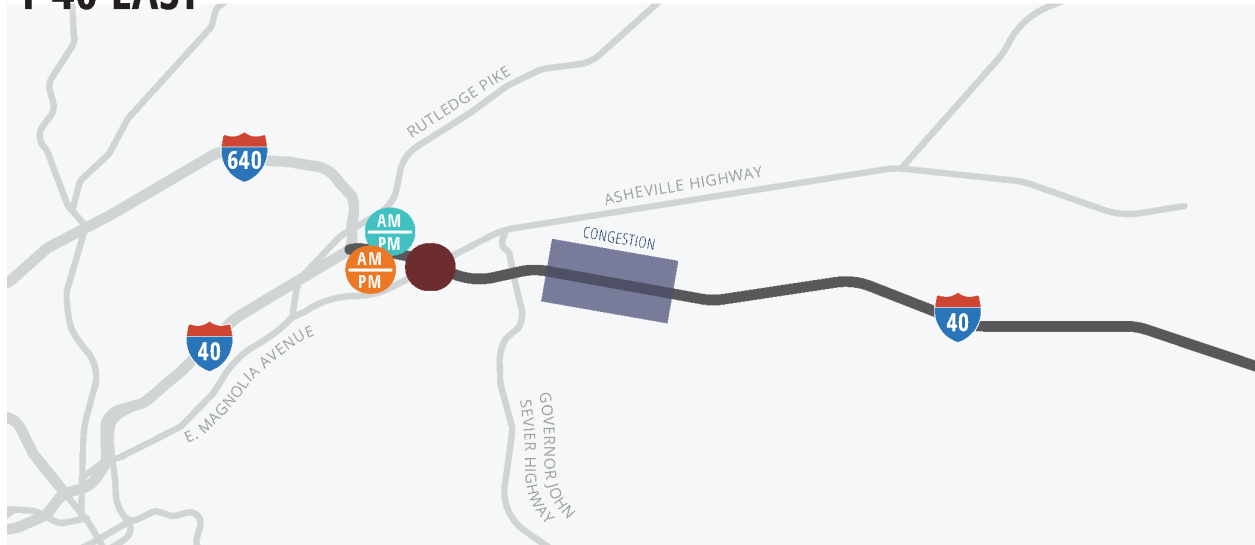
MPI not available for interstates

TRANSIT

No existing transit routes along this corridor

Figure B-13. I-40 East

I-40 EAST



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 EAST connects to downtown and I-640 east of Knoxville. I-40 East is a major freight corridor and is a six-lane, separated facility that provides access to the Great Smoky Mountain National Park, east Tennessee, and North Carolina. I-40 East carries 74,500 vehicles per day, with the highest volumes observed between I-640 and Asheville Highway. Approximately 29% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 63 mph during the AM peak with little difference observed in vehicular speeds across the corridor. On average, vehicles travel 64 mph during the PM peak. Slowest traffic occurs just east of Governor John Sevier Highway, where vehicles travel 63 mph.

TRAVEL TIME INDEX

The most unreliable traffic along I-40 East occurs between I-640 and Asheville Highway for the AM and PM peaks. Both the AM and PM peak period travel time indices are 1.05.

CONGESTION TRENDS

In the past three years, the area between I-640 and Asheville Highway has seen the most significant decrease in peak period speeds. At this location, AM and PM peak period speeds have decreased by 2% and 1%, respectively.

MAJOR BOTTLENECKS

The worst bottleneck along I-40 East occurs for westbound traffic at the Asheville Highway interchange. In 2019, the bottleneck stretched approximately 4 miles and lasted an average of 11 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	63 mph
	Lowest Speed	63 mph
	Average Speed	64 mph
	Lowest Speed	63 mph

CONGESTION TRENDS

Largest deterioration seen between Asheville Highway and I-640

TRAVEL TIME INDEX

Least reliable travel times between I-640 and Asheville Highway

MAJOR BOTTLENECKS

	Time to Clear	11 minutes
	Length	4 miles

TDOT MULTIMODAL INDEX

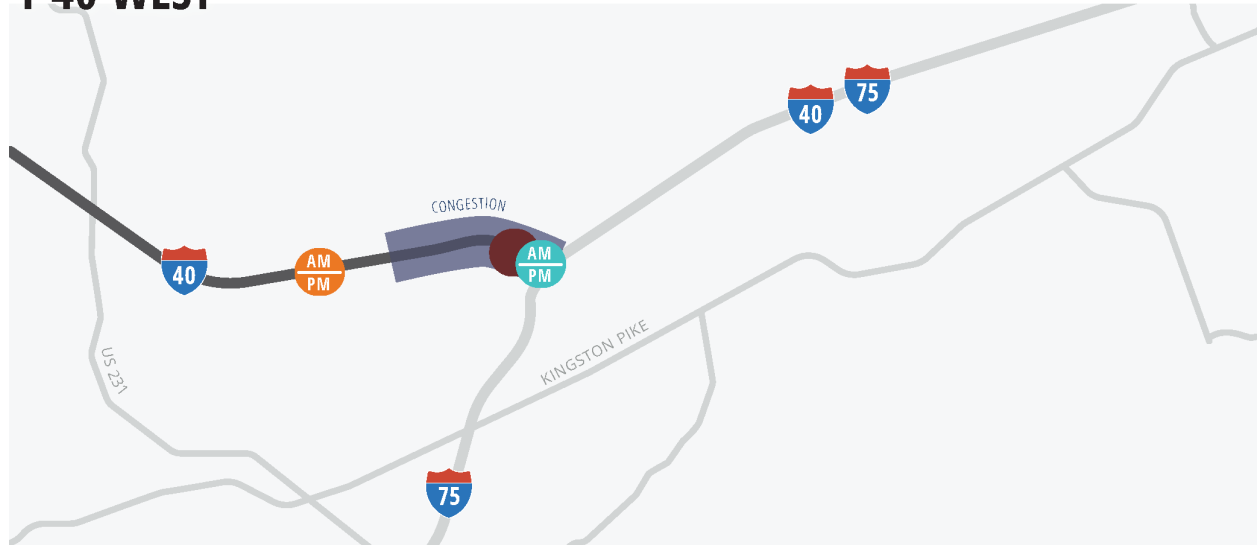
MPI not available for interstates

TRANSIT

No existing transit routes along this corridor

Figure B-14. I-40 West

I-40 WEST



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 WEST extends west from the I-40/I-75 interchange in Loudon County. The six-lane, separated facility and is a primary freight corridor and travel route for communities in middle and west Tennessee. On average, the I-40 West corridor carries 46,500 vehicles per day, with the highest volumes observed at the I-40/I-75 interchange. Approximately 23% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles average 64 mph along I-40 West during peak periods. Slowest traffic occurs west of the I-40/I-75 interchange, where vehicles travel 64 mph and 62 mph, respectively, during the AM and PM peaks.

TRAVEL TIME INDEX

The most unreliable traffic along I-40 West for the peak periods occurs at the I-40/I-75 interchange, where the AM peak period travel time index is 1.10 and the PM peak period travel time index is 1.25.

CONGESTION TRENDS

In the past three years, the area between US 231 and the I-75 South interchange has seen a small deterioration in peak period speeds. Both the AM and PM peak period speeds have decreased by 1%.

MAJOR BOTTLENECKS

The worst bottleneck along I-40 West in 2019 occurred for eastbound traffic at the I-40/I-75 interchange. The bottleneck stretched approximately 3.4 miles and lasted an average of 15 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	64 mph
	Lowest Speed	64 mph
	Average Speed	64 mph
	Lowest Speed	62 mph

CONGESTION TRENDS

Largest deterioration seen between I-40 East and US 231

TRAVEL TIME INDEX

Least reliable travel times at I-40/I-75

MAJOR BOTTLENECKS

	Time to Clear	15 minutes
	Length	3.4 miles

TDOT MULTIMODAL INDEX

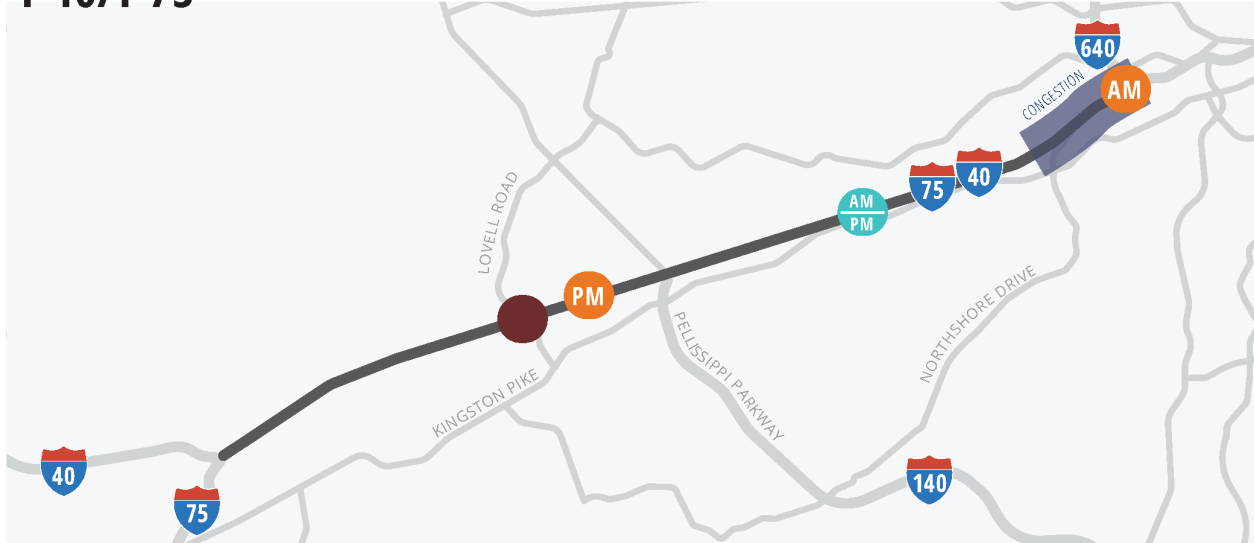
MPI not available for interstates

TRANSIT

No existing transit routes along this corridor

Figure B-15. I-40/I-75

I-40/I-75



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 AND I-75 join together west of Knoxville and run concurrently together until I-75 joins I-640 and redirects northward in downtown Knoxville. In this stretch, I-40/I-75 has six lanes separated by a median and/or concrete barrier. Approximately 164,500 vehicles per day use I-40/I-75, with the highest traffic volumes just west of the interchange with I-640. Commercial vehicles account for approximately 15% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 58 mph during the AM peak along the corridor. Slowest traffic occurs west of the I-640 interchange, where vehicles travel 50 mph. On average, vehicles travel 52 mph during the PM peak. Slowest traffic occurs near the Papermill Drive interchange, where vehicles travel 36 mph on average.

TRAVEL TIME INDEX

The most unreliable traffic along I-40/I-75 occurs between the Pellissippi Parkway/I-140 and Papermill Drive interchanges. The AM peak period travel time index along this stretch of the corridor is 1.24 and the PM peak period travel time index is 1.99.

CONGESTION TRENDS

In the past three years, the area near the I-640 interchange has seen a 5% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen between Lovell Road and Pellissippi Parkway/I-140 where the PM peak period speeds have decreased 18%.

MAJOR BOTTLENECKS

The worst bottleneck along I-40/I-75 occurs for westbound traffic near the Lovell Road interchange. In 2019, the bottleneck stretched approximately 2.1 miles and lasted an average of 43 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	58 mph
	Lowest Speed	50 mph
	Average Speed	52 mph
	Lowest Speed	36 mph

CONGESTION TRENDS

Largest deteriorations seen at I-640 and near Pellissippi Parkway/I-140

TRAVEL TIME INDEX

Least reliable travel times between Papermill Drive and I-640

MAJOR BOTTLENECKS

	Time to Clear	43 minutes
	Length	2.1 miles

TDOT MULTIMODAL INDEX

MPI not available for interstates

TRANSIT

No existing transit routes along this corridor

Figure B-16. I-640

I-640



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-640 provides an alternate route around downtown Knoxville. The bypass is a six-lane, separated facility and connects to I-40 west near Middlebrook Pike (SR 169) and to I-40 East near Rutledge Pike (US 11W). I-640 carries 90,500 vehicles per day, with the highest volumes observed where the bypass connects to I-40 East. Approximately 14% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

AM peak period congestion, which averages 54 mph, is the slowest at the Western Avenue interchange, where vehicles travel 44 mph. PM congestion, which averages 53 mph, is the slowest just west of the interchange with I-275, where vehicles travel 40 mph.

TRAVEL TIME INDEX

Along I-640, the most unreliable AM traffic occurs at the Western Avenue interchange, where the travel time index is 1.59. In the PM peak periods, the most unreliable traffic occurs between the Western Avenue and I-75/I-275 interchanges where the travel time index is 1.43.

CONGESTION TRENDS

In the past three years, speeds during the AM peak have decreased the most near the I-75/I-275 interchange with an 8% decrease in AM peak period speeds. PM congestion has deteriorated the most near the N. Broadway/Maynardville Pike interchange, with a 24% decrease in PM peak period speeds.

MAJOR BOTTLENECKS

The worst recurring bottleneck in 2019 along the I-640 corridor occurred for eastbound traffic at the interchange with I-40/I-75. The bottleneck stretched approximately 1.3 miles and lasted an average of 37 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	54 mph
	Lowest Speed	44 mph
	Average Speed	53 mph
	Lowest Speed	40 mph

CONGESTION TRENDS

Largest deteriorations seen at I-75/I-275 and Maynardville Pike

TRAVEL TIME INDEX

Least reliable travel times at Western Avenue interchange

MAJOR BOTTLENECKS

	Time to Clear	37 minutes
	Length	1.3 miles

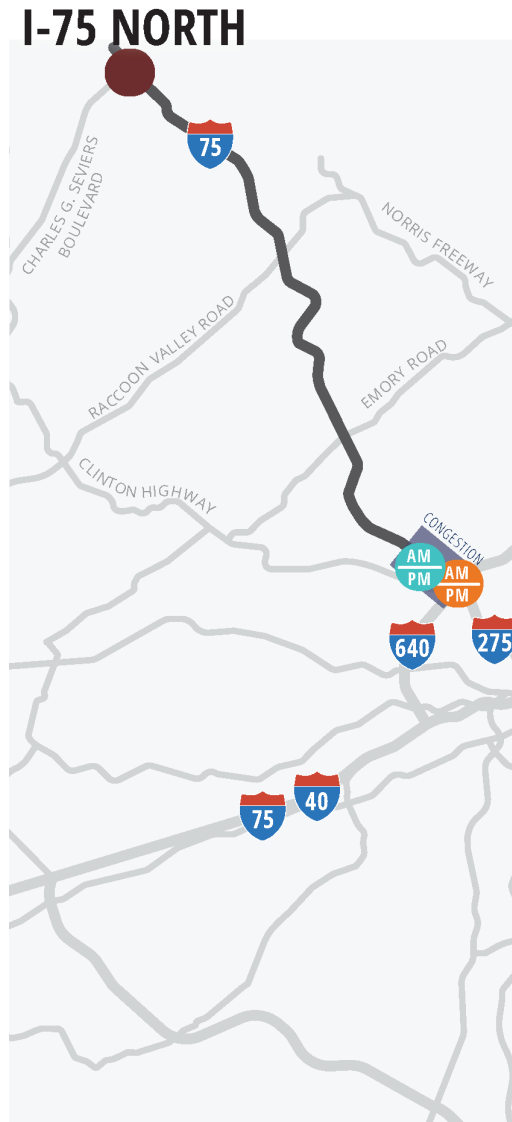
TDOT MULTIMODAL INDEX

MPI not available for interstates

TRANSIT

No existing transit routes along this corridor

Figure B-17. I-75 North



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-75 NORTH extends from I-640 in Knoxville north into Kentucky, crossing Emory Road (SR 131), Raccoon Valley Road/Norris Freeway (SR 170), and Charles G. Sevierville Boulevard (SR 61). I-75 North is a four-lane, separated facility that passes through primarily suburban and rural land uses. On average, the I-75 North corridor carries 52,500 vehicles per day, with the highest traffic volumes observed just north of the interchange with I-275. Approximately 27% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

Along the I-75 North corridor, vehicles average 61 mph during both the AM and PM peaks. Slowest traffic for both peaks occurs northwest of the interchange with I-275, where vehicles travel 51 mph during the AM peak and 55 mph during the PM peak.

CONGESTION TRENDS

In the past three years, the area north of the I-275 interchange has seen the most significant deterioration in peak period speeds. Both the AM and PM peak period speeds have decreased by 4%.

TRAVEL TIME INDEX

The most unreliable traffic along I-75 North occurs north of the I-275 interchange during both the AM and PM peak periods. The AM peak period travel time index is 1.37 and the PM peak period travel time index is 1.09 at this location.

MAJOR BOTTLENECKS

The worst bottleneck along I-75 North occurs for northbound traffic at Charles G. Sevierville Boulevard. In 2019, the bottleneck stretched approximately 4.7 miles and lasted an average of 9 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed | 61 mph
Lowest Speed | 51 mph

CONGESTION TRENDS

Largest deterioration seen at I-275

MAJOR BOTTLENECKS

Time to Clear | 9 minutes
Length | 4.7 miles

TRANSIT

No existing transit routes along this corridor

PM
Average Speed | 61 mph
Lowest Speed | 55 mph

TRAVEL TIME INDEX

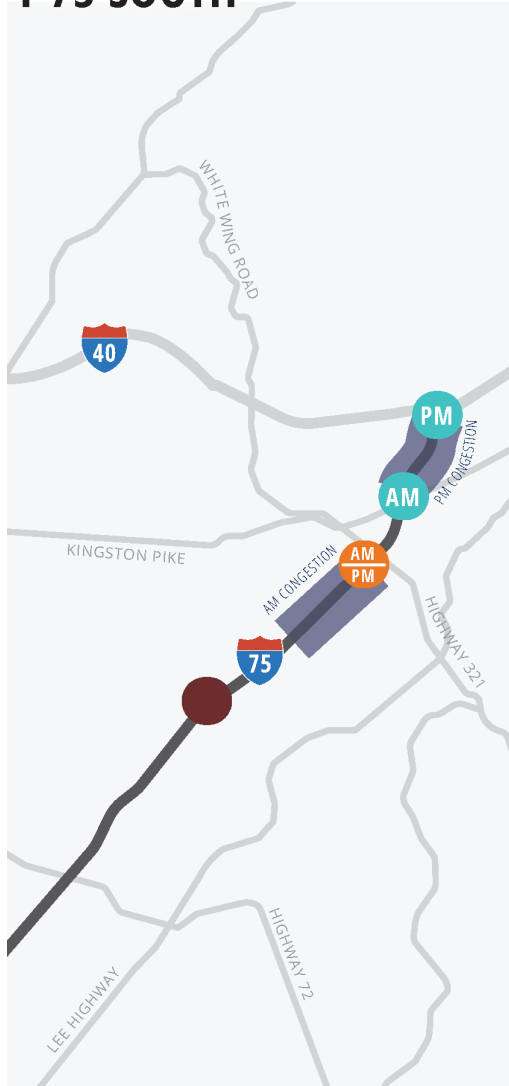
Least reliable travel times at I-275

TDOT MULTIMODAL INDEX

MPI not available for interstates

Figure B-18. I-75 South

I-75 SOUTH



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-75 SOUTH connects to I-40 west of Knoxville and runs southwest towards Chattanooga before continuing south into Georgia. I-75 is a four-lane, separated facility. I-75 carries 57,000 vehicles per day, with the highest volumes observed near its convergence with I-40. Approximately 27% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

During the AM peak, vehicles average 64 mph, with slowest traffic occurring southwest of Highway 321 at speeds of 64 mph. During the PM peak, vehicles average 64 mph, with slowest traffic near the I-40/I-75 merge, where vehicles travel 61 mph.

CONGESTION TRENDS

In the past three years, the most significant deterioration of traffic speeds along the I-75 South corridor occurred southwest of Highway 321. Speeds have decreased 2% during the AM and PM peak periods at this location.

TRAVEL TIME INDEX

The most unreliable traffic during the AM peak periods occurs between Highway 321 and the I-40/I-75 merge, where the travel time index is 1.02. In the PM peak periods, the most unreliable traffic occurs at the I-40/I-75 merge, where the travel time index is 1.19.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along I-75 South occurred for eastbound traffic near Sugar Limb Road. The bottleneck stretched approximately 4.1 miles and lasted an average of 8 minutes.

AT A GLANCE



Average Speed | 64 mph
Lowest Speed | 64 mph



Largest deterioration seen at Highway 321



Time to Clear | 8 minutes
Length | 4.1 miles



No existing transit routes along this corridor



Average Speed | 64 mph
Lowest Speed | 61 mph



Least reliable travel times at Highway 321 and I-40/I-75

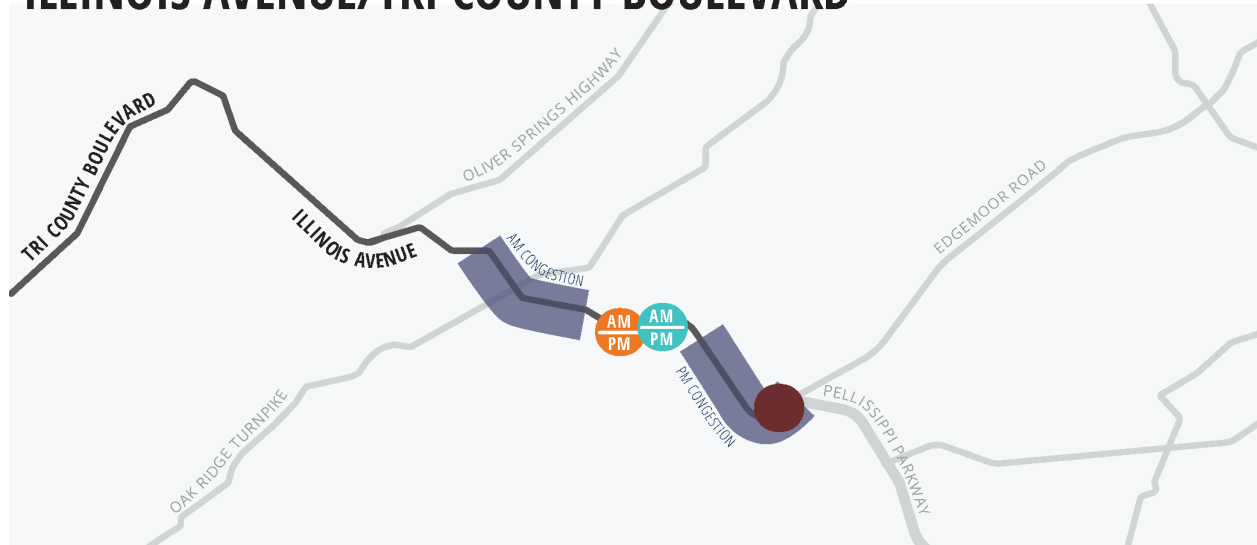
TDOT MULTIMODAL INDEX



MPI not available for interstates

Figure B-19. Illinois Boulevard/Tri County Boulevard

ILLINOIS AVENUE/TRI COUNTY BOULEVARD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

ILLINOIS AVENUE (SR 62) runs north from Pellissippi Parkway through the center of Oak Ridge. In Oliver Springs, the road becomes Tri County Boulevard before turning south as Harriman Highway. Illinois Avenue/Tri County Boulevard is a four- to five-lane facility that passes through residential, commercial, and industrial land uses and provides access to I-40 near Harriman. On average, the Illinois Avenue/Tri County Boulevard corridor carries 22,000 vehicles per day, with the highest traffic volumes just west of the interchange with Pellissippi Parkway. Approximately 4% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 41 mph during the AM peak. Slowest traffic occurs near Oak Ridge Turnpike, where vehicles travel 37 mph. On average, vehicles travel 39 mph during the PM peak. Slowest traffic during the PM peak occurs west of the interchange with Pellissippi Parkway, where vehicles travel 29 mph.

TRAVEL TIME INDEX

The most unreliable traffic along Illinois Avenue/Tri County Boulevard for both the AM and PM peak period traffic occurs between Oak Ridge Turnpike and Edgemoor Road. The AM peak period travel time index is 1.34 and the PM peak period travel time index is 1.85.

CONGESTION TRENDS

In the past three years, the area between Oak Ridge Turnpike and Edgemoor Road has seen the most significant deterioration in peak period speeds. At this location, AM and PM peak period speeds have decreased by 12% and 17%, respectively.

MAJOR BOTTLENECKS

The worst bottleneck along Illinois Avenue/Tri County Boulevard occurred for eastbound traffic at Edgemoor Road. In 2019, the bottleneck stretched approximately 2 miles and lasted an average of 39 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	41 mph
	Lowest Speed	37 mph
	Average Speed	39 mph
	Lowest Speed	29 mph

CONGESTION TRENDS

Largest deterioration between Oak Ridge Turnpike and Edgemoor Road

TRAVEL TIME INDEX

Least reliable travel times between Oak Ridge Turnpike and Edgemoor Road

MAJOR BOTTLENECKS

	Time to Clear	39 minutes
	Length	2.0 miles

TDOT MULTIMODAL INDEX

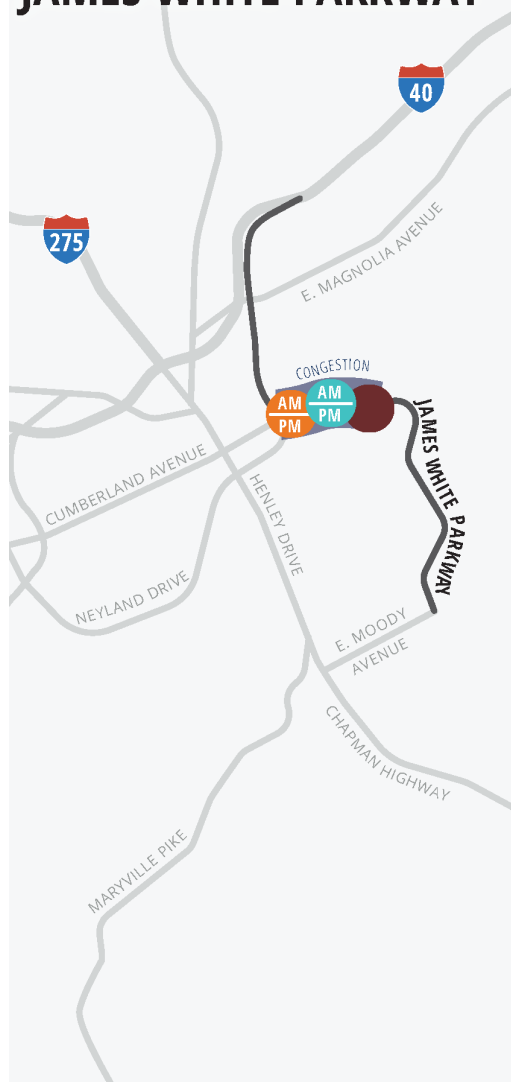
Multimodal Prioritization Index | 2.45 out of 5

TRANSIT

No existing transit routes along this corridor.

Figure B-20. James White Parkway

JAMES WHITE PARKWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

JAMES WHITE PARKWAY (SR 158) is a four-lane, separated facility that connects south Knoxville to downtown. It passes through residential neighborhoods and intersects with Sevierville Pike, Neyland Drive (SR 1/US 11/US 70), and I-40 Downtown. Approximately 20,500 vehicles per day use James White Parkway, with the highest traffic volumes on the southbound off-ramp from westbound I-40 Downtown. Commercial vehicles account for approximately 10% of traffic along the corridor.

PEAK CONGESTION

Vehicles travel an average of 41 mph during the AM peak and 42 mph during the PM peak. Slowest traffic for both peaks occurs near Neyland Drive and Main Street/Cumberland Avenue, where vehicles travel 21 mph during the AM peak and 28 mph during the PM peak.

CONGESTION TRENDS

In the past three years, the area near the Neyland Drive interchange and Main Street/Cumberland Avenue has seen the most significant deterioration in peak period speeds. At this location, AM and PM peak period speeds have decreased by 43% and 17%, respectively.

TRAVEL TIME INDEX

During AM and PM peak congestion hours, the most unreliable traffic along James White Parkway occurs east of the interchange with Neyland Drive, where the AM peak period travel time index is 1.34 and the PM peak period travel time index is 1.13.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along the James White Parkway corridor occurred for eastbound traffic east of the Neyland Drive interchange. The bottleneck stretched approximately 0.5 miles and lasted an average of an hour and 41 minutes.

AT A GLANCE

PEAK HOUR CONGESTION



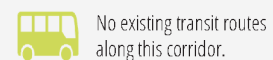
CONGESTION TRENDS



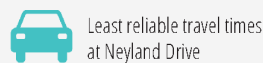
MAJOR BOTTLENECKS



TRANSIT



TRAVEL TIME INDEX

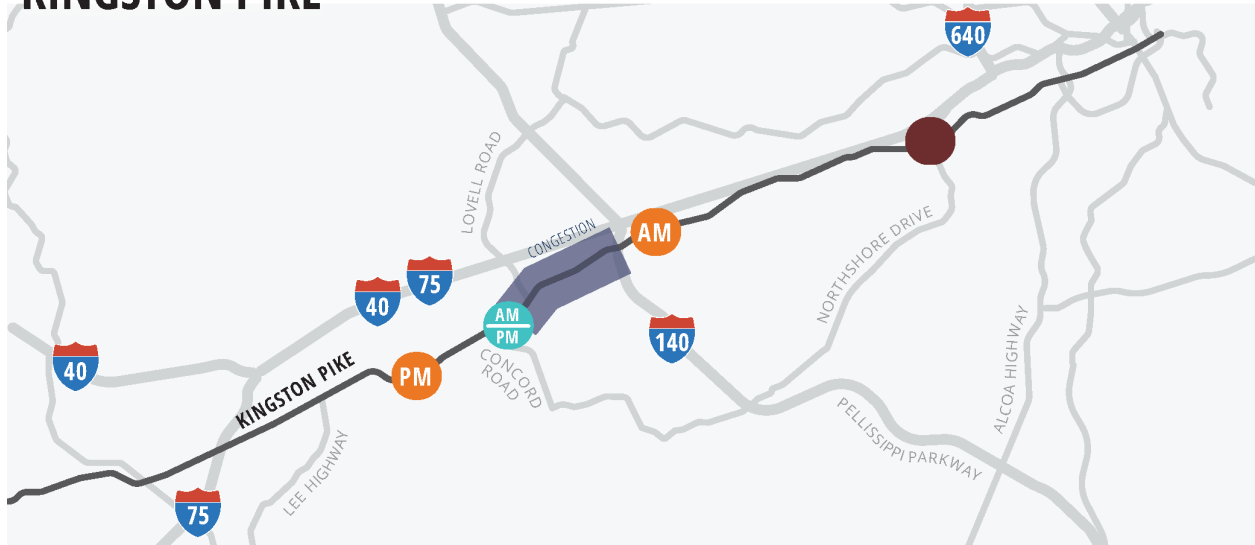


TDOT MULTIMODAL INDEX



Figure B-21. Kingston Pike

KINGSTON PIKE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

KINGSTON PIKE (US 70/US 11/SR 1) serves as a parallel route to I-40 West. It runs from downtown Knoxville, where it turns into Cumberland Avenue to Lamar Alexander Parkway in Loudon County. Kingston Pike is a four-lane facility that provides access to I-75, I-140, and I-40 West for residential neighborhoods and businesses west of Knoxville. Kingston Pike carries 21,500 vehicles per day, with the highest volumes observed near the Alcoa Highway interchange. Approximately 14% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 28 mph during the AM peak and 21 mph during the PM peak. The slowest peak period traffic occurs just west of the I-140/Pellissippi Parkway interchange, where vehicles travel 21 mph in the AM and 17 mph in the PM.

TRAVEL TIME INDEX

The most unreliable traffic along Kingston Pike during the peak period occurs east of the intersection with Concord Road, where the AM peak period travel time index is 1.43 and the PM peak period travel time index is 1.69.

CONGESTION TRENDS

In the past three years, the area east of the I-140/Pellissippi Parkway interchange has seen a 14% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near Virtue Road where the PM peak period speeds have decreased 24%.

MAJOR BOTTLENECKS

The most severe bottleneck occurs for westbound traffic at Northshore Drive, lasting 1 hour and 12 minutes for approximately 1.7 miles in 2019.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	28 mph
	Lowest Speed	21 mph
	Average Speed	25 mph
	Lowest Speed	17 mph

CONGESTION TRENDS

Largest deteriorations seen at Pellissippi Parkway and Northshore Drive/Concord Road

TRAVEL TIME INDEX

Least reliable travel times at Northshore Drive/Concord Road

MAJOR BOTTLENECKS

Time to Clear | 1 hour, 12 minutes
Length | 1.7 miles

TDOT MULTIMODAL INDEX

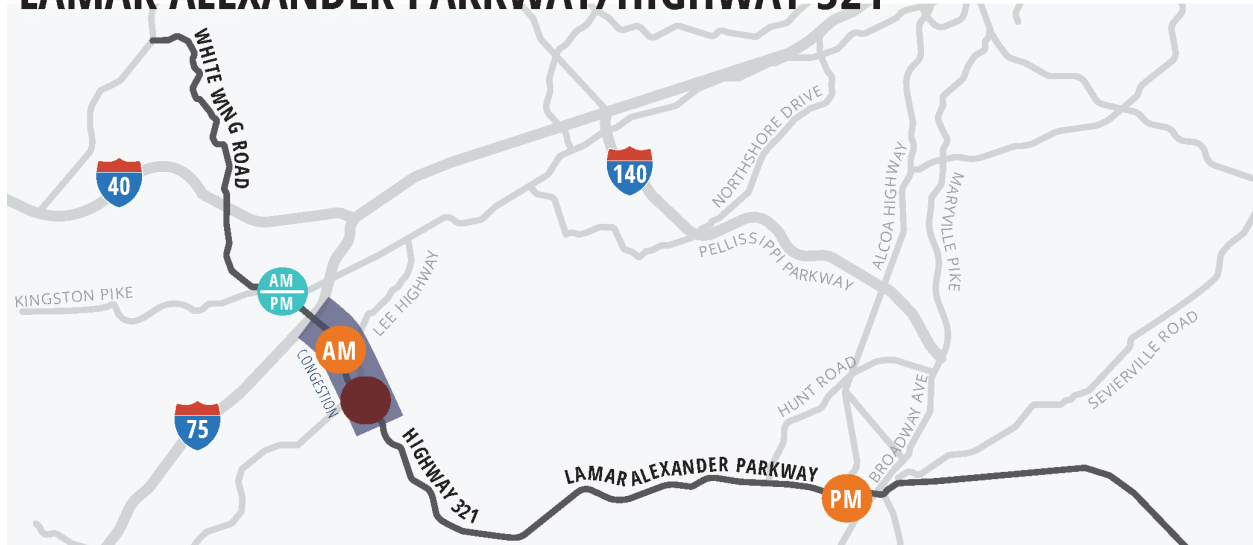
Multimodal Prioritization Index | 2.57 out of 5

TRANSIT

10P	308 Monthly Riders 3,695 Annual Riders	16P	2,948 Monthly Riders 35,373 Annual Riders	19P	559 Monthly Riders 6,708 Annual Riders
11P	26,770 Monthly Riders 321,235 Annual Riders	17P	8,108 Monthly Riders 97,292 Annual Riders	42P	3,688 Monthly Riders 44,260 Annual Riders
				44P	5,529 Monthly Riders 66,349 Annual Riders

Figure B-22. Lamar Alexander Parkway/Highway 321

LAMAR ALEXANDER PARKWAY/HIGHWAY 321



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

LAMAR ALEXANDER PARKWAY (US 321/SR 73) is southwest and south of Knoxville, extending from I-40 West as Highway 321 until converting to Lamar Alexander Parkway in Maryville. Lamar Alexander Parkway is a four-lane facility that provides access to I-40 west of Knoxville, Alcoa and Maryville, and the Great Smoky Mountains National Park. On average, the corridor carries 17,500 vehicles per day, with the highest traffic volumes observed just south of the I-75 interchange. Approximately 11% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

Vehicles travel an average of 41 mph during the AM and PM peaks. Slowest traffic during both time frames occurs just south of the I-75 interchange, where vehicles travel 32 mph during the AM peak and 30 mph during the PM peak.

TRAVEL TIME INDEX

The most unreliable traffic along Lamar Alexander Parkway for the AM and PM peak periods occurs at the intersection with Kingston Pike, where the AM peak period travel time index is 1.72 and the PM peak period travel time index is 1.95.

CONGESTION TRENDS

The worst deterioration of AM peak speeds occurs between I-75 and Lee Highway, with an 11% decrease in AM peak period speeds over the past three years. The most significant deterioration in PM traffic conditions is seen near the Broadway Avenue intersection in Maryville where speeds have decreased 36%.

MAJOR BOTTLENECKS

The worst bottleneck in 2019 along Lamar Alexander Parkway occurred for northbound traffic at Lee Highway, where the bottleneck stretched approximately 0.7 miles and lasted an average of 5 hours and 42 minutes, which was likely due to ongoing construction in the area.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	41 mph
	Lowest Speed	32 mph
	Average Speed	41 mph
	Lowest Speed	30 mph

CONGESTION TRENDS

Largest deteriorations seen at I-75 and Broadway Avenue

TRAVEL TIME INDEX

Least reliable travel times at Kingston Pike

MAJOR BOTTLENECKS

	Time to Clear	5 hours, 42 minutes
	Length	0.7 miles

TDOT MULTIMODAL INDEX

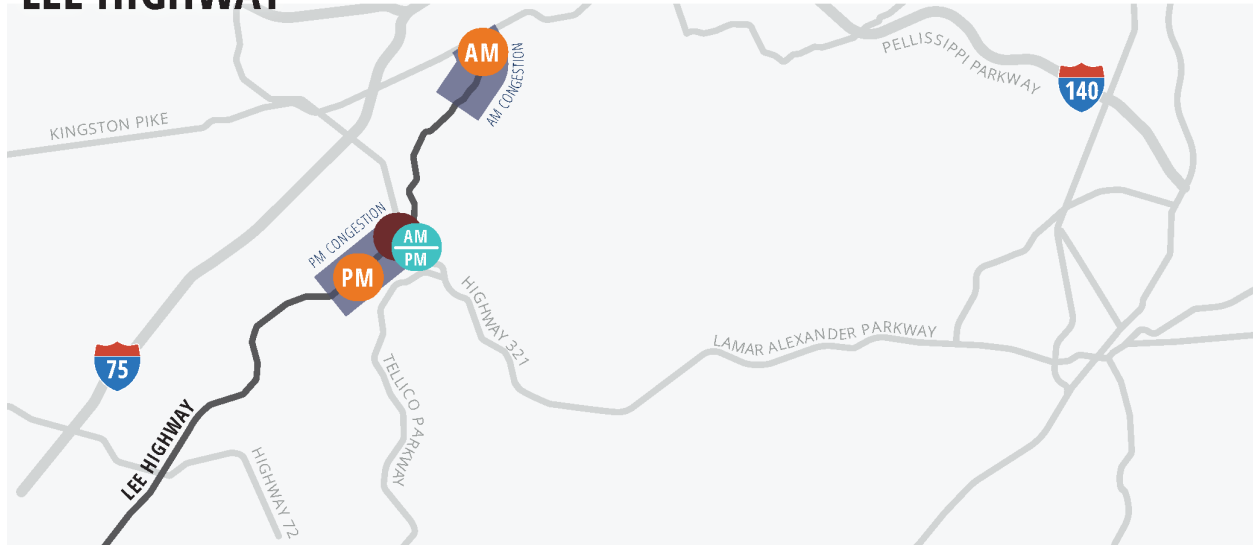
Multimodal Prioritization Index | 2.33 out of 5

TRANSIT

No existing transit routes along this corridor.

Figure B-23. Lee Highway

LEE HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

LEE HIGHWAY (US 11/SR 2) runs parallel to I-75 between Highway 72 near Loudon and its intersection with Kingston Pike, west of Farragut. Lee Highway is a two-lane facility that serves primarily residential and commercial land uses. Approximately 10,000 vehicles per day use Lee Highway, with the highest traffic volumes at the intersection with Kingston Pike. Commercial vehicles account for approximately 4% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 35 mph during the AM and PM peaks. Slowest AM traffic occurs at the intersection with Kingston Pike, where vehicles travel 31 mph. Slowest PM traffic occurs southwest of the intersection with Lamar Alexander Parkway, where vehicles travel 31 mph.

TRAVEL TIME INDEX

The most unreliable traffic along Lee Highway for the AM and PM peak periods occurs at the intersection with Lamar Alexander Parkway. The AM peak period travel time index is 1.39 and the PM peak period travel time index is 1.35.

CONGESTION TRENDS

In the past three years, traffic near the intersection with Kingston Pike has seen a 12% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen south of the intersection with Lamar Alexander Parkway where the PM peak period speeds have decreased 10%.

MAJOR BOTTLENECKS

The worst bottleneck along Lee Highway occurs for southbound traffic at Highway 321 (Lamar Alexander Parkway). In 2019, the bottleneck stretched approximately 0.3 miles and lasted an average of 1 hour and 49 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	35 mph
	Lowest Speed	31 mph
	Average Speed	35 mph
	Lowest Speed	31 mph

CONGESTION TRENDS

Largest deterioration seen at Kingston Pike and Lamar Alexander Parkway

TRAVEL TIME INDEX

Least reliable travel times at Lamar Alexander Parkway

MAJOR BOTTLENECKS

	Time to Clear	1 hour, 49 minutes
	Length	0.3 miles

TDOT MULTIMODAL INDEX

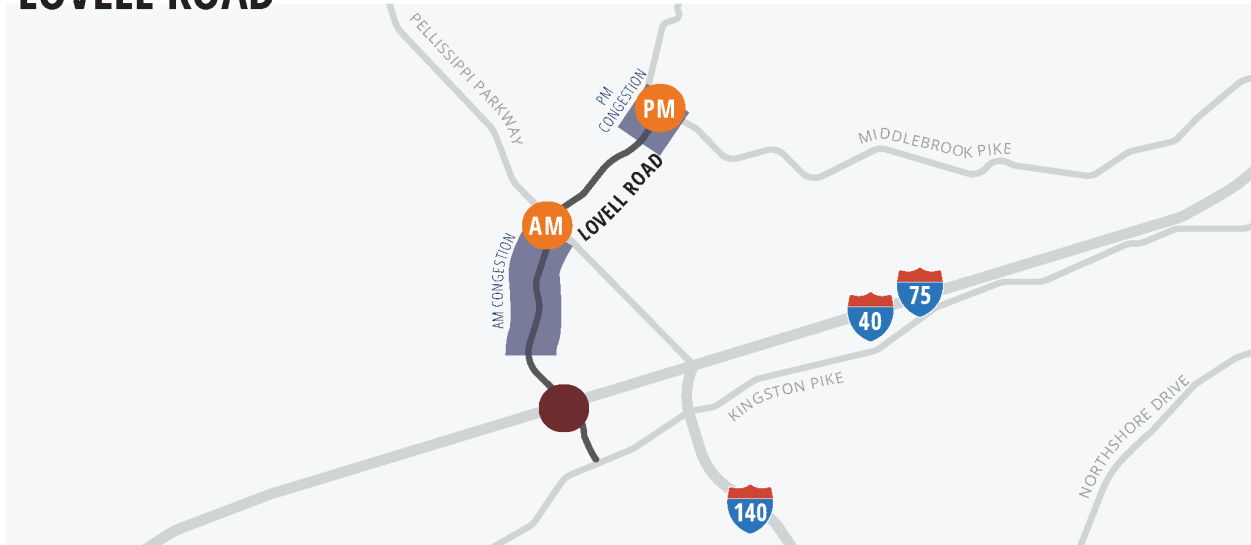
Multimodal Prioritization Index | 2.30 out of 5

TRANSIT

No existing transit routes along this corridor.

Figure B-24. Lovell Road

LOVELL ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

LOVELL ROAD (SR 131) is a five-lane facility that provides access to I-40/I-75 before narrowing to two lanes just west of Pellissippi Parkway. It extends north until its intersection with Middlebrook Pike (SR 169), serving commercial and suburban residential development. On average, the Lovell Road corridor carries 30,500 vehicles per day, with the highest volumes observed at the interchange with Pellissippi Parkway. Approximately 4% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

During the AM peak, vehicles average 27 mph, with the slowest traffic occurring just south of Pellissippi Parkway, where vehicles travel 25 mph. During the PM peak, vehicles travel an average of 26 mph. Slowest traffic occurs at the intersection with Middlebrook Pike where vehicles travel 17 mph.

CONGESTION TRENDS

The most significant deterioration of AM traffic speeds in the past three years occurred at the interchange with Pellissippi Parkway where speeds decreased 6% during the AM peak period. During the PM peak, the most significant deterioration in speeds occurred near the intersection with Middlebrook Pike where the PM peak period speeds have decreased 15%.

MAJOR BOTTLENECKS

The worst bottleneck in 2019 occurred for westbound traffic at the I-40/I-75 interchange, where the bottleneck lasted 4 hours and 11 minutes for approximately 0.2 miles.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	27 mph
	Lowest Speed	25 mph
	Average Speed	26 mph
	Lowest Speed	17 mph

CONGESTION TRENDS

Largest deteriorations seen at Pellissippi Parkway and Middlebrook Pike

TRAVEL TIME INDEX

Travel time index not available for this roadway

MAJOR BOTTLENECKS

	Time to Clear	4 hours, 11 minutes
	Length	0.2 miles

TDOT MULTIMODAL INDEX

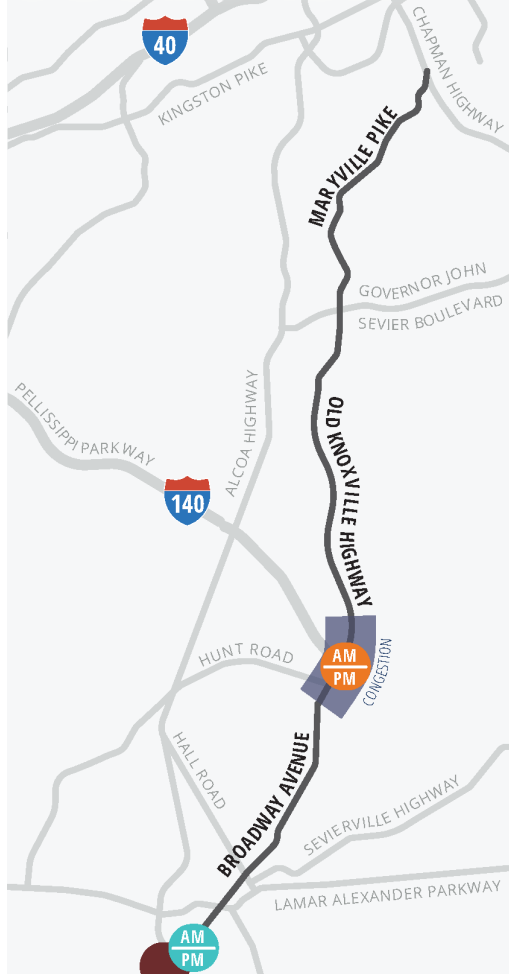
Multimodal Prioritization Index | 2.13 out of 5

TRANSIT

No existing transit routes along this corridor.

Figure B-25. Maryville Pike/Old Knoxville Highway/Broadway Avenue

MARYVILLE PIKE/ OLD KNOXVILLE HIGHWAY/ BROADWAY AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

MARYVILLE PIKE/OLD KNOXVILLE HIGHWAY/ BROADWAY AVENUE (SR 33/US 411) provides a north/south route from Knoxville to Maryville. This two- to three-lane facility acts as a parallel route to Alcoa Highway (US 129) to the west. Maryville Pike/Old Knoxville Highway/Broadway Avenue carries 15,000 vehicles per day, with the highest volumes observed near the intersection with Alcoa Highway. Approximately 6% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 35 mph during the AM peak and 34 mph during the PM peak. The slowest traffic occurs at the interchange with I-140/Pellissippi Parkway, where vehicles travel 28 mph during the AM peak and 26 mph during the PM peak.

CONGESTION TRENDS

The most significant deterioration in peak hour traffic conditions over the past three years occurs at the I-140/Pellissippi Parkway interchange. AM and PM peak period speeds have decreased 26% and 21%, respectively, at this location.

TRAVEL TIME INDEX

The most unreliable traffic along the corridor for the AM and PM peak periods occurs near the intersection with Alcoa Highway, where the AM peak period travel time index is 1.16 and the PM peak period travel time index is 1.40.

MAJOR BOTTLENECKS

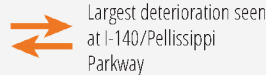
The worst bottleneck along Maryville Pike/Old Knoxville Highway/Broadway Avenue occurs for northbound traffic from Alcoa Highway. In 2019, the bottleneck stretched approximately 2.6 miles and lasted an average of 21 minutes.

AT A GLANCE

PEAK HOUR CONGESTION



CONGESTION TRENDS



MAJOR BOTTLENECKS



TRANSIT



TRAVEL TIME INDEX

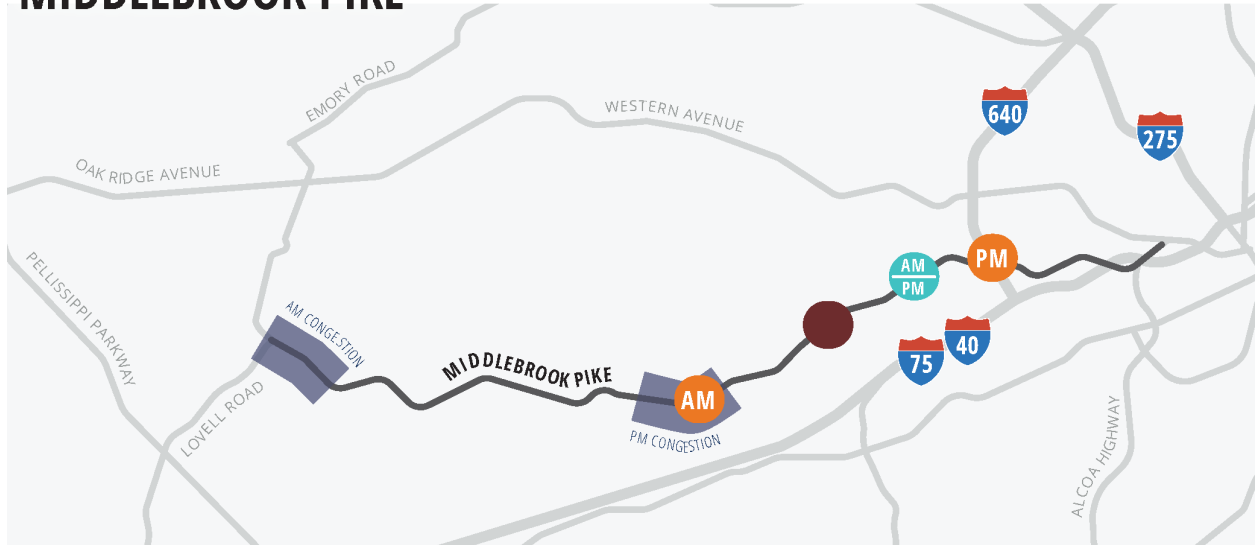


TDOT MULTIMODAL INDEX



Figure B-26. Middlebrook Pike

MIDDLEBROOK PIKE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

MIDDLEBROOK PIKE (SR 169) intersects Western Avenue near downtown Knoxville and runs west as a parallel route to I-40/I-75 until its intersection with Lovell Road (SR 131). Middlebrook Pike is a four- to six- lane facility that serves suburban and commercial development and provides access from West Knox County to downtown Knoxville. On average, the Middlebrook Pike corridor carries 20,500 vehicles per day, with the highest volumes observed near Vanosdale Road. Approximately 7% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

During the AM peak, vehicles average 31 mph, with the slowest speeds of 25 mph occurring east of Lovell Road. On average, vehicles travel 29 mph during the PM peak. Slowest traffic occurs near Vanosdale Road, where vehicles travel 23 mph.

TRAVEL TIME INDEX

The most unreliable traffic along Middlebrook Pike for both the AM and PM peak period occurs west of I-640, where the AM peak period travel time index is 1.27 and the PM peak period travel time index is 1.64.

CONGESTION TRENDS

In the past three years, the worst deterioration of AM peak period speeds is seen near Vanosdale Road, where there has been an 18% decrease in AM peak period speeds. During the PM peak, speeds have deteriorated the most near I-640 where speeds have decreased by 23%.

MAJOR BOTTLENECKS

The worst bottleneck along Middlebrook Pike in 2019 occurred for westbound traffic near Weisgarber Road, where the bottleneck lasted 21 minutes and stretched approximately 2.1 miles.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	31 mph
	Lowest Speed	25 mph
	Average Speed	29 mph
	Lowest Speed	23 mph

CONGESTION TRENDS

Largest deterioration seen at I-640

TRAVEL TIME INDEX

Least reliable travel times at I-640 and Vanosdale Road

MAJOR BOTTLENECKS

	Time to Clear	21 minutes
	Length	2.1 miles

TDOT MULTIMODAL INDEX

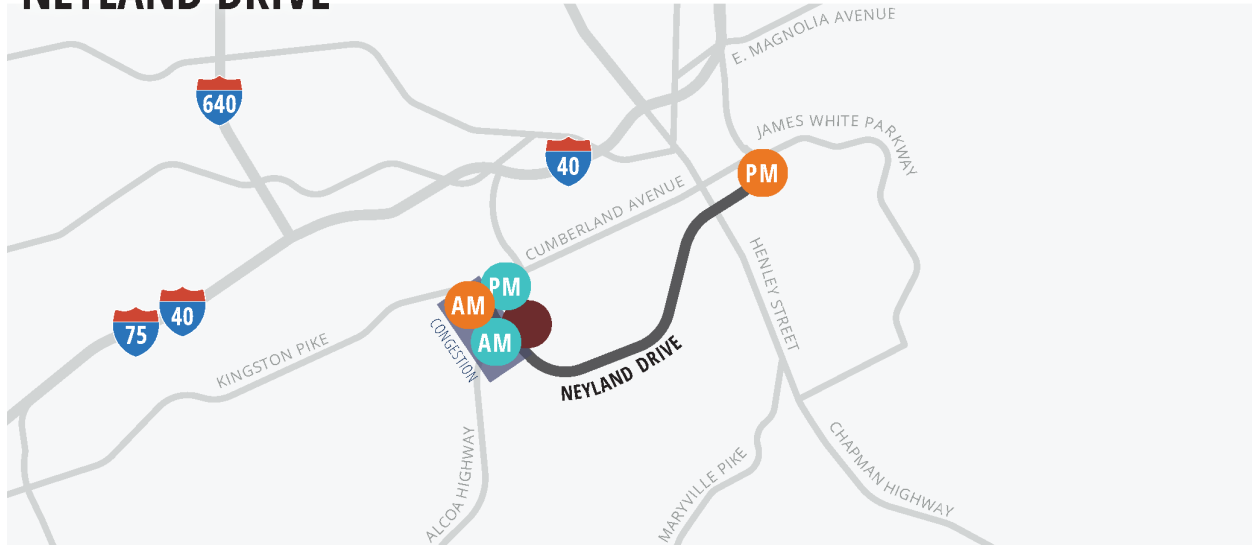
Multimodal Prioritization Index | 2.78 out of 5

TRANSIT

	13P	2,868 Monthly Riders 34,410 Annual Riders
	17P	8,108 Monthly Riders 97,292 Annual Riders
	19P	559 Monthly Riders 6,708 Annual Riders
	90P	7,202 Monthly Riders 86,421 Annual Riders

Figure B-27. Neyland Drive

NEYLAND DRIVE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

NEYLAND DRIVE (SR 1/US 70/US 11) is the southern border of downtown Knoxville. This four- to six-lane facility intersects with Kingston Pike at its western terminus and connects with James White Parkway at its eastern terminus. Approximately 15,000 vehicles per day use Neyland Drive, with the highest traffic volumes east of the interchange with Alcoa Highway (US 129). Commercial vehicles account for approximately 7% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 32 mph during both the AM and PM peak. Slowest traffic in the AM peak occurs at the interchange with Alcoa Highway, where vehicles travel 28 mph. Slowest traffic in the PM peak occurs at the intersection with Kingston Pike, where vehicles travel 27 mph.

TRAVEL TIME INDEX

The most unreliable traffic along Neyland Drive for the AM peak period occurs at the interchange with Alcoa Highway, where the AM peak period travel time index is 1.23. The most unreliable traffic during the PM peak period occurs between Kingston Pike and Alcoa Highway, where the PM peak period travel time index is 1.34.

CONGESTION TRENDS

In the past three years, the area between Kingston Pike and Alcoa Highway has seen a 13% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near James White Parkway, where the PM peak period speeds have decreased 11%.

MAJOR BOTTLENECKS

The worst bottleneck along Neyland Drive occurs for westbound traffic at Alcoa Highway. In 2019, the bottleneck stretched approximately 1.5 miles and lasted an average of 31 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	32 mph
	Lowest Speed	28 mph
	Average Speed	32 mph
	Lowest Speed	27 mph

CONGESTION TRENDS

Largest deterioration seen at Kingston Pike and James White Parkway

TRAVEL TIME INDEX

Least reliable travel times at Alcoa Highway

MAJOR BOTTLENECKS

	Time to Clear	31 minutes
	Length	1.5 miles

TDOT MULTIMODAL INDEX

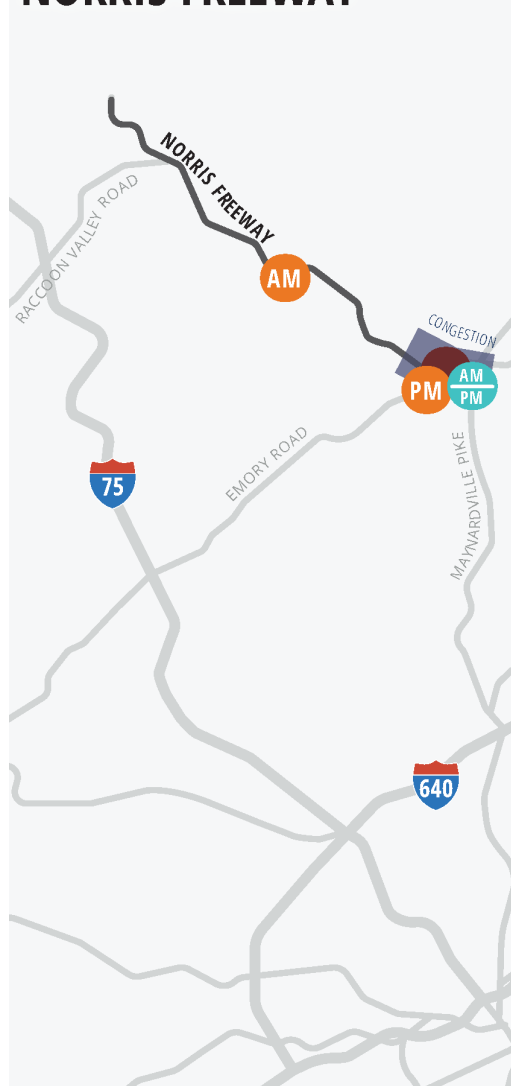
Multimodal Prioritization Index | 2.80 out of 5

TRANSIT

	51C	Ridership data not available
	52A	Ridership data not available

Figure B-28. Norris Freeway

NORRIS FREEWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

NORRIS FREEWAY (US 441) travels north/northwest parallel to I-75 north. The two-lane facility intersects with Maynardville Pike (SR 33) at its southern end and continues north toward Norris Dam State Park, connecting with Raccoon Valley Drive (SR 170). On average, the Norris Freeway corridor carries 10,000 vehicles per day, with the highest volumes observed between Emory Road and Broadway Road/ Maynardville Pike. Approximately 10% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

Vehicles travel an average of 40 mph during the AM and PM peaks. Slowest traffic occurs at the Maynardville Pike intersection during peak conditions, where vehicles travel 32 mph during the AM peak and 30 mph during the PM peak.

CONGESTION TRENDS

In the past three years, the area between Raccoon Valley Road and Emory Road has seen a 3% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near the intersection with Maynardville Pike where the PM peak period speeds have decreased 19%.

TRAVEL TIME INDEX

The most unreliable traffic along Norris Freeway for the AM and PM peak periods occurs at the intersection with Maynardville Pike where the AM peak period travel time index is 1.19 and the PM peak period travel time index is 1.51.

MAJOR BOTTLENECKS


In 2019, the worst bottleneck along Norris Freeway occurred for northbound traffic at the intersection with Maynardville Pike, lasting 30 minutes on average and stretching approximately 1.8 miles.

AT A GLANCE

PEAK HOUR CONGESTION

AM Average Speed | 40 mph
Lowest Speed | 32 mph


CONGESTION TRENDS

 Largest deteriorations between Emory Road and Maynardville Pike

MAJOR BOTTLENECKS

 Time to Clear | 30 minutes
Length | 1.8 miles

TRANSIT

 No existing transit routes along this corridor.

TRAVEL TIME INDEX

 Least reliable travel times at Maynardville Pike

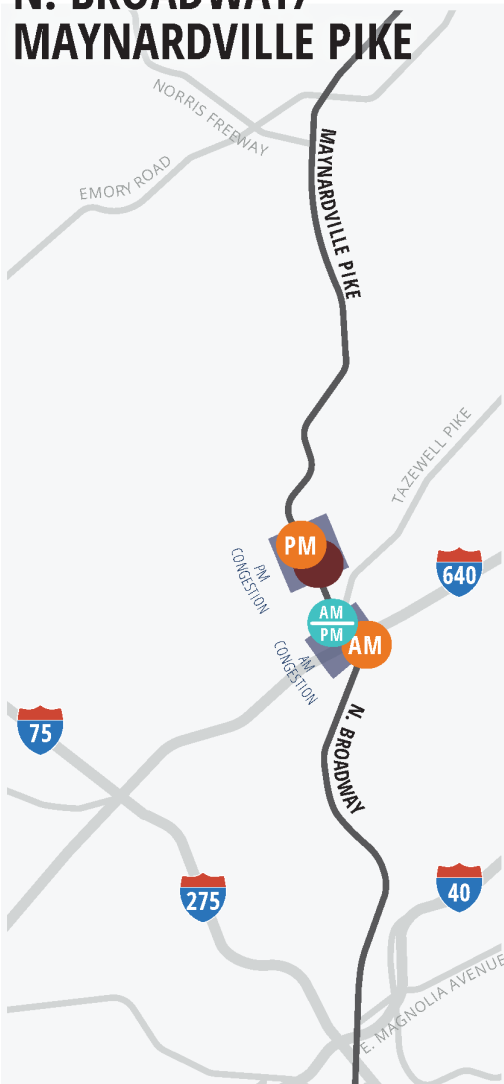
TDOT MULTIMODAL INDEX

 Multimodal Prioritization Index | 2.34 out of 5

PM Average Speed | 40 mph
Lowest Speed | 30 mph

Figure B-29. North Broadway/Maynardville Pike

N. BROADWAY/ MAYNARDVILLE PIKE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

N. BROADWAY (SR 33/US 71/US 441) connects downtown Knoxville and Fountain City, where it becomes Maynardville Pike. N. Broadway/Maynardville Pike is a four to five-lane facility that provides access to I-640, Norris Freeway (US 441S), and East Emory Road (SR 131), with residential and commercial development along the route. N. Broadway/Maynardville Pike carries 29,000 vehicles per day, with the highest volumes observed north of the I-640 interchange. Approximately 7% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

During the AM peak, vehicles travel an average of 30 mph along the corridor. The most severe AM congestion occurs north of the I-640 interchange, where vehicles travel 21 mph. Vehicles travel an average of 28 mph during the PM peak, with the slowest traffic occurring northwest of the Tazewell Pike intersection, where vehicles travel 21 mph.

CONGESTION TRENDS

In the past three years, the on-ramp to I-640 has seen an 11% decrease in speeds during the AM peak. The most significant deterioration in PM traffic conditions is seen northwest of Tazewell Pike, where the PM peak period speeds have decreased 28%.

TRAVEL TIME INDEX

On N. Broadway/Maynardville Pike, the most unreliable traffic occurs at the I-640 interchange. The AM peak time travel index is 1.67 just north of the interchange and the PM travel time index is 1.74 south of the interchange.

MAJOR BOTTLENECKS

The most severe bottleneck in 2019 occurred north of Tazewell Pike for northbound traffic, stretching roughly a mile for an average of 1 hour and 57 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed | 30 mph
Lowest Speed | 21 mph

PM
Average Speed | 28 mph
Lowest Speed | 21 mph

CONGESTION TRENDS

➡️ Largest deterioration seen at I-640 and Tazewell Pike

TRAVEL TIME INDEX

🚗 Least reliable travel times at I-640

MAJOR BOTTLENECKS

🕒 Time to Clear Length | 1 hour, 57 minutes | 1 mile

TDOT MULTIMODAL INDEX

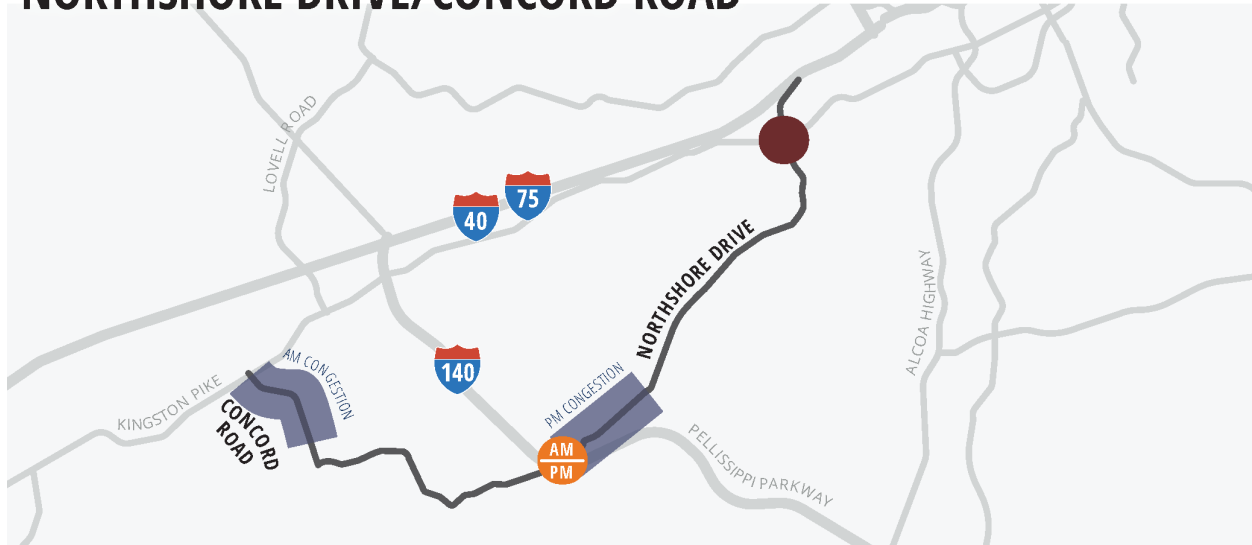
🚶🚲 Multimodal Prioritization Index | 2.85 out of 5

TRANSIT

🚌 21P	3,107 Monthly Riders 37,284 Annual Riders
🚌 22P	24,411 Monthly Riders 292,927 Annual Riders
🚌 23P	5,243 Monthly Riders 62,912 Annual Riders
🚌 24P	2,646 Monthly Riders 31,753 Annual Riders

Figure B-30. Northshore Drive/Concord Road

NORTHSHORE DRIVE/CONCORD ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

NORTHSHORE DRIVE/CONCORD ROAD (SR 332) extends south as a five-lane facility from I-40/I-75 through the commercial district near Westmoreland Heights, providing access to I-140/Pellissippi Parkway near the Northshore Town Center. Northshore Drive connects with Concord Road (SR 332), a two- to six-lane facility that provides access to Kingston Pike. Northshore Drive/Concord Road carries 15,000 vehicles per day, with the highest volumes observed between Kingston Pike and I-40/I-75. Approximately 4% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 33 mph during the AM peak. Slowest traffic occurs south of Kingston Pike, where vehicles travel 26 mph. On average, vehicles travel 30 mph during the PM peak. Slowest traffic occurs just east of the interchange with I-140/Pellissippi Parkway, where vehicles travel 22 mph.

CONGESTION TRENDS

In the past three years, speeds have deteriorated the most near the interchange with I-140/Pellissippi Parkway, where AM peak period speeds have decreased 13% and PM peak period speeds have decreased 21%.

MAJOR BOTTLENECKS

The worst bottleneck along Northshore Drive/Concord Road occurs for northbound traffic at the intersection with Kingston Pike. In 2019, the bottleneck stretched approximately 0.3 miles and lasted an average of 6 hours and 48 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	33 mph
	Lowest Speed	26 mph
	Average Speed	30 mph
	Lowest Speed	22 mph

CONGESTION TRENDS

Largest deterioration seen at Pellissippi Parkway

TRAVEL TIME INDEX

Travel time index not available for this roadway

MAJOR BOTTLENECKS

	Time to Clear	6 hours, 48 minutes
	Length	0.3 miles

TDOT MULTIMODAL INDEX

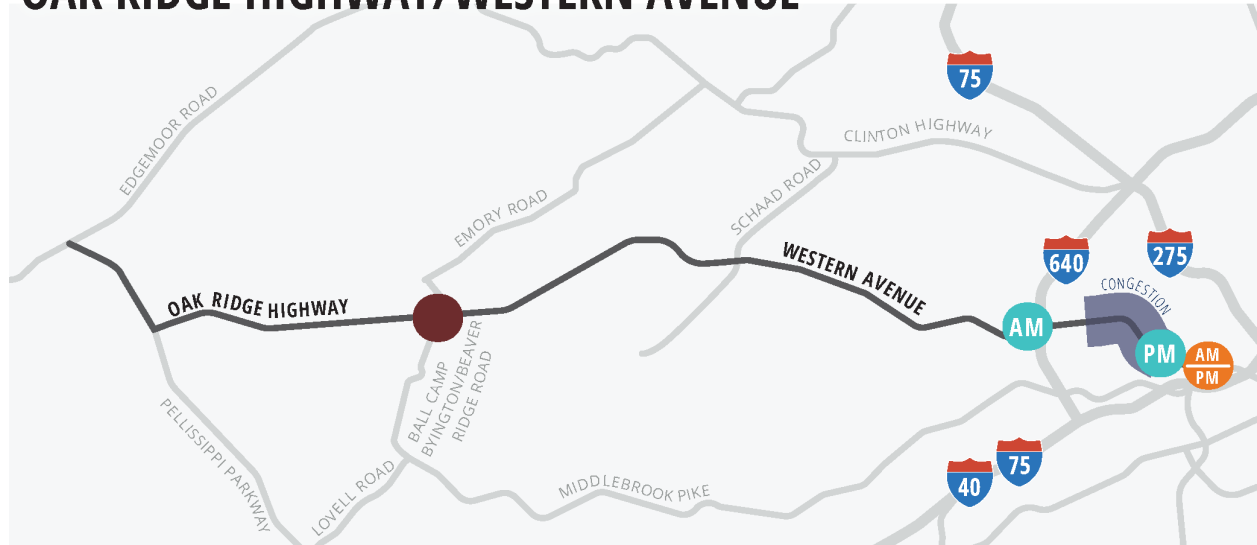
	Multimodal Prioritization Index	2.10 out of 5
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TRANSIT

	19P	559 Monthly Riders 6,708 Annual Riders
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Figure B-31. Oak Ridge Highway/Western Avenue

OAK RIDGE HIGHWAY/WESTERN AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

WESTERN AVE (SR 62) travels northwest out of downtown Knoxville, converting to Oak Ridge Highway near Schaad Road and continuing west to Pellissippi Parkway. This five-lane facility provides access to I-40 in downtown Knoxville, I-640, and the commercial and residential developments along the corridor. The roadway transitions to a two-lane facility west of Schaad Road. On average, the Western Avenue/Oak Ridge Highway corridor carries 22,500 vehicles per day, with the highest volumes north of Pellissippi Parkway. Approximately 17% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 31 mph during the AM peak and 29 mph during the PM peak. Slowest traffic occurs between downtown and I-640, where vehicles travel 11 mph during the AM peak and 9 mph during the PM peak.

TRAVEL TIME INDEX

During the AM peak periods, the most unreliable traffic along Western Avenue occurs at the I-640 interchange with a travel time index of 0.95. The PM peak period travel time index is 1.00, with the most unreliable traffic near I-40 downtown.

CONGESTION TRENDS

The most significant decreases in peak period speeds in the past three years occur at Henley Street, where speeds have decreased 19% in the AM peak period and 36% in the PM peak periods.

MAJOR BOTTLENECKS

In 2019, the most severe bottleneck along Oak Ridge Highway/Western Avenue occurred for westbound traffic at Ball Camp Byington/Beaver Ridge Road, lasting 29 minutes on average and stretching approximately 4.4 miles.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	31 mph
	Lowest Speed	11 mph
	Average Speed	29 mph
	Lowest Speed	9 mph

CONGESTION TRENDS

Largest deterioration seen at Henley Street

TRAVEL TIME INDEX

Least reliable travel times at I-640 and I-40

MAJOR BOTTLENECKS

Time to Clear | 29 minutes
Length | 4.4 miles

TDOT MULTIMODAL INDEX

Multimodal Prioritization Index | 2.81 out of 5

TRANSIT

	13P	2,868 Monthly Riders 34,410 Annual Riders
	17P	8,108 Monthly Riders 97,292 Annual Riders
	90P	7,202 Monthly Riders 86,421 Annual Riders

Figure B-32. Oak Ridge Turnpike/Charles G. Seivers Boulevard

OAK RIDGE TURNPIKE/CHARLES G SEIVERS BOULEVARD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

OAK RIDGE TURNPIKE (SR 95) bisects Oak Ridge, extending east from White Wing Road, converting into Charles G. Seivers Boulevard in Clinton and continuing until it intersects I-75 North near Norris. The turnpike is a four- to five-lane facility that connects the Oak Ridge, Elza, and Clinton communities. Approximately 21,000 vehicles per day use Oak Ridge Turnpike/Charles G. Seivers Boulevard, with the highest traffic volumes west of the interchange with I-75 North. Commercial vehicles account for approximately 10% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 40 mph during the AM and PM peaks along the corridor. Slowest traffic occurs east of the interchange with I-75 North, where vehicles travel 33 mph during the AM peak and 28 mph during the PM peak.

TRAVEL TIME INDEX

The most unreliable traffic for both AM and PM peak periods along Oak Ridge Turnpike occurs at the I-75 North interchange. The AM peak period travel time index is 1.55 and the PM peak period travel time index is 1.66 at this location.

CONGESTION TRENDS

In the past three years, the area near Clinton Highway and near the I-75 North interchange have both seen a 10% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near the I-75 North interchange where the PM peak period speeds have decreased 19%.

MAJOR BOTTLENECKS

The worst bottleneck along the corridor occurred for eastbound traffic at the I-75 North interchange. In 2019, the bottleneck stretched approximately 0.4 miles and lasted an average of 3 hours and 29 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	40 mph
	Lowest Speed	33 mph
	Average Speed	40 mph
	Lowest Speed	28 mph

CONGESTION TRENDS

Largest deteriorations seen at I-75 North and Clinton Highway

TRAVEL TIME INDEX

Least reliable travel times at I-75 North

MAJOR BOTTLENECKS

	Time to Clear	3 hours, 29 minutes
	Length	0.4 miles

TDOT MULTIMODAL INDEX

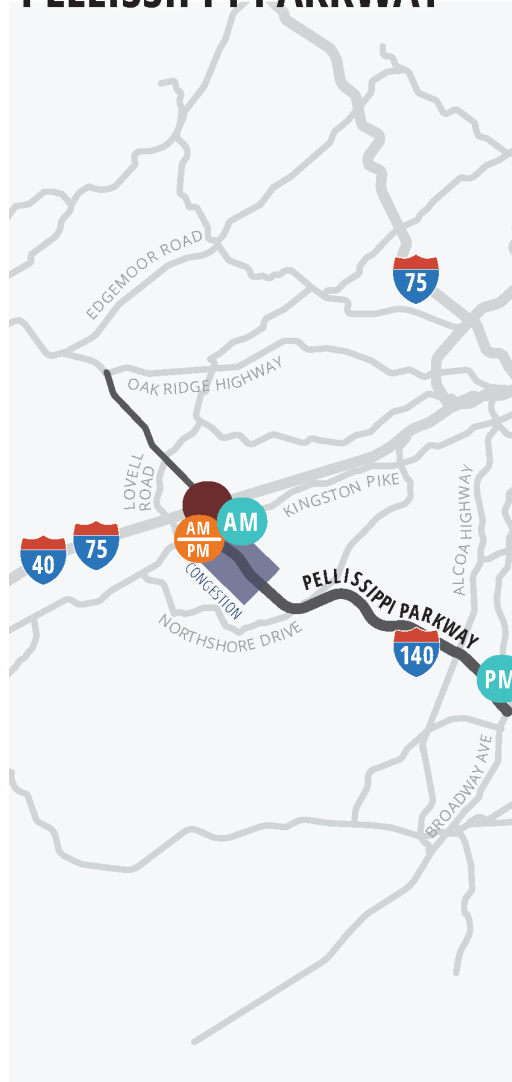
	Multimodal Prioritization Index	2.26 out of 5
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TRANSIT

No existing transit routes along this corridor.

Figure B-33. Pellissippi Parkway

PELLISSIPPI PARKWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

PELLISSIPPI PARKWAY (I-140) runs from Old Knoxville Highway (SR 33) in Alcoa to I-40/I-75. The northern section of Pellissippi Parkway (SR 162) extends from the interchange with I-40/I-75 until the intersection with Oak Ridge Highway. Pellissippi Parkway is a separated four-lane facility that passes through suburban, rural, and industrial land uses. The corridor carries 53,300 vehicles per day, with the highest volumes observed just north of the interchange with I-40/I-75. Approximately 6% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 55 mph during both the AM and PM peak periods. The slowest traffic occurs at the interchange with Kingston Pike, where vehicles travel 27 mph during the AM peak and 24 mph during the PM peak.

CONGESTION TRENDS

The most significant decrease in peak period speeds for the past three years is seen at Kingston Pike. Vehicle speeds during the AM peak periods have seen a 12% decrease and PM peak period speeds have decreased 37%.

TRAVEL TIME INDEX

The most unreliable traffic along Pellissippi Parkway/I-140 occurs at Kingston Pike during the AM peak period and at Broadway Avenue during the PM peak period. The travel time index is 0.88 for both AM and PM peak periods.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along Pellissippi Parkway/I-140 occurred for westbound traffic at I-40/I-75, lasting 27 minutes on average and stretching approximately 1.8 miles in length.

AT A GLANCE

PEAK HOUR CONGESTION

 Average Speed | 55 mph
Lowest Speed | 27 mph


CONGESTION TRENDS

 Largest deteriorations seen at Kingston Pike

MAJOR BOTTLENECKS


 Time to Clear | 27 minutes
Length | 1.8 miles

TRANSIT

 No existing transit routes along this corridor.

 Average Speed | 55 mph
Lowest Speed | 24 mph

TRAVEL TIME INDEX

 Least reliable travel times at Kingston Pike and Broadway Avenue

TDOT MULTIMODAL INDEX

 Multimodal Prioritization Index | 1.73 out of 5

Figure B-34. Rutledge Pike

RUTLEDGE PIKE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

RUTLEDGE PIKE (US 11W/SR 1) is a four-lane facility that extends northeast from Knoxville towards Blaine, passing through industrial, suburban, and commercial land uses. Rutledge Pike provides access to I-40 downtown at its western Terminus and Emory Road in Blaine to the northeast. Rutledge Pike continues on as US 11W toward Kingsport. On average, the Rutledge Pike corridor carries 14,500 vehicles per day, with the highest volumes observed between I-40 Downtown and I-640. Approximately 17% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

On average, vehicles travel 47 mph during the AM peak. Slowest traffic occurs just north of the interchange with I-40 Downtown, where vehicles travel 41 mph. On average, vehicles travel 48 mph during the PM peak. Slowest traffic occurs just south of the interchange with I-40 Downtown near Asheville Highway where vehicles travel 34 mph.

TRAVEL TIME INDEX

The most unreliable traffic along Rutledge Pike for the AM peak period occurs at the I-40 Downtown interchange, where the travel time index is 1.17. The most unreliable traffic during the PM peak period occurs between I-640 and I-40 Downtown, where the travel time index is 1.40.

CONGESTION TRENDS

For the past three years, the area near I-640 has seen a 10% decrease in AM peak hour speeds. The most significant deterioration in PM traffic conditions is seen between I-40 Downtown and Asheville Highway where the PM peak hour speeds have decreased 21%.

MAJOR BOTTLENECKS

The worst bottleneck along Rutledge Pike occurs for eastbound traffic at the I-640 overpass. In 2019, the bottleneck stretched approximately 0.9 miles and lasted an average of 44 minutes.

AT A GLANCE

	Average Speed	47 mph
	Lowest Speed	41 mph
	Average Speed	48 mph
	Lowest Speed	34 mph

CONGESTION TRENDS

Largest deteriorations seen at Asheville Highway and I-40 Downtown

TRAVEL TIME INDEX

Least reliable travel times at I-40 Downtown

MAJOR BOTTLENECKS

	Time to Clear	44 minutes
	Length	0.9 miles

TDOT MULTIMODAL INDEX

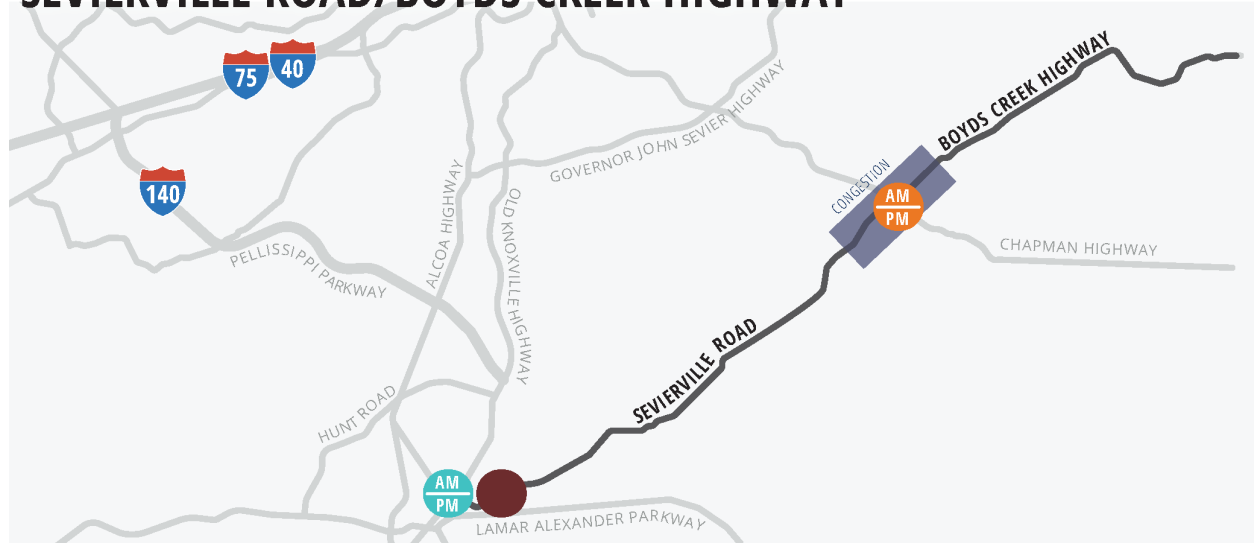
Multimodal Prioritization Index | 2.58 out of 5

TRANSIT

	33P	3,579 Monthly Riders
		42,948 Annual Riders

Figure B-35. Sevierville Road/Boys Creek Highway

SEVIERVILLE ROAD/BOYDS CREEK HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SEVIERVILLE ROAD (SR 35) extends northeast from Washington Street in Maryville to Chapman Highway (US 411) in Seymour, where it continues east as Boys Creek Highway (SR 338). Sevierville Road/Boys Creek Highway is a two-lane facility that passes through mostly rural and suburban communities southeast of Knoxville. Approximately 8,500 vehicles per day use Sevierville Road/Boys Creek Highway, with the highest traffic volumes east of Washington Street in Maryville. Commercial vehicles account for approximately 3% of traffic along the corridor.

PEAK CONGESTION

On average, vehicles travel 42 mph during the AM and PM peaks. Slowest traffic occurs just west of Chapman Highway, where vehicles average 35 mph during the AM peak periods and 30 mph during the PM peak periods.

TRAVEL TIME INDEX

During the AM and PM peak periods, the most unreliable traffic along Sevierville Road/Boys Creek Highway occurs near the intersection with Washington Street. The AM and PM peak period travel time indices are 1.10 and 1.14, respectively, at this location.

CONGESTION TRENDS

The most significant deterioration in AM and PM peak speeds for the past three years were seen west of Chapman Highway, where AM peak period speeds have decreased 12% and PM peak period speeds have decreased 23%.

MAJOR BOTTLENECKS

In 2019, the worst bottleneck along Sevierville Road/Boys Creek Highway occurred for eastbound traffic near the intersection with Washington Street, lasting an average of 11 minutes and stretching 12.2 miles.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	42 mph
	Lowest Speed	35 mph
	Average Speed	42 mph
	Lowest Speed	30 mph

CONGESTION TRENDS

Largest deterioration seen at Chapman Highway

TRAVEL TIME INDEX

Least reliable travel times at Washington Street

MAJOR BOTTLENECKS

	Time to Clear	11 minutes
	Length	12.2 miles

TDOT MULTIMODAL INDEX

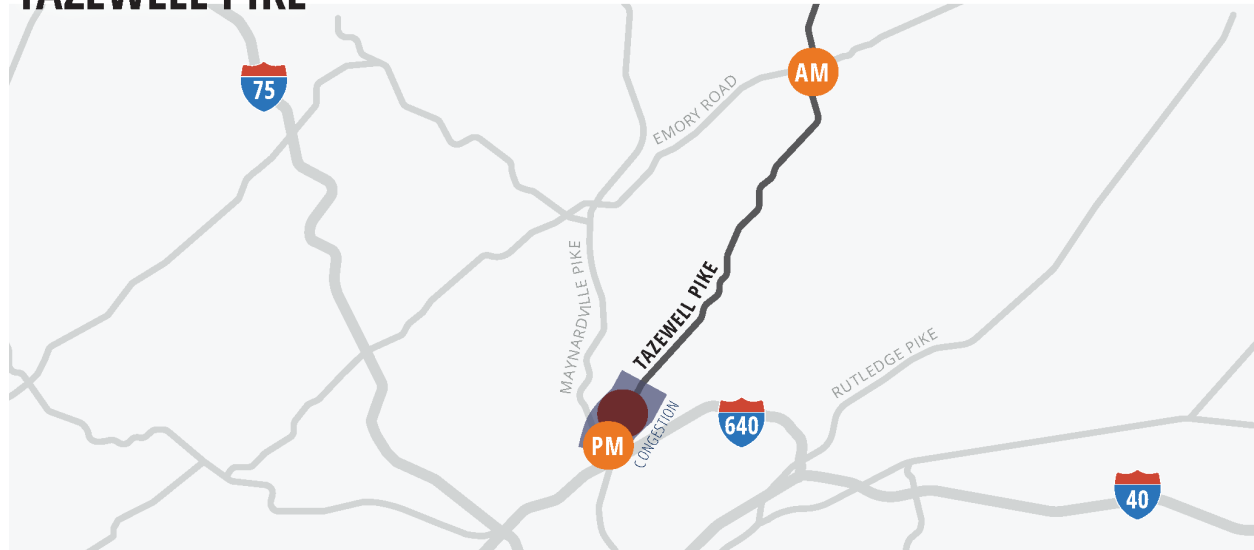
Multimodal Prioritization Index | 2.15 out of 5

TRANSIT

No existing transit routes along this corridor.

Figure B-36. Tazewell Pike

TAZEWELL PIKE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

TAZEWELL PIKE (SR 331) extends northeast from N. Broadway/Maynardville Pike in downtown Knoxville towards Plainview. Tazewell Pike is a two-lane facility that provides direct access to Knoxville and I-640 for the suburban and rural communities along the corridor. Tazewell Pike carries 12,500 vehicles per day, with the highest volumes observed near the intersection with N. Broadway/Maynardville Pike. Approximately 4% of traffic along the corridor is commercial vehicles.

PEAK CONGESTION

Vehicle speeds average 39 mph during the AM and PM peaks. The slowest traffic occurs northeast of the intersection with N. Broadway/Maynardville Pike, where vehicles travel 30 mph and 20 mph, respectively, during the AM peak and PM peaks.

CONGESTION TRENDS

In the past three years, the area south of the intersection with Emory Road has seen a 13% decrease in AM peak period speeds. The most significant deterioration in PM traffic conditions is seen near N. Broadway/Maynardville Pike where the PM peak period speeds have decreased 7%.

MAJOR BOTTLENECKS

The worst bottleneck along Tazewell Pike occurs for southbound traffic at the intersection with N. Broadway/Maynardville Pike. In 2019, the bottleneck stretched approximately 1.2 miles and lasted an average of 1 hour and 8 minutes.

AT A GLANCE

PEAK HOUR CONGESTION

	Average Speed	39 mph
	Lowest Speed	30 mph
	Average Speed	39 mph
	Lowest Speed	20 mph

CONGESTION TRENDS

Largest deterioration seen at Emory Road and N. Broadway/Maynardville Pike

TRAVEL TIME INDEX

Travel time index not available for this roadway

MAJOR BOTTLENECKS

	Time to Clear	1 hour, 8 minutes
	Length	1.2 miles

TDOT MULTIMODAL INDEX

	Multimodal Prioritization Index	2.24 out of 5
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TRANSIT

No existing transit routes along this corridor.

Project List and Costs

Table B-1. Knoxville Project List and Costs

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
Roadway	Andrew Johnson Hwy (US 11E/ SR 34) at Mascot Rd	Arterial	Intersection Improvement	Widen and reconfigure intersection; signal timing improvements	\$598,000
	Broadway Ave (US 129/US 411/ SR 33) at William Blount Dr (SR 335)	Arterial	Intersection Improvement	Widen intersection; signal timing improvements	\$500,000
	Clinton Hwy (US 25W/SR 131) at Schaad Rd/ Aquoni Rd	Arterial	Intersection Improvement	Reconfigure intersection; signal modifications	\$261,000
	Asheville Hwy (US 11E/ US 25W/US 70/ SR 9) and I-40 Off-Ramps	Freeway	Interchange Modification	Provide overpass flyover for I-40 eastbound off-ramp	\$88,600,000
	I-40/I-75 at MM374/Lovell Rd (SR 131)	Freeway	New Roadway	Construct new connection from Dutchtown Road to Outlet Drive; construct overpass from Outlet Drive to Parkside Drive	\$49,400,000
	I-40/I-75	Freeway	Managed Lane	Provide single managed lane in each direction from MM374/Lovell Road to MM385/I-75/I-640	\$195,100,000
	Roadway Total Cost				\$334,459,000

Table B-1. Knoxville Project List and Costs (cont.)

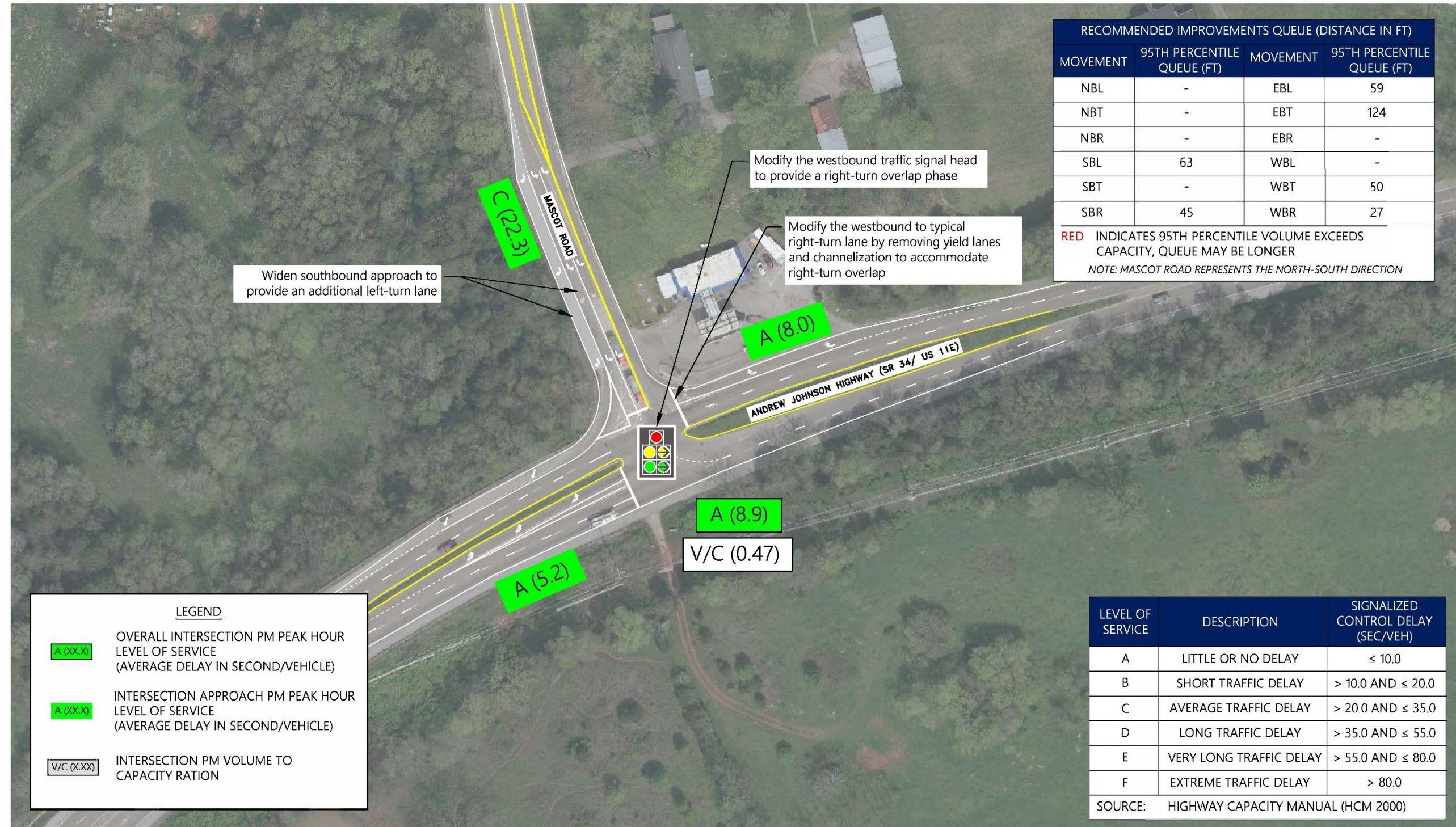
Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
	Alcoa Hwy (US 129/SR 115)	Arterial	Express Service/Park & Ride Lots	Express service from Maryville to downtown Knoxville; Park & Ride lot	\$3,000,000
	Chapman Hwy (US 441/SR 33)	Arterial	Express Service/Park & Ride Lots	Express service from Seymour to Woodfield Park; Enhanced service to downtown Knoxville; two Park & Ride lots	\$5,600,000
	Cumberland Ave/Kingston Pk (US 11/US 70/ SR 1)	Arterial	Enhanced Service	Provides enhanced service west of downtown Knoxville	\$4,100,000
	Magnolia Ave (US 11/US 70/ SR 1/SR 9)	Arterial	Enhanced Service	Provides enhanced service east of downtown Knoxville	\$3,100,000
Transit	N. Broadway St (US 441/SR 33)	Arterial	Express Service/Park & Ride Lots	Provides express service from Halls Crossroad to Fountain City; two Park & Ride lots	\$6,300,000
	Oak Ridge Hwy/Western Ave (SR 62)	Arterial	Express Service/Park & Ride Lots	Provides express service from Oak Ridge to Westhaven/I-640 Plaza; enhanced service to downtown Knoxville; two Park & Ride lots	\$5,600,000
	I-275/I-75	Freeway	Express Service/Park & Ride Lots	Provides express service from Clinton to downtown Knoxville; two Park & Ride lots	\$4,900,000
	I-40 E	Freeway	Express Service/Park & Ride Lots	Provides express service from Kodak to downtown Knoxville; two Park & Ride lots	\$4,900,000

Table B-1. Knoxville Project List and Costs (cont.)

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
	I-40/I-75	Freeway	Express Service/Park & Ride Lots	Provides express service from Loudon to downtown Knoxville; five Park & Ride lots	\$12,000,000
Transit	I-140/ Pellissippi Pkwy	Interstate	Express Service/Park & Ride Lots	Provides express service from Maryville to Oak Ridge; four Park & Ride lots	\$10,400,000
Transit Total Cost					\$59,900,000
Total Cost					\$394,359,000

Project Concept Figures

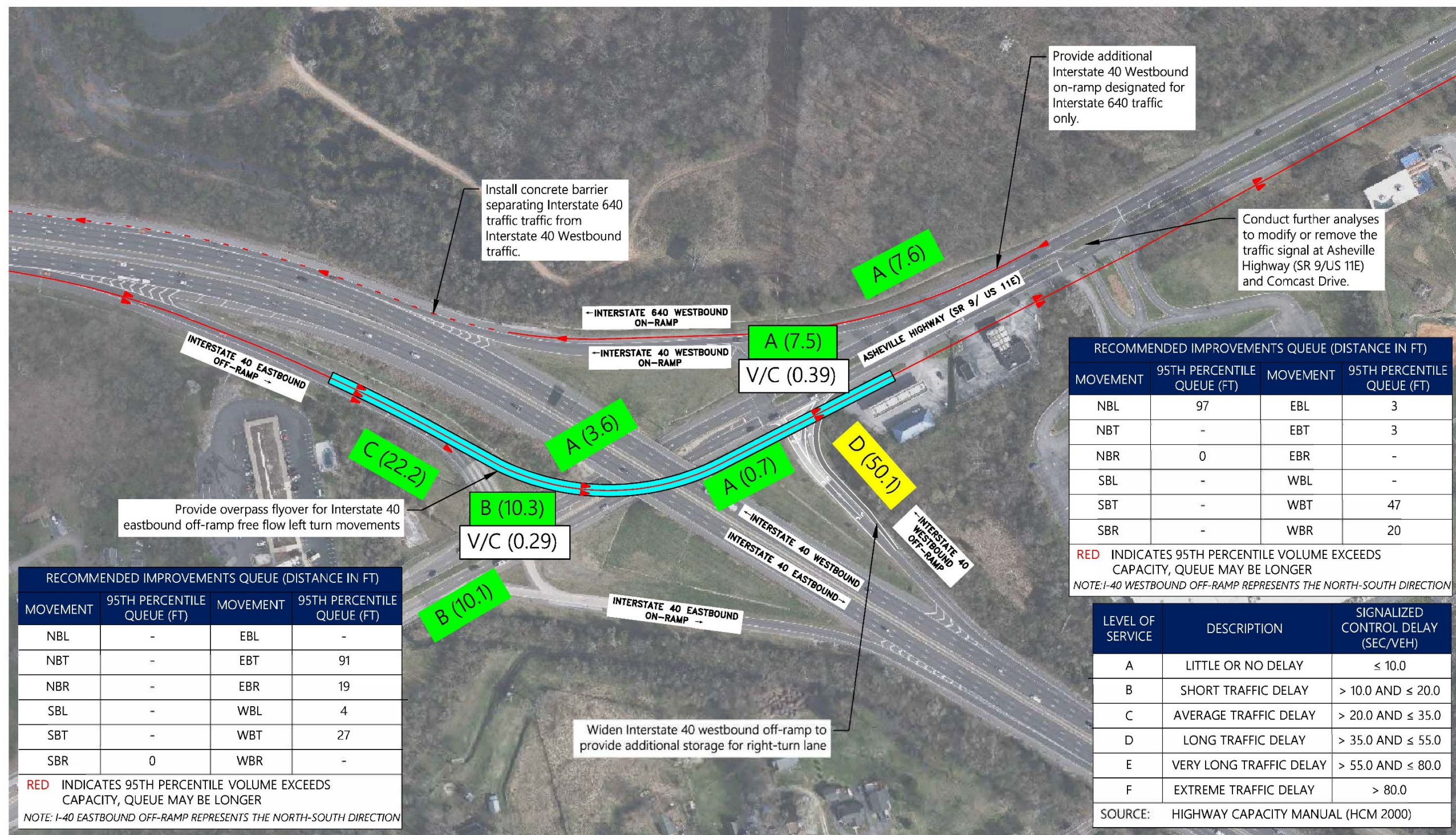
Figure B-37. Andrew Johnson Highway (US 11E/SR 34) and Mascot Road



Recommended Improvements: Andrew Johnson Highway (SR 34) at Mascot Road



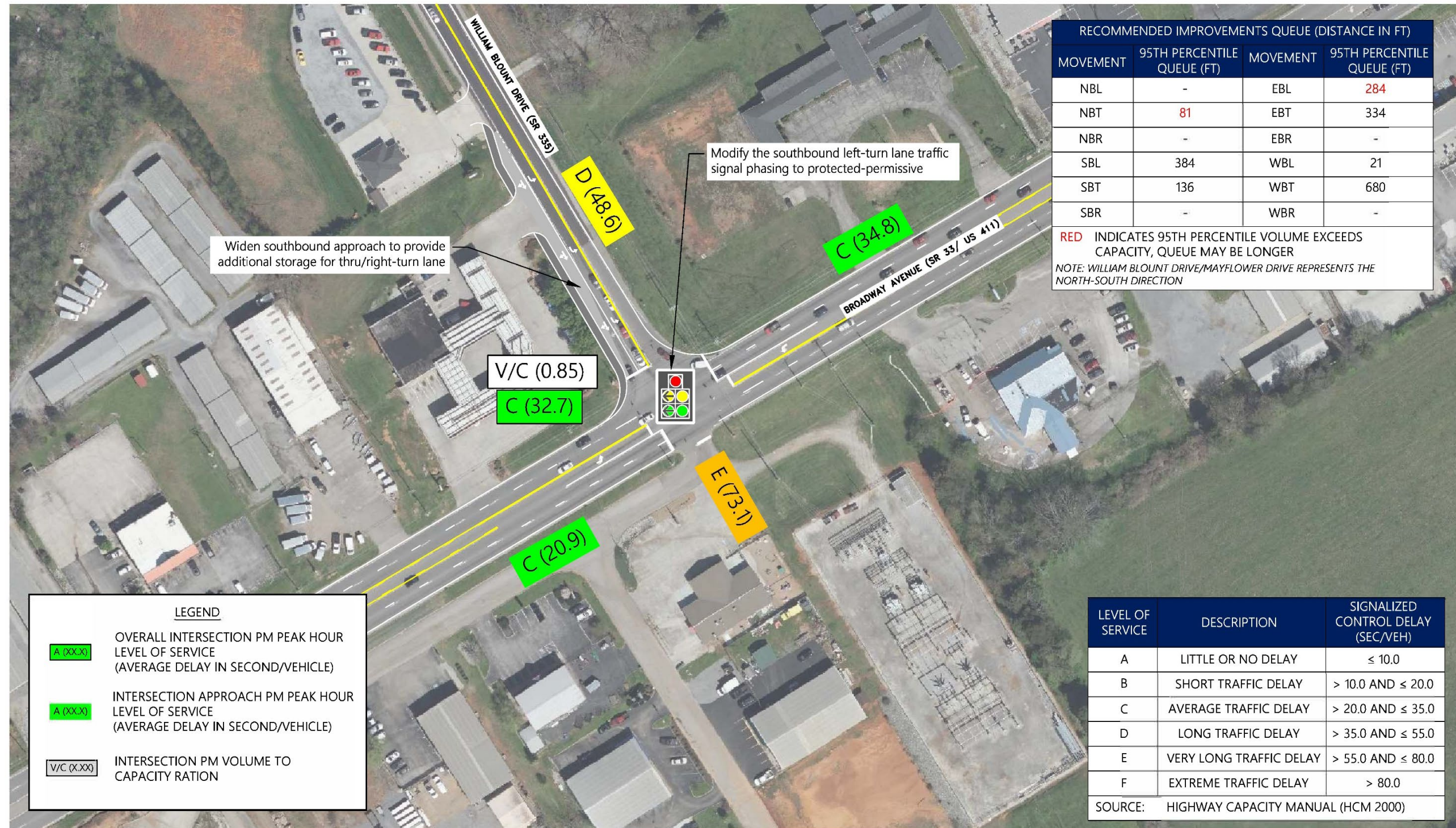
Figure B-38. Asheville Highway (US 11E/US 25W/US 70/SR 9) and I-40 Ramps



Recommended Improvements: Asheville Highway (US 11E) and I-40 Ramps



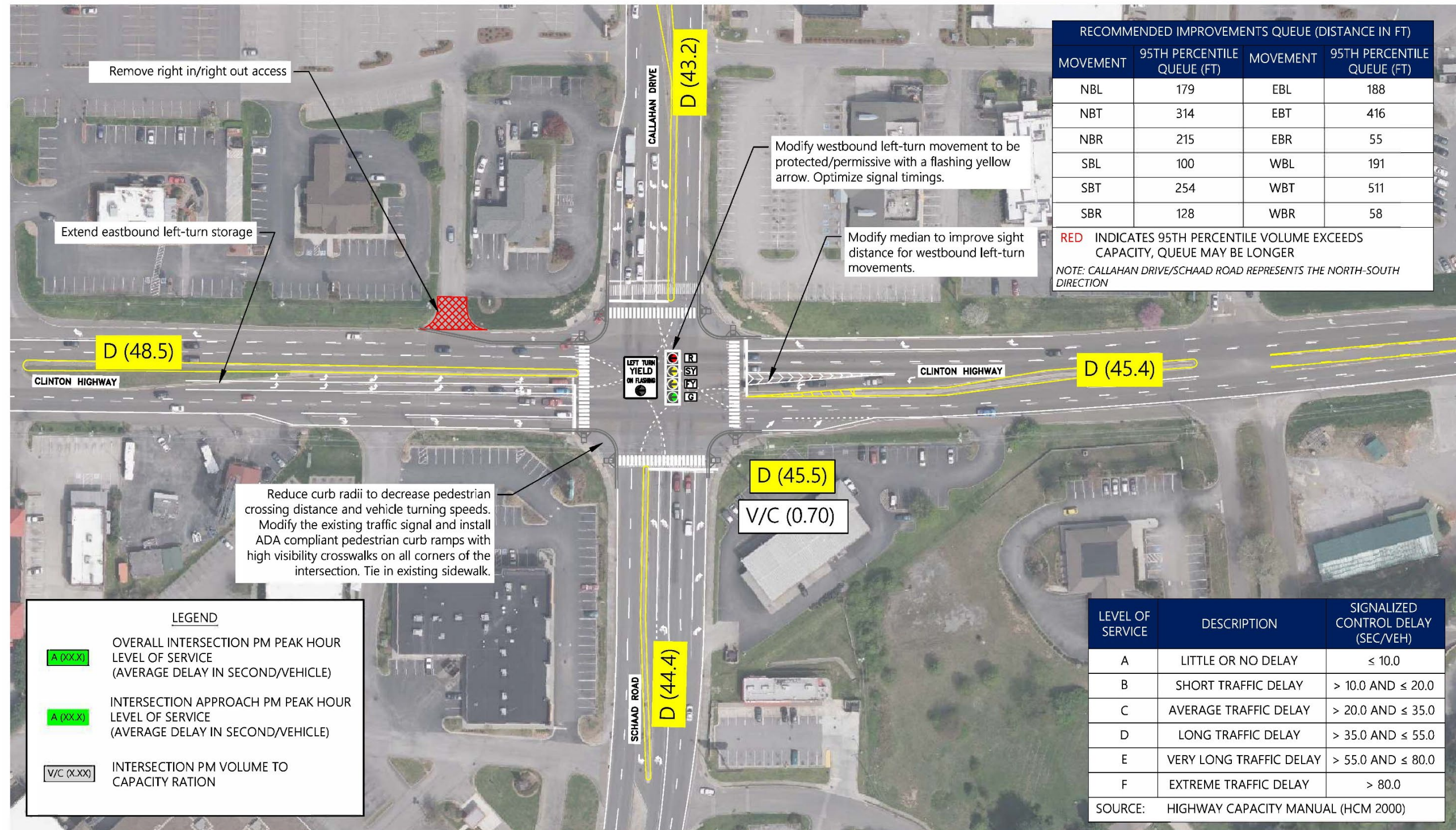
Figure B-39. Broadway Avenue (US 129/US 411/SR 33) and William Blount Drive (SR 335)



Recommended Improvements: Broadway Avenue (SR 33) at William Blount Drive



Figure B-40. Clinton Highway (US 25W/SR 131) and Schaad Road/Aquoni Road



Recommended Improvements: Clinton Highway (SR 131) at Schaad Road/Aquoni Lane



Figure B-41. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Lovell Road (SR 131) and Parkside Drive



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | Lovell Road (SR 131) at Parkside Drive



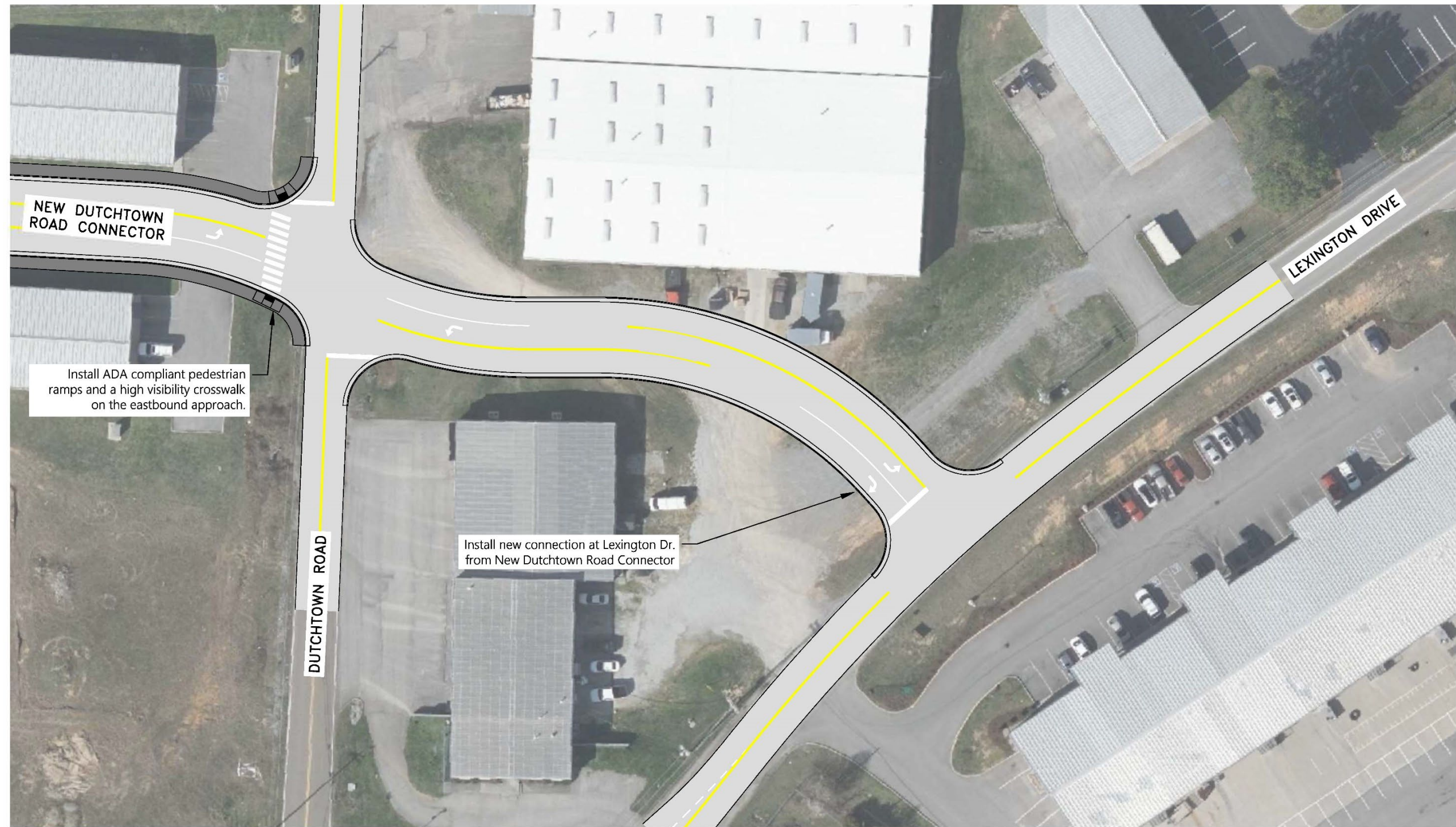
Figure B-42. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – New Dutchtown Road Connector



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | New Dutchtown Road Connector



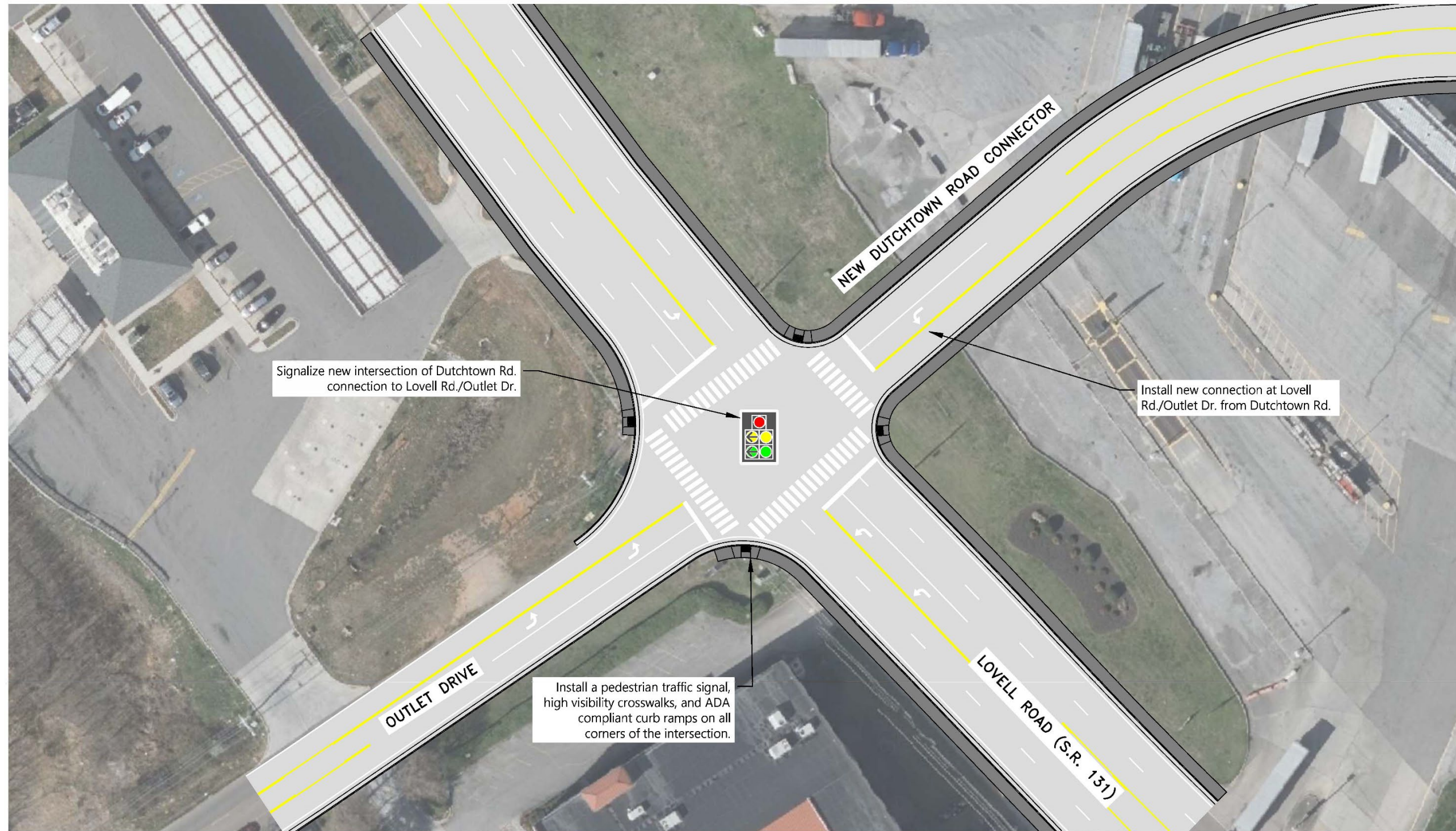
Figure B-43. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – New Dutchtown Road Connector and Lexington Drive



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | New Dutchtown Road Connector at Lexington Drive



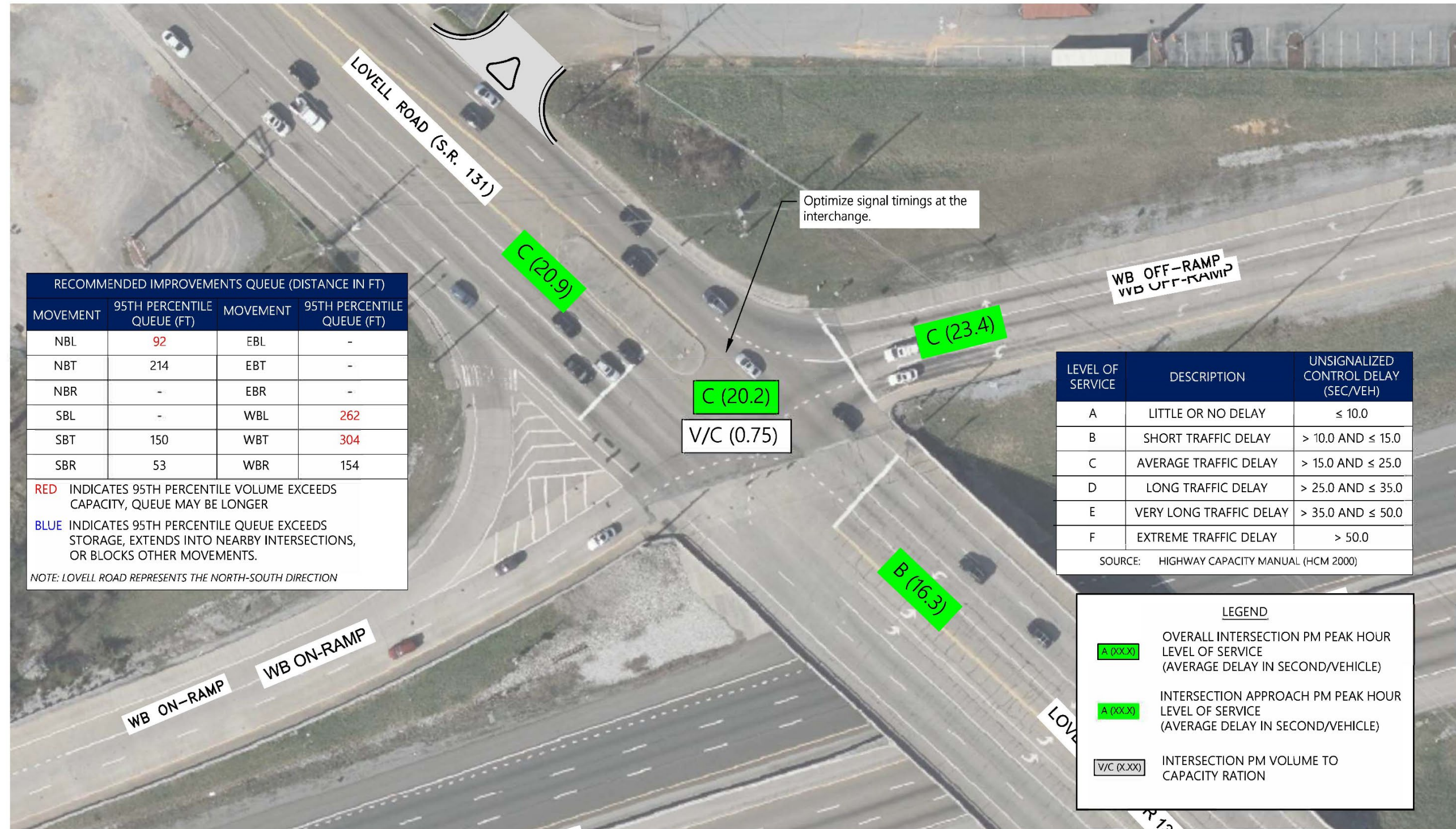
Figure B-44. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – New Dutchtown Road Connector and Lovell Road (SR 131)



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | New Dutchtown Road Connector at Lovell Road



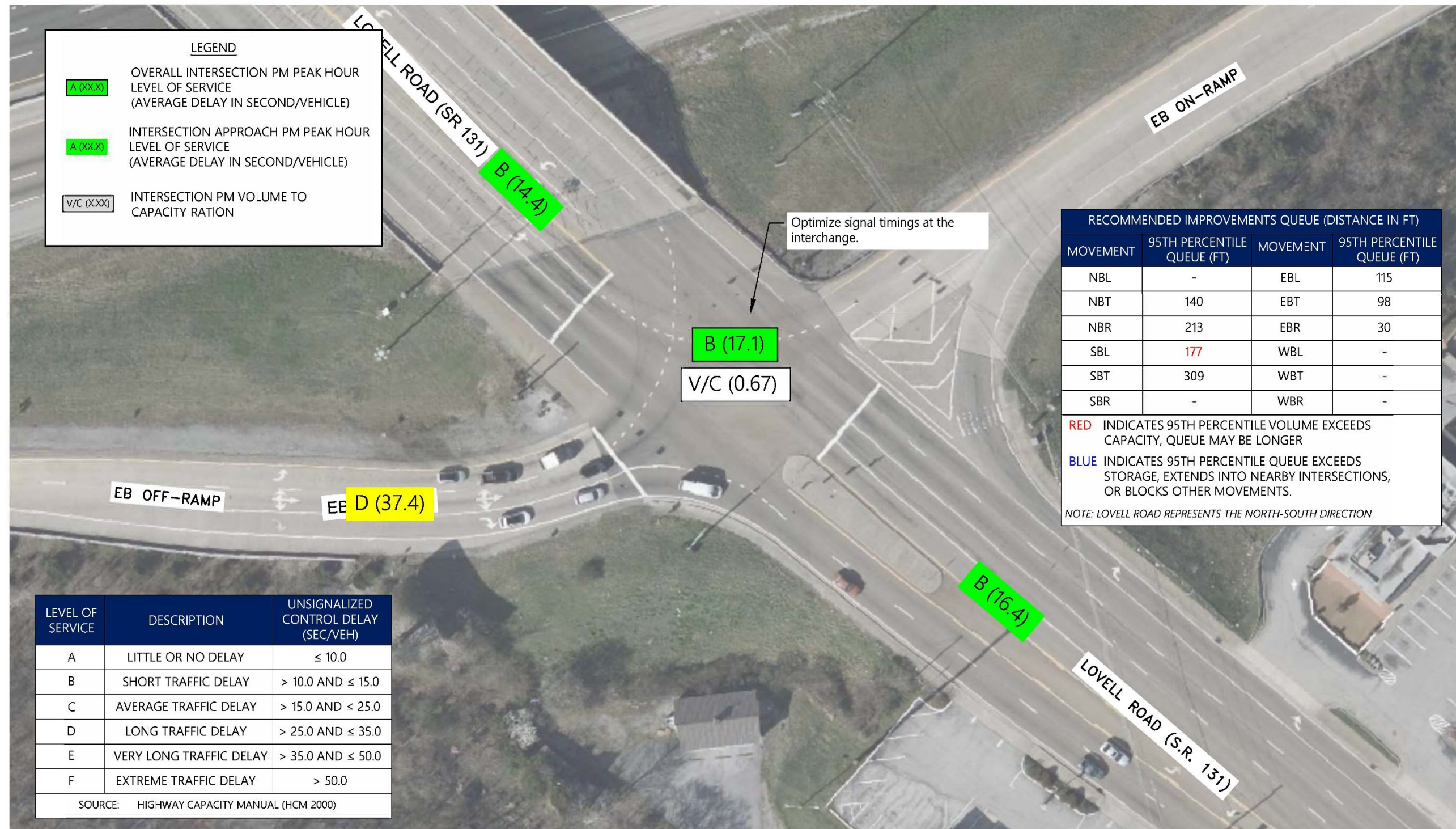
Figure B-45. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Lovell Road (SR 131) and I-40 Westbound Ramps



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | Lovell Road at I-40 Westbound Ramps



Figure B-46. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Lovell Road (SR 131) and I-40 Eastbound Ramps



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | Lovell Road at I-40 Eastbound Ramps



Figure B-47. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Parkside Drive/Outlet Drive Overpass



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | Parkside Drive/Outlet Drive Overpass



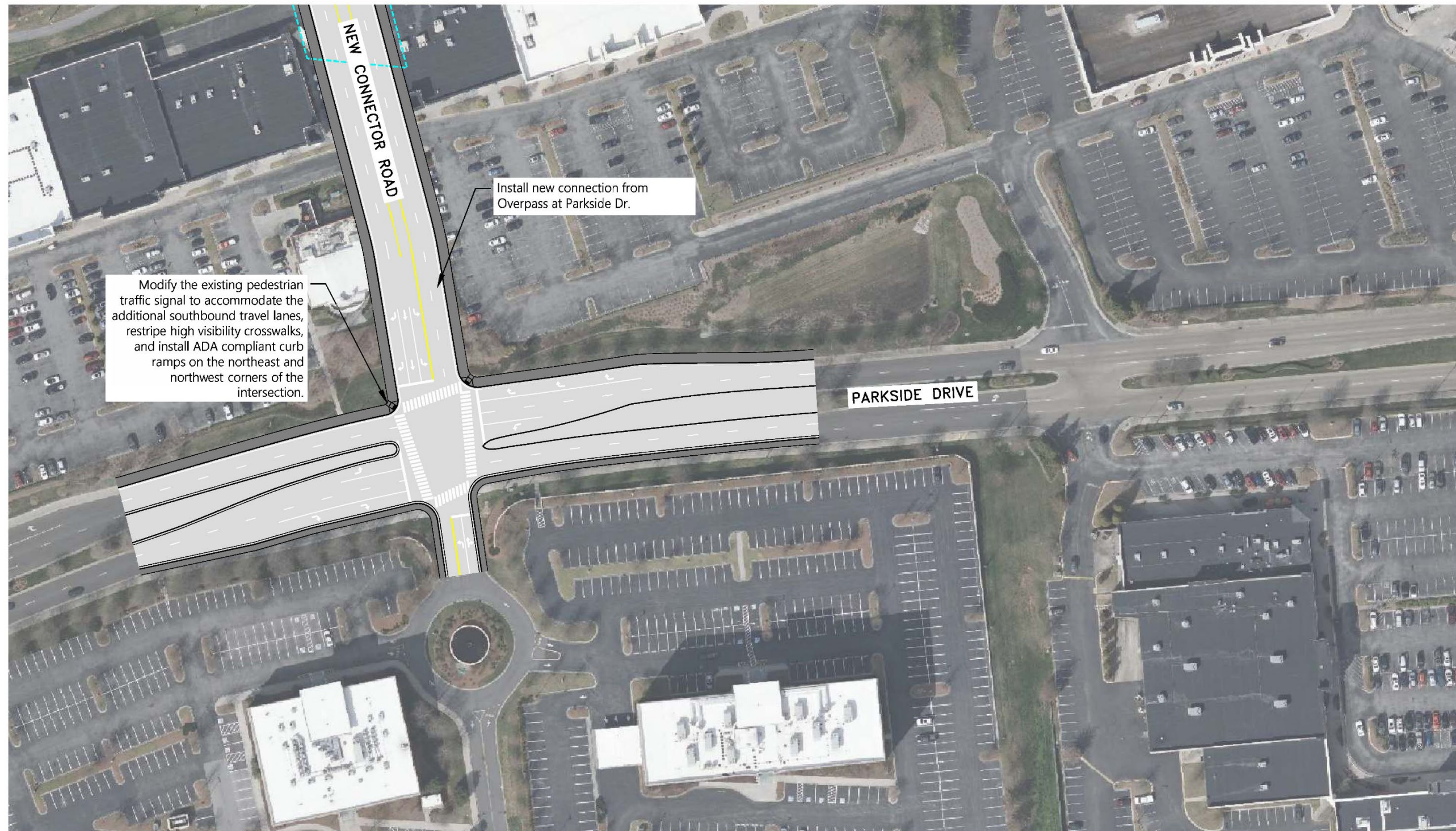
Figure B-48. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Overpass Connection to Outlet Drive



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | Overpass Connection to Outlet Drive



Figure B-49. I-40/I-75 and MM374/Lovell Rd (SR 131) Interchange – Overpass Connection to Parkside Drive



Recommended Improvements: I-40/I-75 at MM374 (SR 131/Lovell Rd) Interchange | Overpass Connection to Parkside Drive



