

Rural Regional Transportation Plan:



Dale Hollow Rural Planning Organization

Tennessee Department of Transportation



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Resolution to Approve and Recommend

RESOLUTION

A RESOLUTION TO APPROVE AND RECOMMEND THE DALE HOLLOW RURAL REGIONAL TRANSPORTATION PLAN SEPTEMBER 13, 2018

WHEREAS, the Dale Hollow RPO Technical Committee, Executive Board and stakeholders have met to discuss and provide input in the development of the plan;

WHEREAS, the Tennessee Department of Transportation funded the plan through the State Planning and Research Funds;

WHEREAS, the Dale Hollow Rural Planning Organization will implement the components of the DALE HOLLOW RURAL REGIONAL TRANSPORTATION PLAN to the extent possible, as resources are available;

NOW, THEREFORE, BE IT RESOLVED by the Dale Hollow Rural Planning Organization Executive Board that the "DALE HOLLOW RURAL REGIONAL TRANSPORTATION PLAN" (attached) is recommended and approved by the Dale Hollow Rural Planning Organization.



Richard Driver
Chair, Dale Hollow Rural Planning Organization Executive Board

ATTEST:



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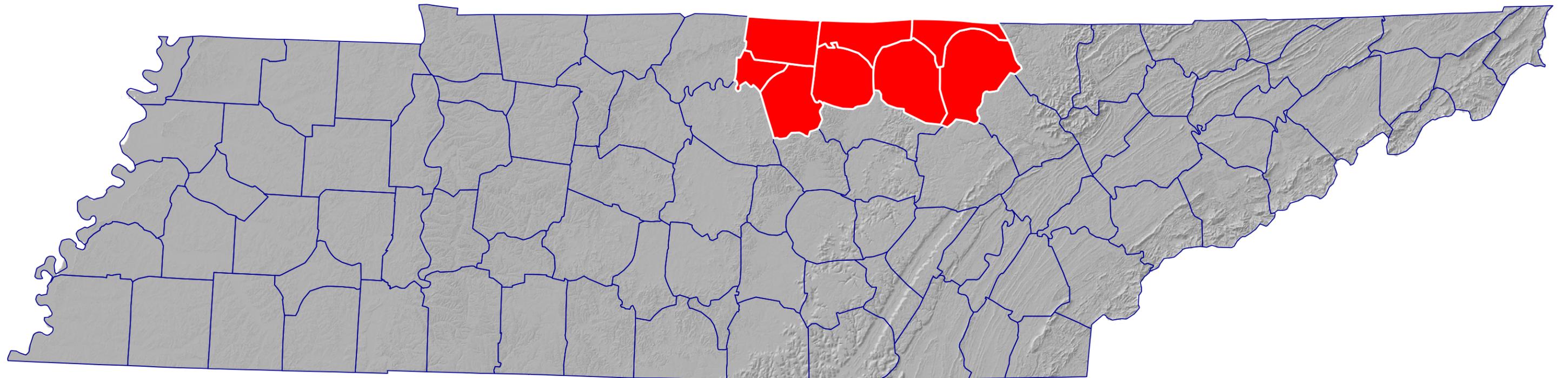
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Executive Summary

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the Dale Hollow Rural Planning Organization (RPO). The planning effort was led by the Tennessee Department of Transportation (TDOT), Long Range Planning Division; the University of Tennessee, Center for Transportation Research; and the Upper Cumberland Development District. The development of this plan allowed locally elected officials, citizens, and TDOT a collaborative approach to evaluating transportation in the region.

The Dale Hollow RPO is located in the Upper Cumberland region of Tennessee. It is known for its waterfalls, lakes and natural beauty. Macon, Trousdale, Smith, Clay, Jackson, Pickett, Overton, and Fentress Counties all compromise the Dale Hollow RPO. The RPO is experiencing steady population growth; however, demographic trends have implications on the transportation network. Specific demographic groups within the Dale Hollow RPO that need to be given consideration are low-income and persons with disabilities. In addition, a large majority of land use in the region is agriculture followed by public lands. Land use and development changes can affect the transportation network. The Dale Hollow RPO transportation network not only contains roads, but it has many other components such as airports, bridges, rail, bike lanes, sidewalks and greenways. All modes are examined in this plan as they all contribute to the overall condition of the transportation network. Additional analysis was completed on each county for functional classification, annual average daily traffic, volume/capacity ratio, commuting patterns, safety, multimodal facilities, bicycle level of service, and greenways. The four main goals for the region are:

- » **Improve safety throughout the region**
- » **Provide multimodal access**
- » **Create economic development opportunities through various transportation initiatives**
- » **Address freight traffic along road that is unable to handle the capacity**

The goals outlined above were identified during the public engagement process. These goals were also the most commonly shared throughout the region. The recommendations are a compilation of identified community concerns during the community engagement process. While these projects have been analyzed and reviewed, the recommendations do not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process.

It is recommended:

- * **The RPOs continue a collaborative transportation planning effort with TDOT, the development districts and additional state agencies**
- * **The RPOs continue to apply for all relevant grant and planning programs in which they are eligible to participate in**
- * **TDOT's Long Range Planning Division continues to update and modify regional plans when appropriate**

1 INTRODUCTION & PURPOSE

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) has worked in collaboration with the Dale Hollow Rural Planning Organization (RPO) and the Upper Cumberland Development District to develop the Dale Hollow Rural Regional Transportation Plan. The purpose of the plan is to increase the efficiency and effectiveness of the state's rural transportation infrastructure investments and to increase the economic competitiveness of the state's rural regions. The Rural Regional Transportation Plans stem from recommendations contained within TDOT's 25-Year Long Range Transportation Policy Plan, as it relates to RPOs.

The development of a Rural Regional Transportation Plan provides an opportunity for local elected officials, citizens, and TDOT to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan, streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the Dale Hollow region. The plan brings together various stakeholders from Clay, Macon, Smith, Fentress, Jackson, Pickett, Overton, and Trousdale Counties to identify the transportation needs within the region over the next 10 to 20 years.

Each Rural Regional Transportation Plan will be reviewed and updated as needed. The plan will act as a vision for the RPO's transportation system's needs and community goals, regardless of funding availability. It is the goal of TDOT's Long Range Planning Division (LRP) that each RPO uses these plans to identify transportation priorities and needs.

OVERVIEW OF THE REGION

Description and Function of the Dale Hollow Rural Planning Organization

The Dale Hollow RPO is located in the Upper Cumberland region of Tennessee. This region is bordered by Kentucky to the north, Middle Tennessee to the west, and the Cumberland Mountains to the east. The Dale Hollow RPO serves Macon, Trousdale, Smith, Clay, Jackson, Pickett, Overton, and Fentress Counties. A majority of the counties are located within the Cumberland Plateau, while those along the eastern portion of the RPO are gateways into the Cumberland Mountains. The region is predominantly rural with an abundance of natural beauty in the form of waterfalls, lakes, and rivers that attract tourism to the region.



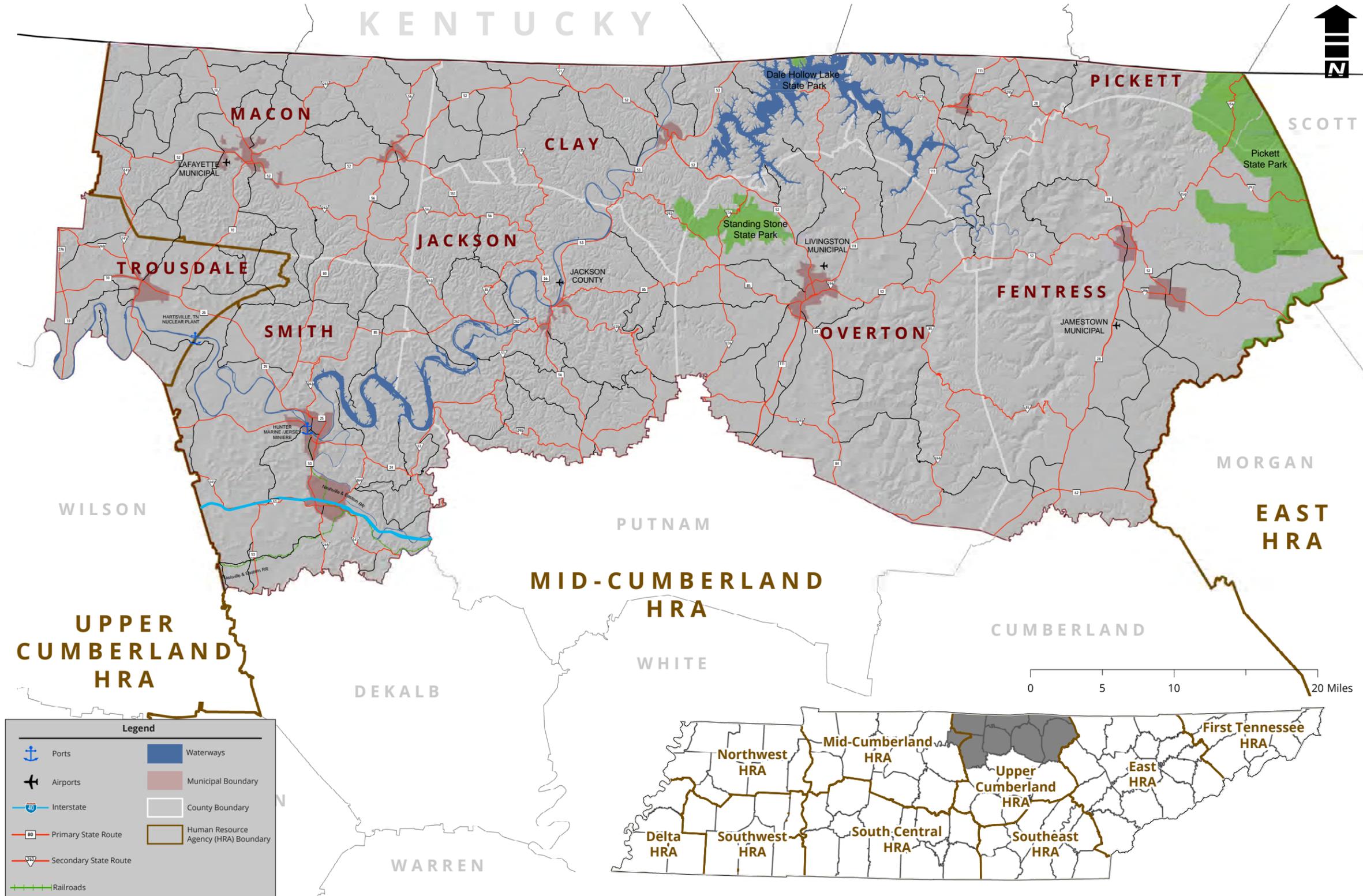
State Route 53

Transportation Network Overview

Interstate (I)-40 passes through the southern portion of the RPO. The primary corridor running east to west is State Route (SR)-52; corridors that provide connections north and south include SR-10, SR-111, and SR-28. There are two public transit agencies that serve the Dale Hollow RPO: Mid-Cumberland Human Resource Agency (MCHRA) and Upper Cumberland Human Resource Agency (UCHRA). There are currently 150 miles of existing designated bike routes. There are zero miles of bike lanes within the RPO. There are four miles of greenways within the Dale Hollow RPO. There are a total of four airports. One railroad company, Nashville & Eastern Railroad Corp (NERR), operates in the RPO. There are no official TDOT maintained park and ride lots within the RPO. Passenger rail is currently not available in the RPO.

Dale Hollow Rural Planning Organization

Dale Hollow
Rural Planning
Organization



- Introduction & Overview
- Demographic & Land Use Trends
- Regional Transportation System
- Goals & Objectives
- Recommendations
- References & Appendix

Trousdale County



Goals and Objectives

Goals and Objectives for the region were developed based upon collective regional concerns. TDOT's 25-Year Long-Range Transportation Policy Plan provided a foundation to "connect people to communities, people to businesses, businesses to each other, and visitors to our state."

The regional goals were identified during the one-on-one meeting process that took place with each county. The goals listed below were the most commonly shared throughout the region. It should be noted each county had individual goals, which are also listed. However, the priority of the Rural Regional Transportation Plan is to address and strategize for the Dale Hollow Rural Planning Organization's regional transportation network.

GOAL 1	<i>Improve safety throughout the region</i>	
GOAL 2	<i>Provide multimodal access</i>	
GOAL 3	<i>Create economic development opportunities through various transportation initiatives</i>	
GOAL 4	<i>Address freight traffic along roads that are unable to handle the capacity</i>	

Figure 1.1

TDOT, in conjunction with 12 Rural Planning Organizations (RPOs) across the state, is collaborating in planning efforts for the development of Rural Regional Transportation Plans. The purpose of the plans is to increase the efficiency and effectiveness of the state's rural transportation infrastructure investments and to increase the economic competitiveness of the state's rural regions.

Source: TDOT Website

Statewide Transportation Long Range Plan Goals

- » Provide the latest planning data and tools
- » Increase the responsibility to encompass more multimodal considerations
- » Create a process that fosters a more needs-based approach including land-use and transportation

Local stakeholders provided excellent input, the kind of grassroots information not readily attainable from a map. Combine that with TDOT's outstanding analysis of each county and the region as a whole, I think the Rural Regional Transportation Plan will benefit the Dale Hollow region for years to come.

» *Dale Hollow RPO Chair Michael Nesbitt*



Trousdale County

2 DEMOGRAPHIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated demographics for the Dale Hollow RPO. The analysis takes into consideration future projections for 2015 into 2050. These plans evaluate minority and low-income populations within each county in the RPO, in addition to other demographic factors, such as age, disability, income, educational attainment, and employment. All data collected for this section came from the University of Tennessee's Boyd Center for Business & Economic Research and the US Census.

Population Trends

The population for the Dale Hollow RPO currently is 114,022, and projected population for the year 2050 is 136,912, which is 20 percent increase in population. In comparison, the State of Tennessee is expected to grow 43 percent by 2050. Each county within the RPO is expected to have an increase in population, with the exception of Clay County. Based upon the data provided, Clay County's population is projected to decrease by roughly six percent. Macon and Overton Counties are projected to see an estimated 25 percent increase, while Trousdale County will potentially see a 38 percent increase in population. Within the RPO, with the exception of Clay County, growth in population will occur between six and 38 percent between the year 2015 and 2050.

Current and Projected County Population

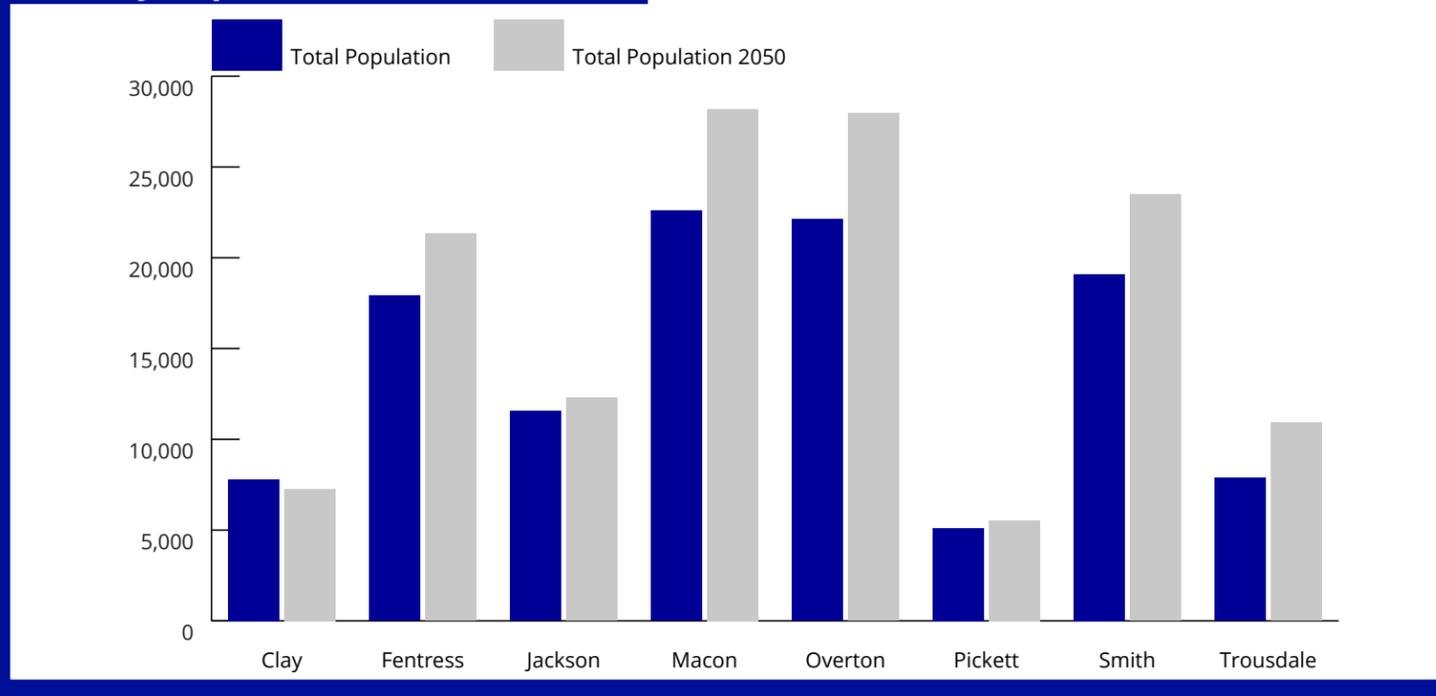


Figure 2.1

Age

The largest age group in America and Tennessee is 20 to 64 year olds. The state and national averages, for ages 20 to 64, are 59 percent. The Dale Hollow region is similar to the state and national averages. Jackson County has the highest number of 20 to 64 year olds at 60 percent, while Clay County has the least at 54 percent. Pickett County has the largest number of those ages 65 and up and the lowest population of individuals under age 20. Trousdale County has the smallest population of 65 and up within the region. Trousdale, Macon, and Overton Counties have over 26 percent of their population under the age of 20.

Source: Upper Cumberland Development District



Age of Population in Tennessee

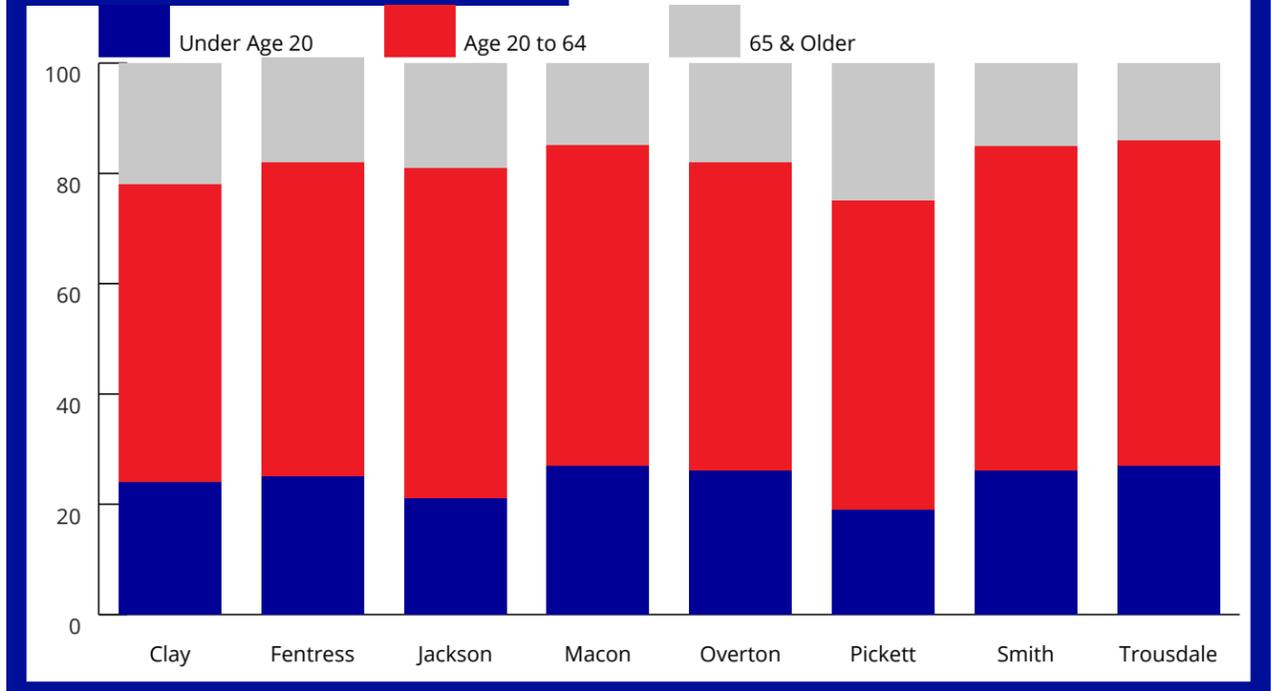


Figure 2.2

Race and Ethnicity

The Hispanic or Latino population comprises 2.9 percent of Tennessee’s population, while the national average is 11 percent. The Hispanic and Latino demographic within Dale Hollow is 2.1 percent. Macon County has the largest Hispanic or Latino population at three percent. Smith County has 1.75 percent and Clay County has 1.27 percent. However, overall a majority of the Dale Hollow RPO is White. Trousdale County has the largest percentage of African Americans with 18.3 percent. The national and state average for the African American population is 12.6 and 16.7 percent. Clay and Smith Counties have the second highest percentages of African Americans at two percent.

Disability

On average, persons with disabilities comprise on average about 15 percent of the state’s population. The Dale Hollow RPO is similar, ranging from 15-20 percent of the population. Fentress County has the highest percent of persons with a disability at 20 percent. Overton, Smith, and Trousdale Counties are all at 15 percent. The national average is 12 percent. This region has a higher disability rate than the state and national average, but only marginally.

Disability

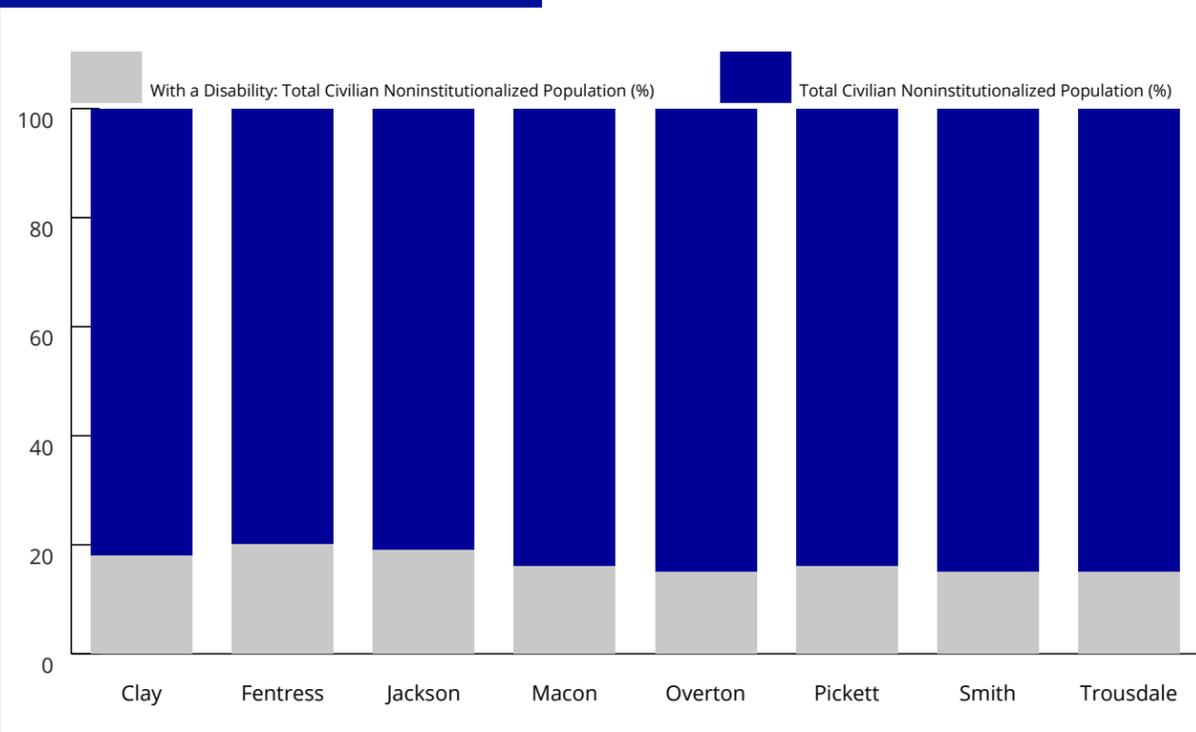


Figure 2.3

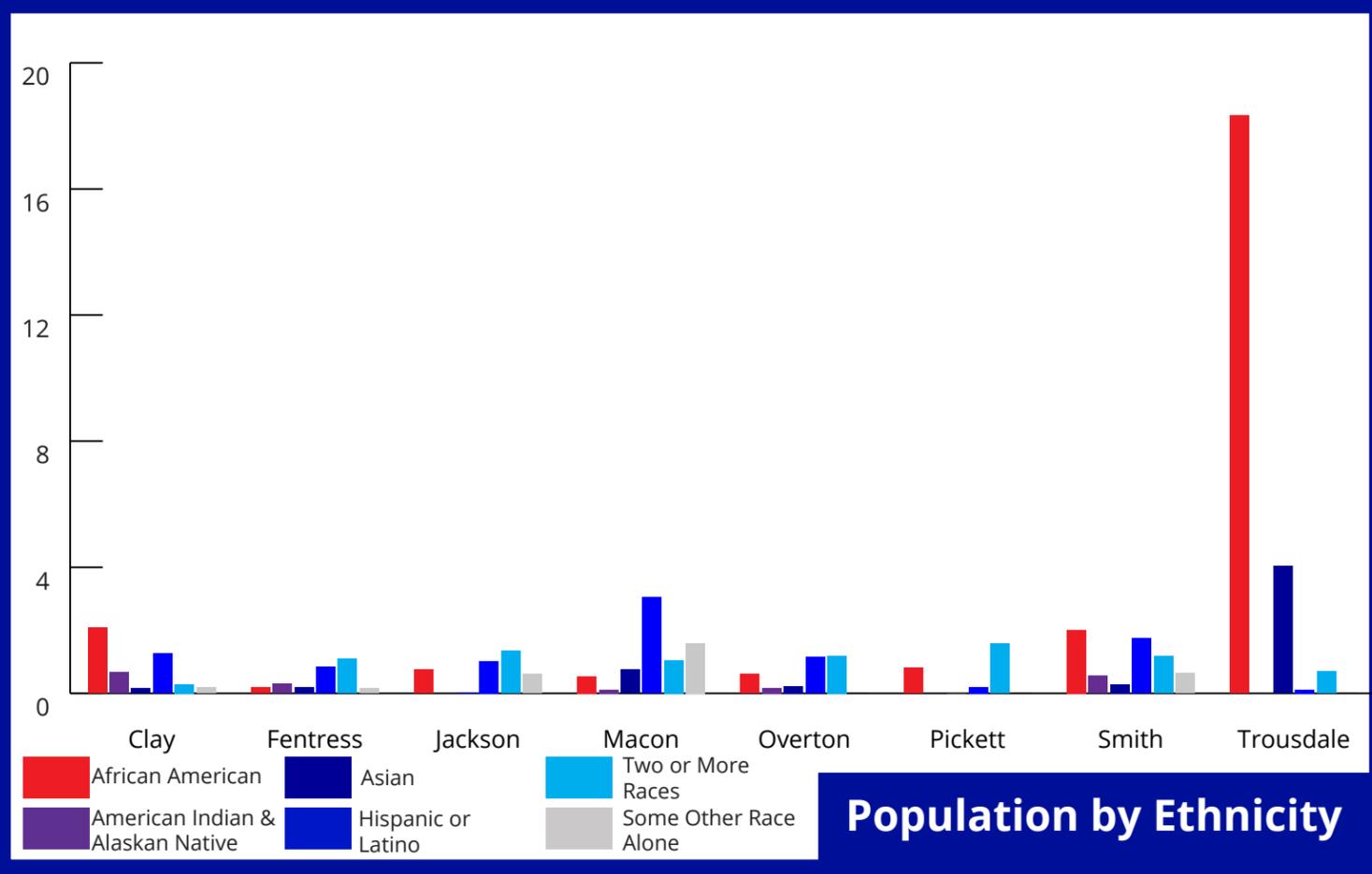


Figure 2.4



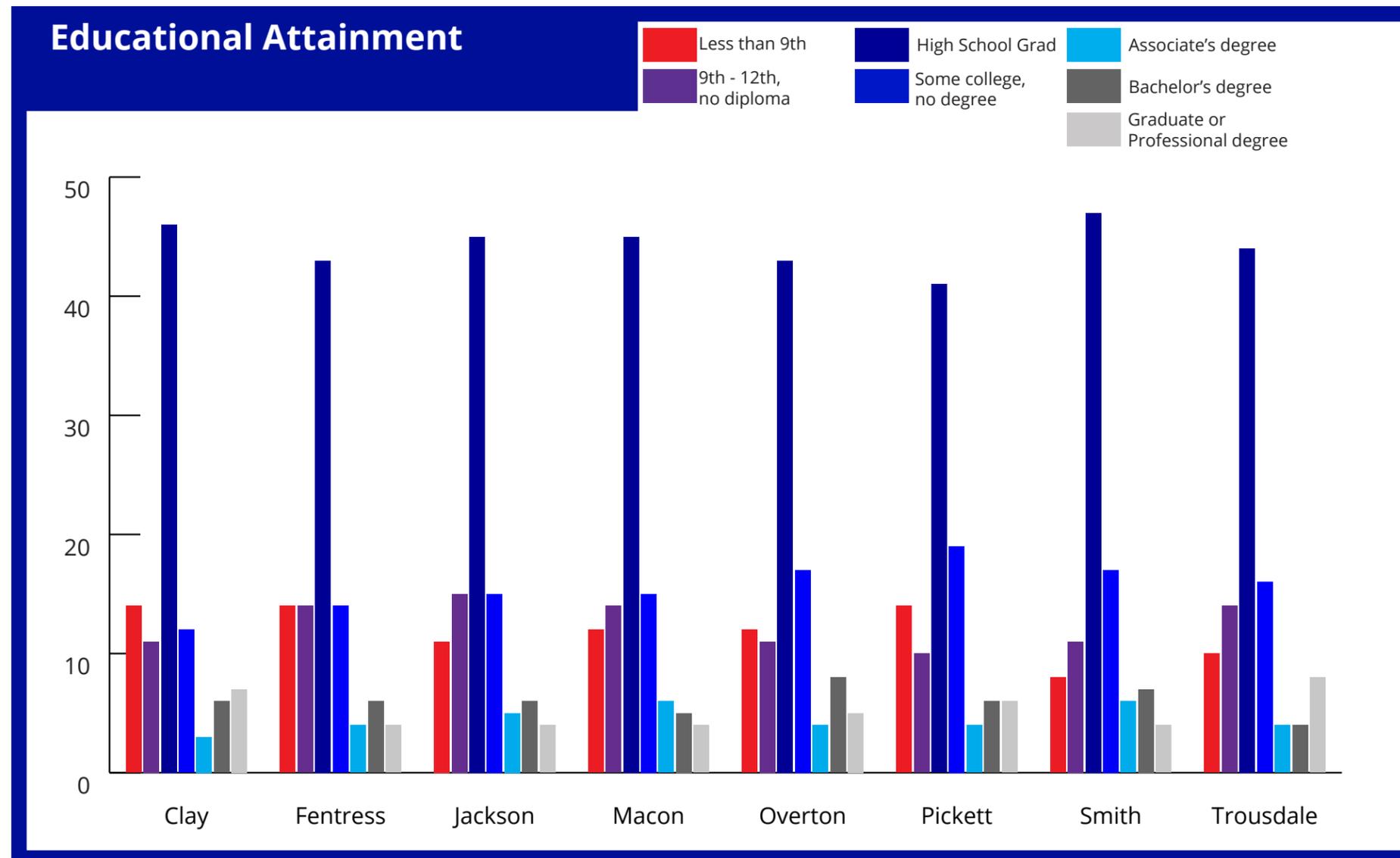
Source: Upper Cumberland Development District

Education

The state and national averages for high school graduation (regular high school diploma or GED) are 33 and 28 percent, respectively. Those averages are much higher within the Dale Hollow RPO, as they lie between 40-45 percent. The higher education percentages were all lower than the state and national percentages. Trousdale County has the highest percent of individuals with a Graduate or Professional degree. Pickett County has the highest percent of individuals with some college, no degree (about 18 percent). Smith and Macon Counties have the same percent of Associate's degrees (about 5 percent). Overton County has the highest percent of individuals with Bachelor's degrees (about 9 percent). Smith and Macon Counties have the same percent of Associate's degrees (about 5 percent). Overton County has the highest percent of individuals with Bachelor's degrees (about 9 percent). Smith and Macon Counties have the same percent of Associate's degrees (about 5 percent). Overton County has the highest percent of individuals with Bachelor's degrees (about 9 percent).



Figure 2.5



Source: Upper Cumberland Development District

Income

This section of the plan provides an overview of the income within the Dale Hollow RPO. It is important to note that “household” and “family” were analyzed. A “household”, according to the Census Bureau, may consist of all people who occupy a housing unit regardless of relationship; a “household” may also include an individual living alone. A “family” includes one or more people living in the same household who are related by birth, marriage, or adoption. When discussing income, “household” and “family” need to be distinguished, to provide a more accurate depiction of the population’s income within the area.

Household Mean Income and Family Mean Income throughout Dale Hollow are correlated. Clay County has the lowest Household Mean Income (\$29,812) and Family Mean Income (\$35,868). Smith County has the highest Household Mean Income (\$43,988) and Family Mean Income (\$54,261). Tennessee’s Household Mean Income is \$62,344 and Family Mean Income is \$55,495. The national Household Mean Income is \$74,596 and the Family Median Income is \$65,443. The Dale Hollow RPO’s Family Median Income and Household Mean Income are lower than the state and national averages.

Poverty

Poverty is defined by measuring the following: family size or number of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of householder; Consumer Price Index for all items; and gross income before taxes. If the income is below that, then a family is considered to be living in poverty. The chart for Dale Hollow RPO is broken into three age groups: 1) under 18, 2) ages 18-64, and 3) 65+. This provides an indication of the percentage of children living in poverty in the region, in addition to the working age group living in poverty, as well as an elderly or aging population in poverty. The largest population of those in poverty is children. In all eight counties, the percent of children living in poverty ranges between 20-38 percent. The state and national averages for those 18 and under living in poverty are 25 and 21 percent, respectively. Within the Dale Hollow RPO, 13-24 percent of those ages 18-64 are living in poverty. For this age group, the state average is 16 percent, and the national average is 14 percent. The state average for the 65+ age group is 10 percent, while the national poverty rate is nine percent; within the Dale Hollow RPO, that range is between 13-20 percent.

Figure 2.6

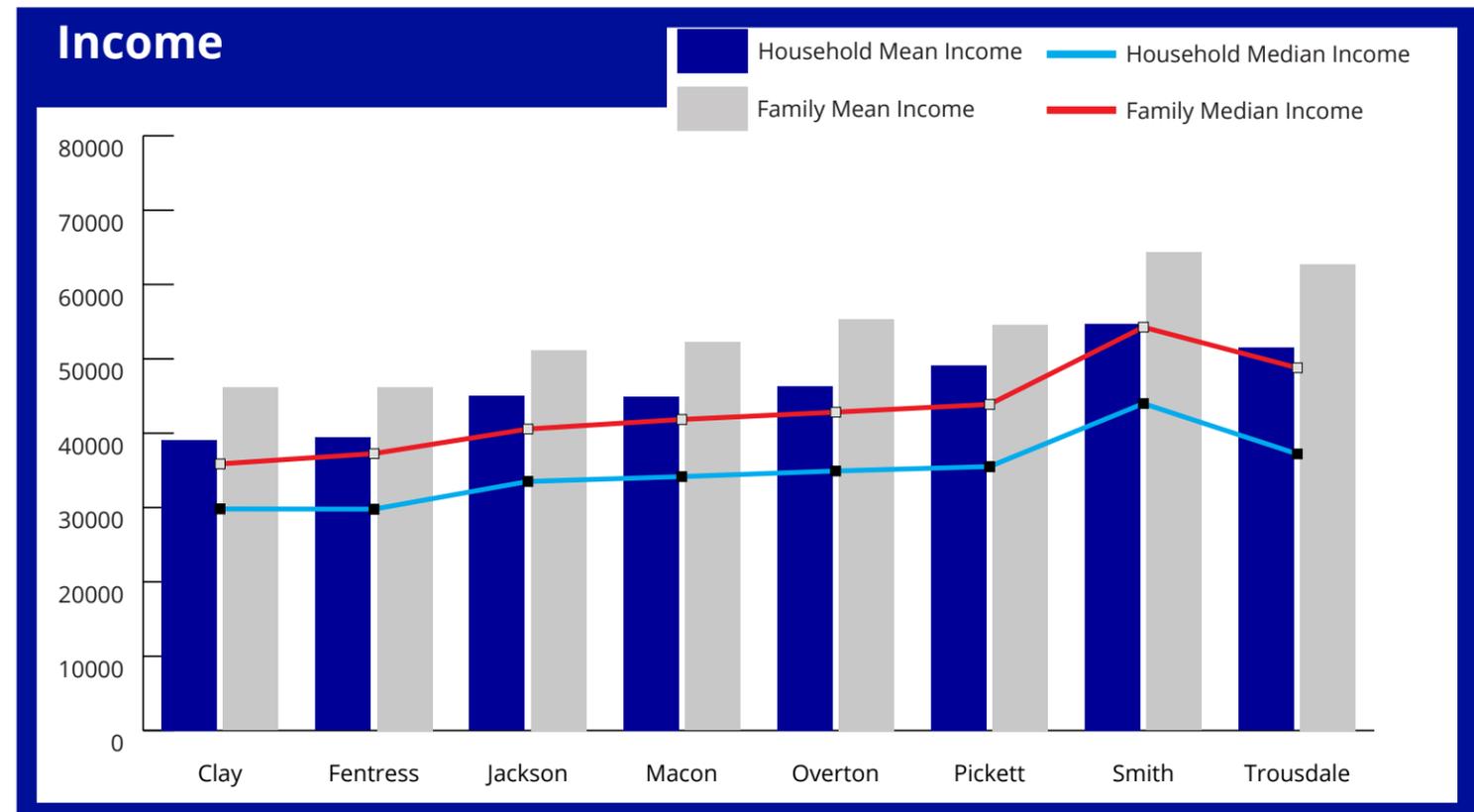
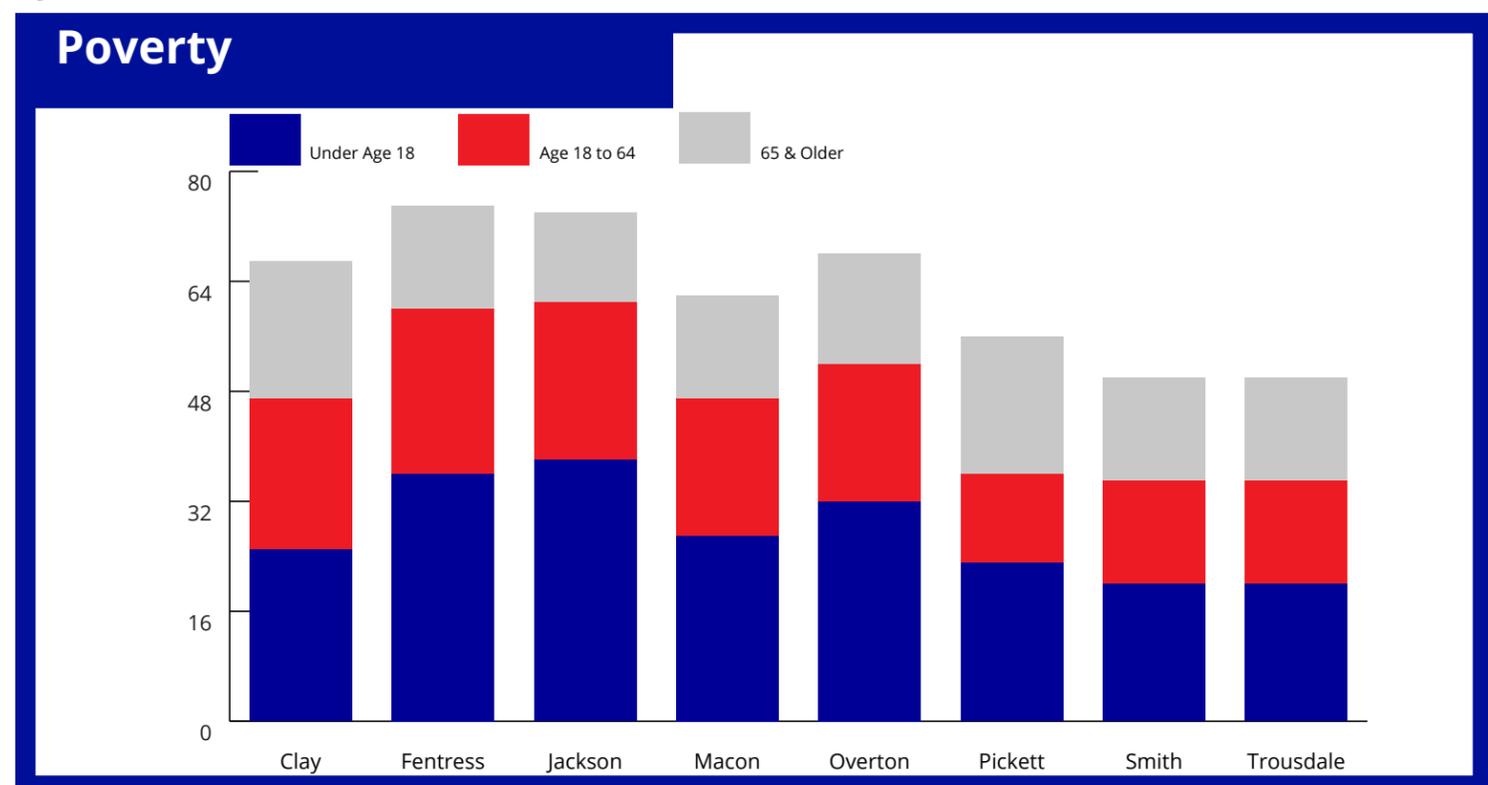


Figure 2.7



Unemployment and Employment

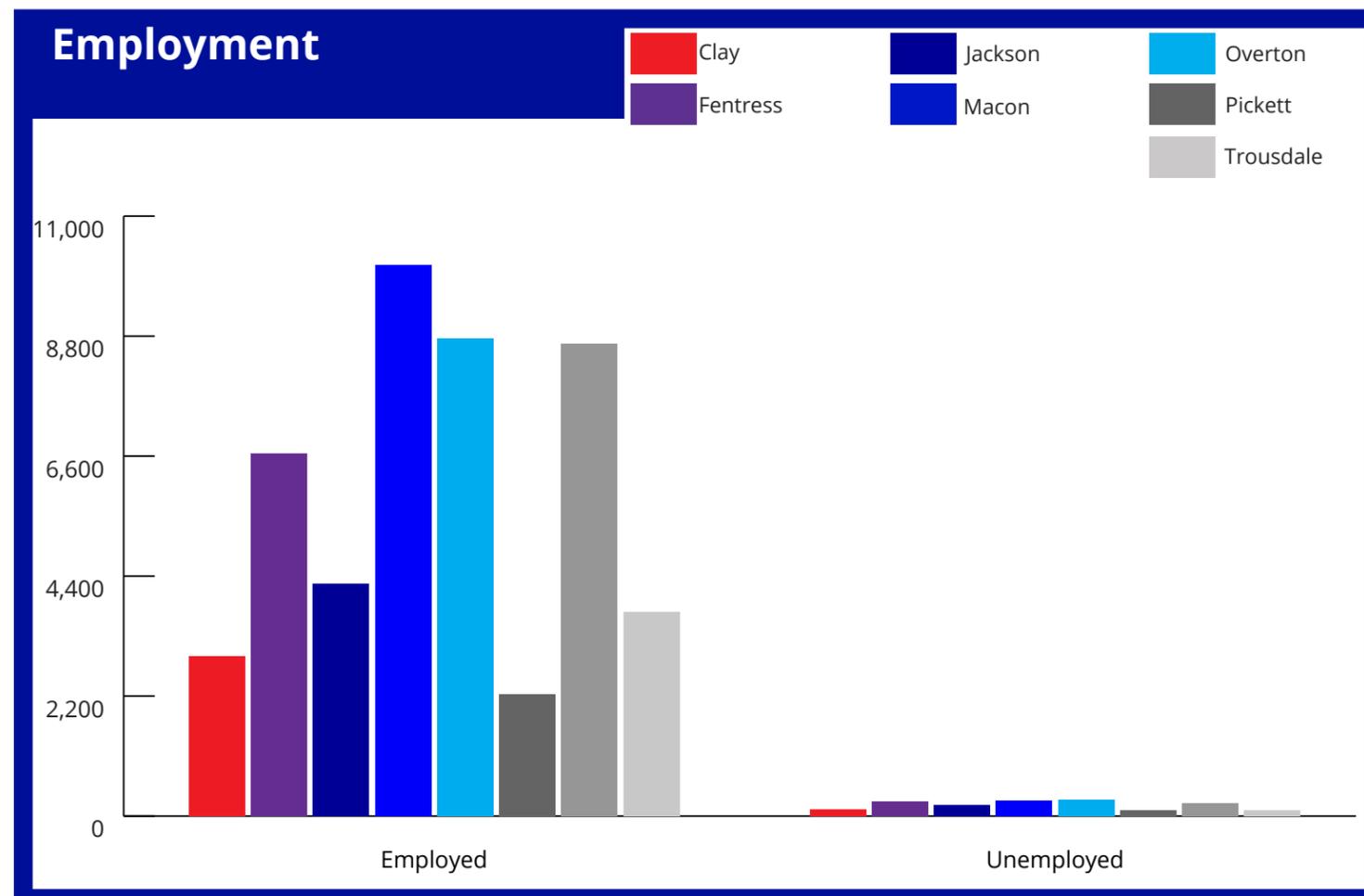
Unemployment is defined by the Census Bureau as, “any civilian 16 years old and over who are either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed.” Unemployment in the state of Tennessee is slightly higher than the national average. Only two counties within the Dale Hollow RPO, Jackson and Pickett Counties, were above the national average. However, there were no counties within the RPO that were above the state unemployment percentage.

Table 2.1

Dale Hollow Unemployment Status	
County	% Unemployment
Clay	4%
Fentress	3.9%
Jackson	4.6%
Macon	2.8%
Overton	3.4%
Pickett	4.4%
Smith	2.7%
Trousdale	2.6%
Tennessee	4.7%
National	4.3%

Source: Tennessee Unemployment according to the Bureau of Labor Statistics
National Unemployment according to the Bureau of Labor Statistics
According State of Tennessee Bureau of Labor Statistics May 2017 data

Figure 2.8



Demographic Summary

Demographic trends have implications on the transportation network within a region. While population is expected to increase at a steady rate, there are several segments of the general population that should be given additional consideration when transportation decisions are being made. These groups within the Dale Hollow RPO include low-income populations and the persons with disabilities. Due to the Rural Regional Transportation Plan examining these communities at a regional level, specific communities and locations were not identified, but it should be noted these populations do exist within these rural communities. Both of these groups historically need more access to social services and other assistance. These groups are more dependent on fixed-route or demand-responsive transit in rural areas. From the summaries mentioned above, Dale Hollow has a high percentage of low-income populations and persons with disabilities. When making long range planning decisions, these populations should be taken into consideration.

Industries and Freight Movement

The prevalence of industry and freight movement within a region impacts transportation decisions. Conversely, transportation decisions can positively or negatively affect industry growth and freight movement. Both areas influence each other in the following ways:

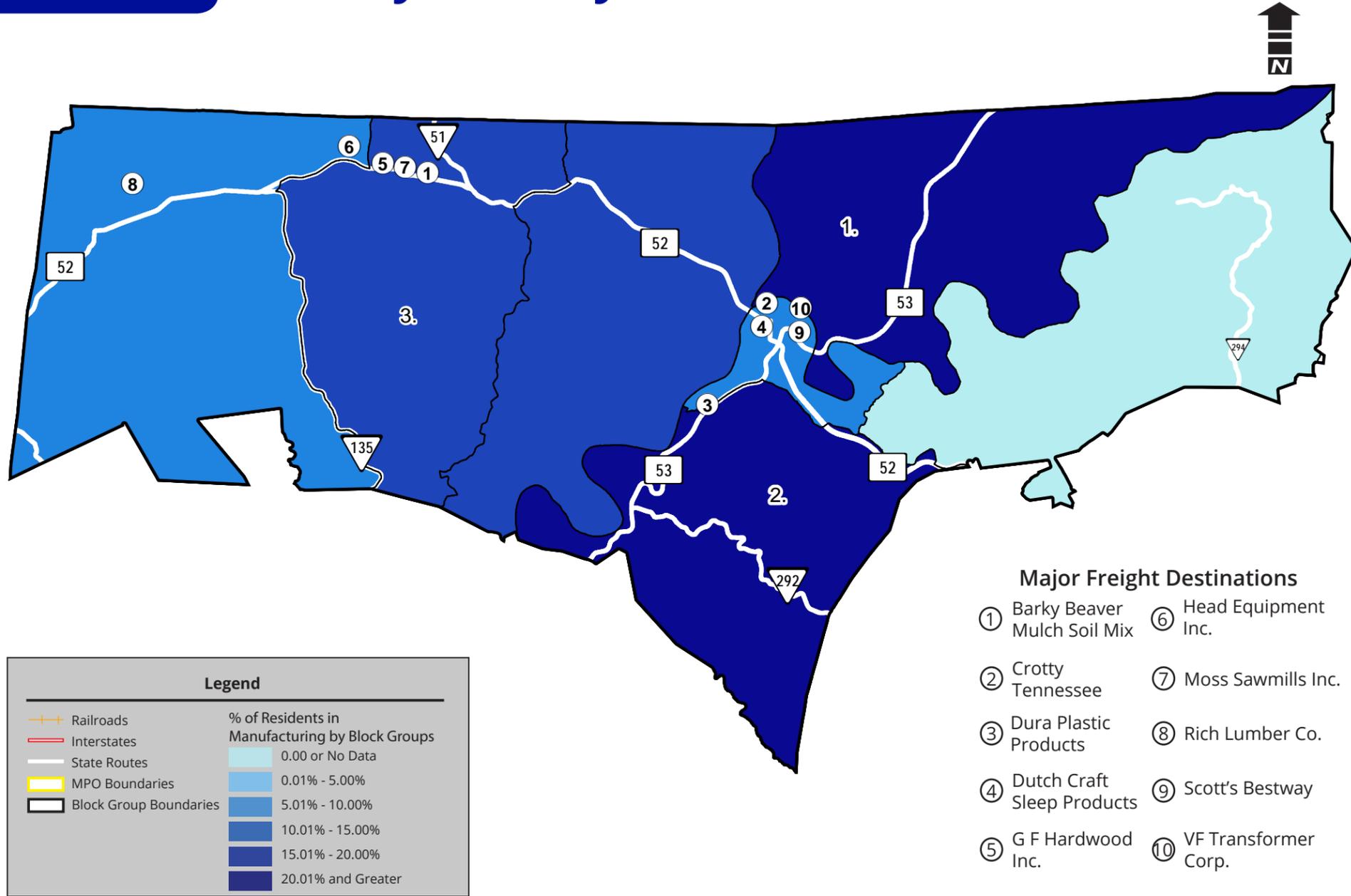
- » Transportation infrastructure location decisions can steer industry growth and freight flows to certain geographical areas.
- » Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

All of the counties within the Dale Hollow RPO, with the exception of one county, show Manufacturing as one of their top two industries. Smith County has nearly 50 percent of their total quarterly wages coming from manufacturing. Manufacturers typically are large freight movers and they need vital transportation arteries to move their goods in and out of their facilities. Most of the other major industries within Dale Hollow include Education and Health Services and Trade, Transportation, and Utilities.

Most major freight flows come from Manufacturing and Trade, Transportation, and Utility-related companies. Some of the major freight destinations within the Dale Hollow RPO

- » Dura Plastic Products (Clay County)
- » VF Transformer Corp. (Clay County)
- » Walmart Supercenter (Fentress County)
- » Robinson Manufacturing Co. (Fentress County)
- » Eaton Corp. (Jackson County)
- » ZST Logistics Inc. (Jackson County)
- » Fleetwood Homes (Macon County)
- » Racoe Inc. (Macon County)
- » ABC Inoac Exterior Systems, LLC (Overton County)
- » Livingston Chocolate Co. Inc. (Overton County)
- » CJR Bottling Inc. (Pickett County)
- » Fitzgerald Glider Kits, LLC (Pickett County)
- » Dana Driveshaft Products, LLC (Smith County)
- » Dura Automotive Systems (Smith County)

Clay County Economic Profile



Map 2.1

Sources:
 • Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 • American Community Survey, US Census Bureau, 2015
 • InfoGroup, 2016
 • Tennessee Department of Transportation

Table 2.4

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Education and Health Services	32.28%	1	26.06%
Manufacturing	21.78%	3	17.58%

*Total Quarterly Wages

Table 2.5

- Major Freight Destinations**
- ① Barky Beaver Mulch Soil Mix
 - ② Crotty Tennessee
 - ③ Dura Plastic Products
 - ④ Dutch Craft Sleep Products
 - ⑤ G F Hardwood Inc.
 - ⑥ Head Equipment Inc.
 - ⑦ Moss Sawmills Inc.
 - ⑧ Rich Lumber Co.
 - ⑨ Scott's Bestway
 - ⑩ VF Transformer Corp.

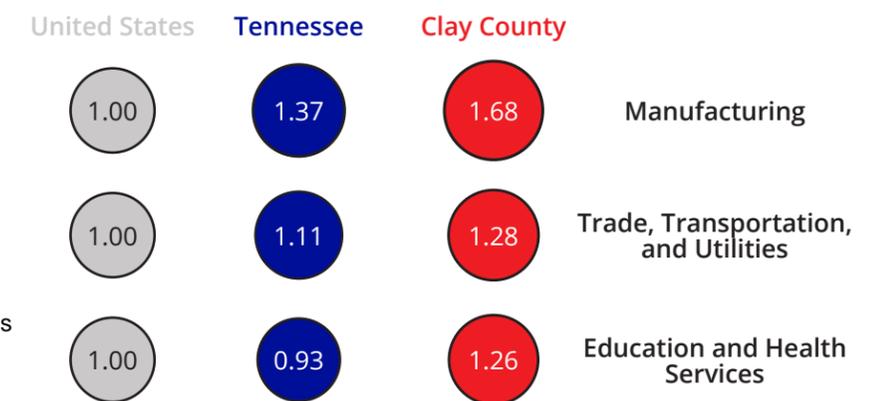
Table 2.2

Clay County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Natural Resources and Mining	\$761
2	Health and Services	\$721
3	Manufacturing	\$645
4	Trade, Transportation, and Utilities	\$625

Clay County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	35
2	Leisure and Hospitality	19
3	Other Services	16
7	Manufacturing	7
8	Natural Resources and Mining	8

Table 2.3

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Clay County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Fentress County Economic Profile

- ### Major Freight Destinations
- ① Ace Hardware
 - ② Beaty Lumber Inc.
 - ③ Beaty Shoes
 - ④ Food City
 - ⑤ Micro Metals Inc.
 - ⑥ Park Shirt Co. Inc.
 - ⑦ Robinson Manufacturing Co.
 - ⑧ Save-A-Lot Food Stores
 - ⑨ Swafford Sons IGA
 - ⑩ Walmart Supercenter

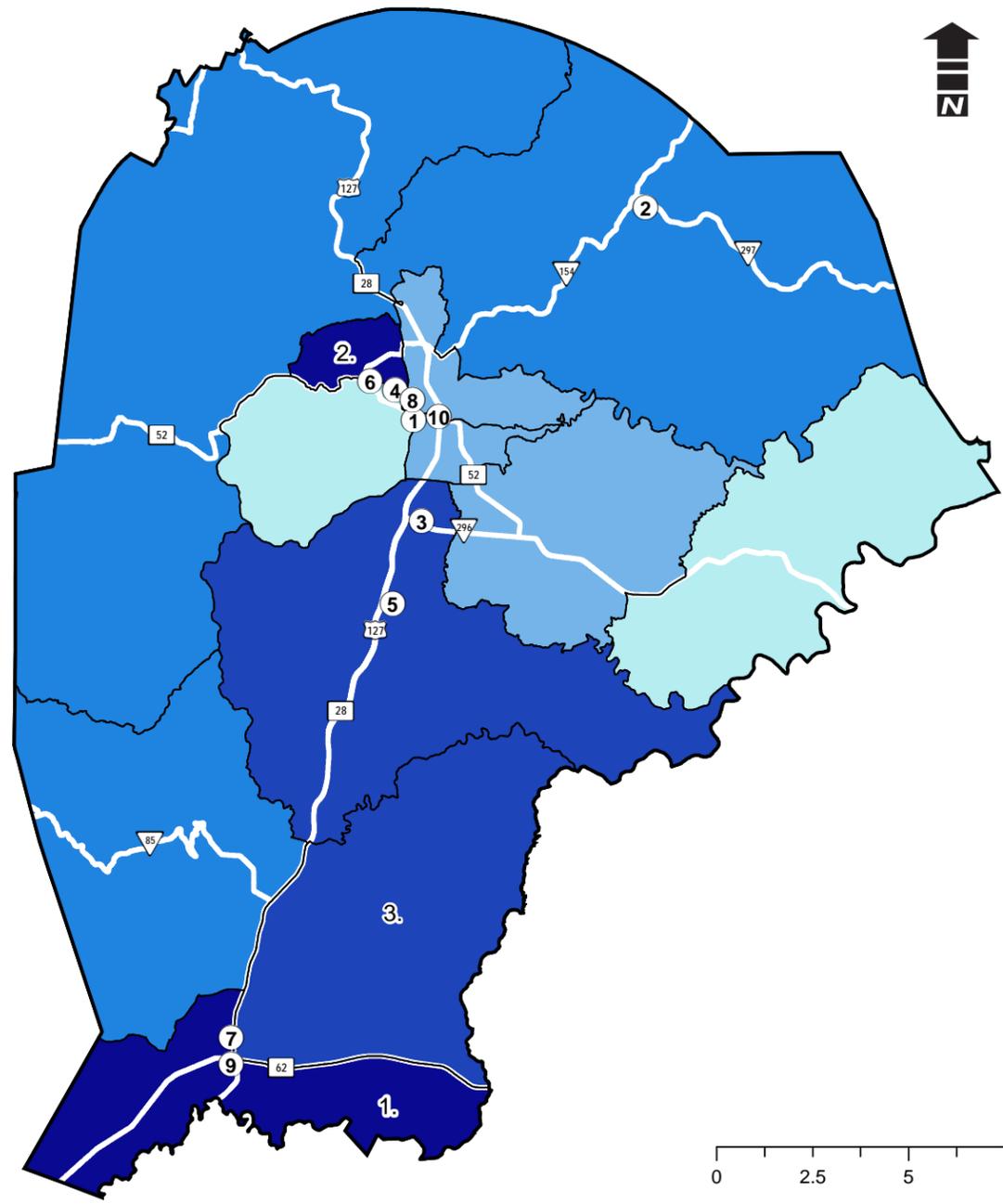
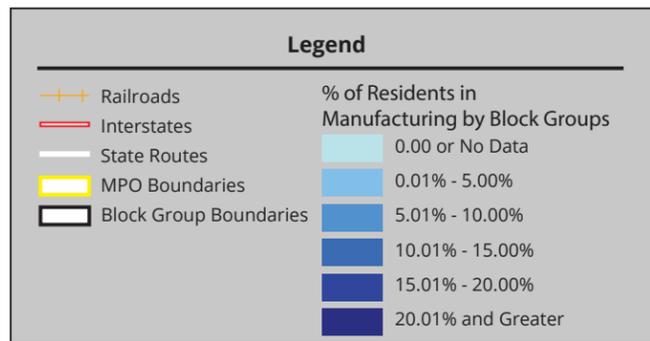


Figure 2.2

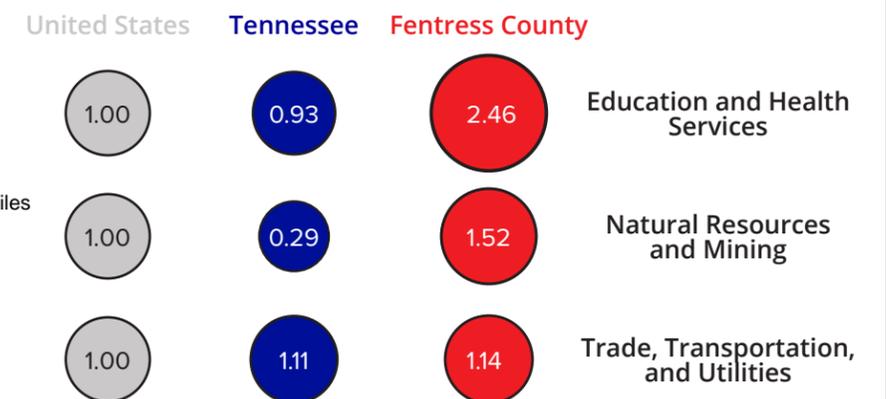
Table 2.6

Fentress County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Professional and Business Services	\$2,466
2	Financial Activities	\$965
3	Manufacturing	\$771
6	Natural Resources	\$511
8	Trade, Transportation, and Utilities	\$476

Fentress County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	63
2	Other Services	41
3	Education and Health Services	27
7	Manufacturing	18
8	Natural Resources and Mining	12

Table 2.7

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Fentress County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Table 2.8

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Education and Health Services	46.74%	1	30.56%
Manufacturing	8.92%	3	19.60%

*Total Quarterly Wages

Sources:
 • Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 • American Community Survey, US Census Bureau, 2015
 • InfoGroup, 2016
 • Tennessee Department of Transportation

Jackson County Economic Profile

Introduction & Overview

Demographic & Land Use Trends

Regional Transportation System

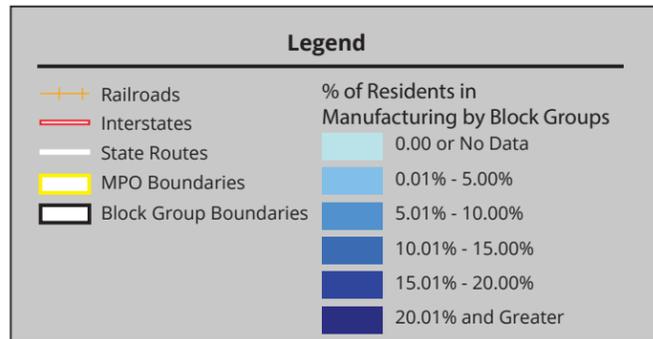
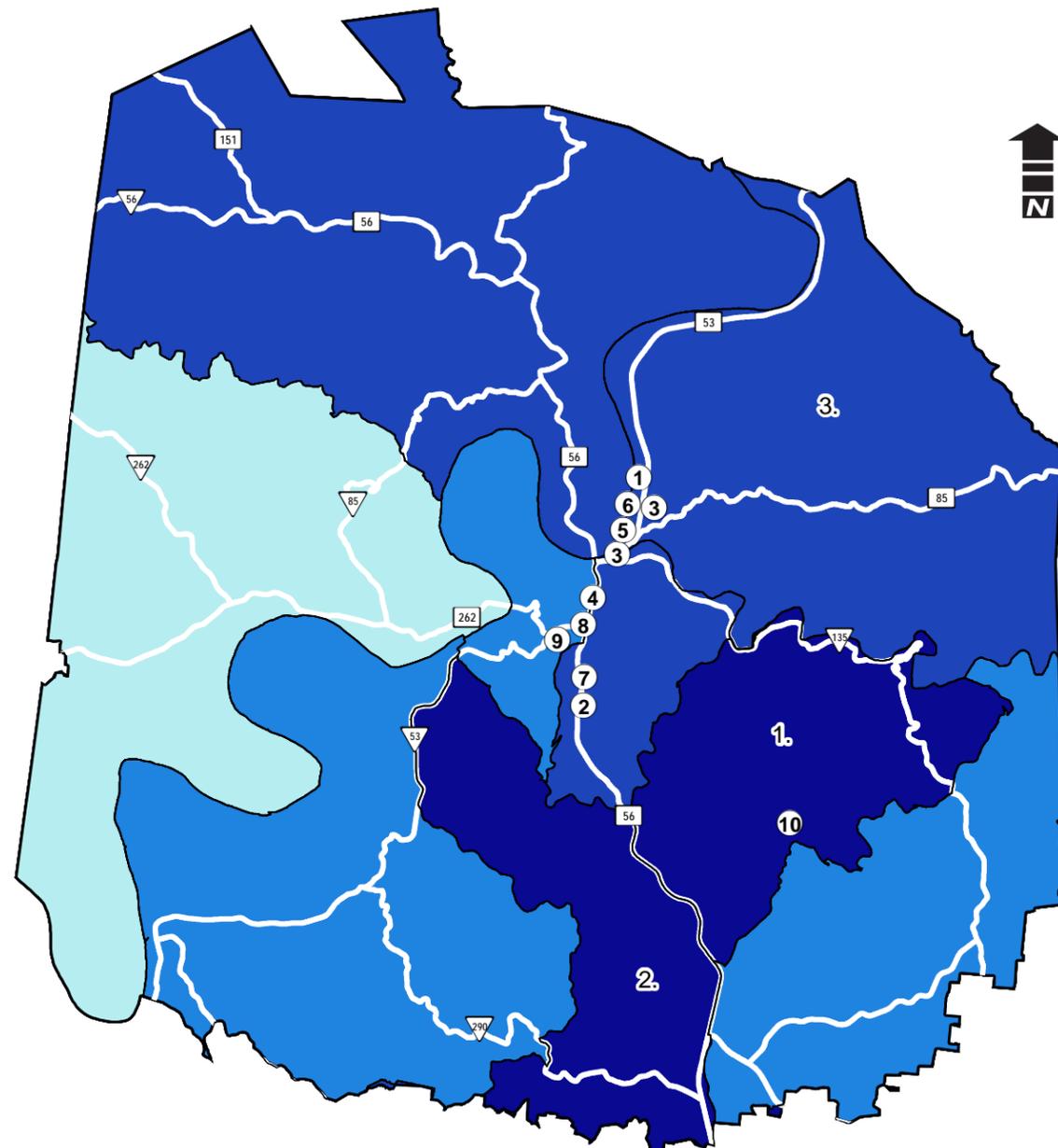
Goals & Objectives

Recommendations

References & Appendix

Major Freight Destinations

- ① Ansei America Inc.
- ② Country Cabin Quik
- ③ Eaton Corp.
- ④ Gainesboro Foodtown Inc.
- ⑤ Nielsen Bainbridge, LLC
- ⑥ Nielsen Moulding Design
- ⑦ Save-A-Lot Food Stores
- ⑧ Southeastern Wholesale, LLC
- ⑨ US Post Office
- ⑩ ZST Logistics Inc.



Map 2.3

Table 2.10

Jackson County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Professional and Business Services	\$680
2	Financial Activities	\$678
3	Trade, Transportation, and Utilities	\$605
6	Manufacturing	\$575
N/A	Natural Resources and Mining	No Data

Jackson County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	32
2	Construction	13
2	Professional and Business Services	13
8	Manufacturing	6
N/A	Natural Resources and Mining	No Data

Table 2.11

Employment Location Quotients (LQ)*

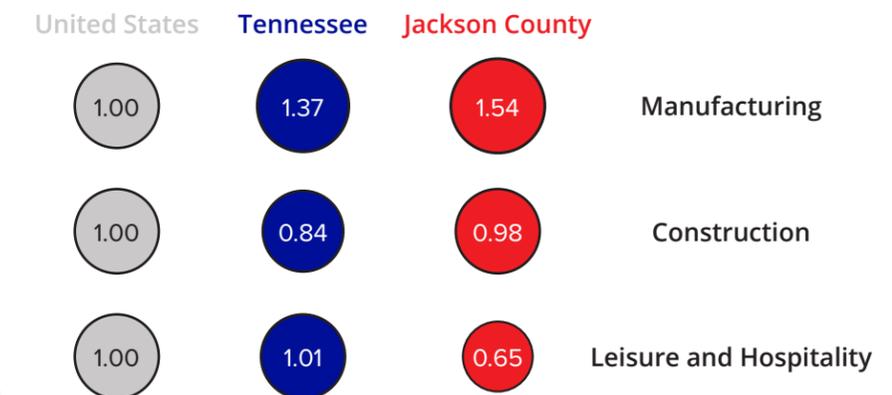


Table 2.12

Major Industry	
Industry	% of TQW*
Manufacturing	18.79%
Trade, Transportation, and Utilities	16.97%

*Total Quarterly Wages

Table 2.13

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	34.70%
2	25.05%
3	18.44%

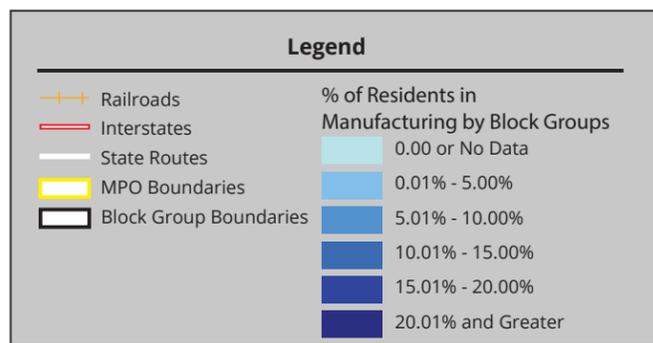
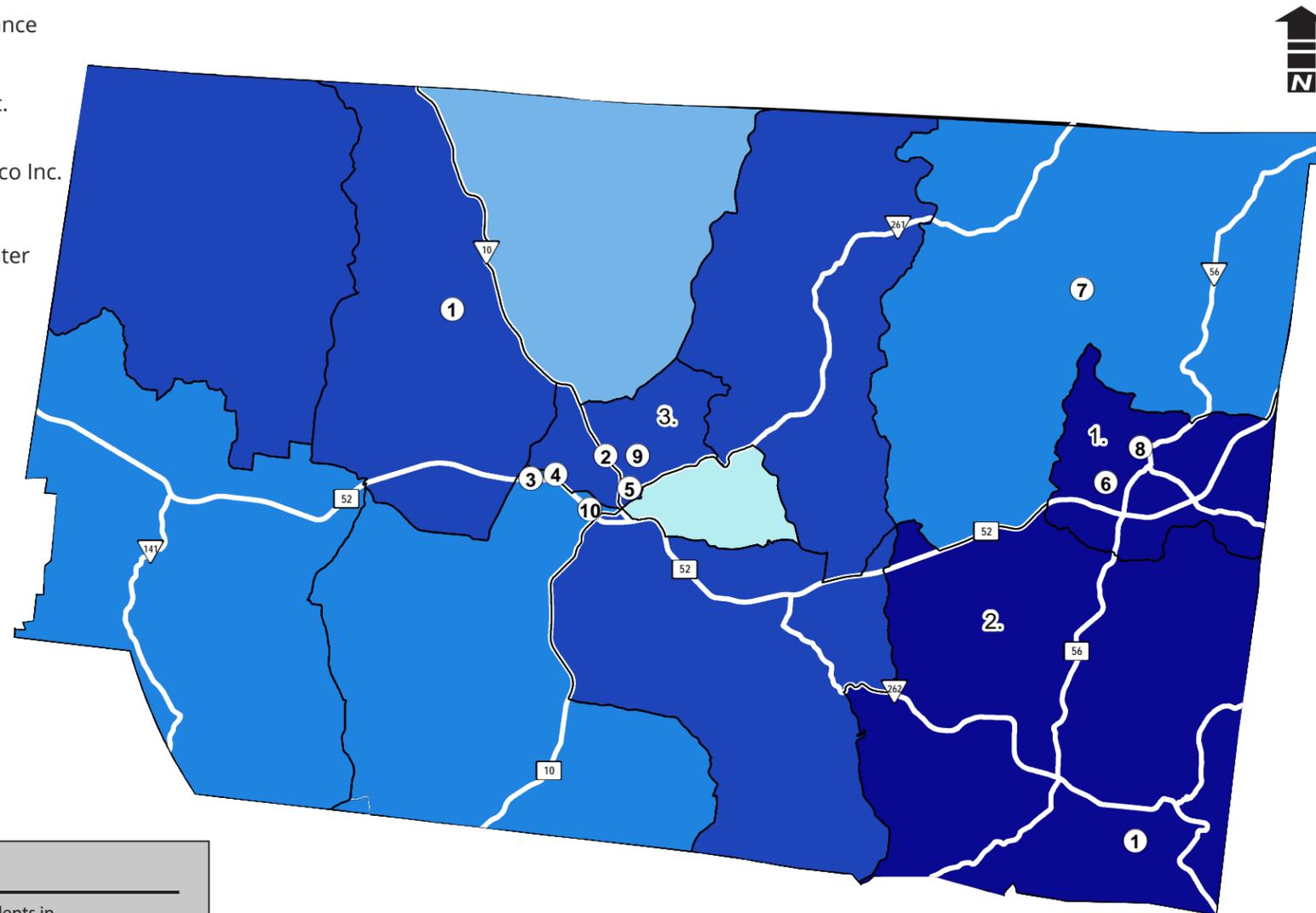
Sources:
 • Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 • American Community Survey, US Census Bureau, 2015
 • InfoGroup, 2016
 • Tennessee Department of Transportation

*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Jackson County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Macon County Economic Profile

Major Freight Destinations

- ① Clark Lumber Co. Inc (2)
- ② DT McCall & Sons
- ③ Fleetwood Homes
- ④ Flex Technologies
- ⑤ Measure Up-IG
- ⑥ Nestle Waters North America
- ⑦ Performance Feeds
- ⑧ Racoe Inc.
- ⑨ Tennplasco Inc.
- ⑩ Walmart Supercenter



Map 2.4

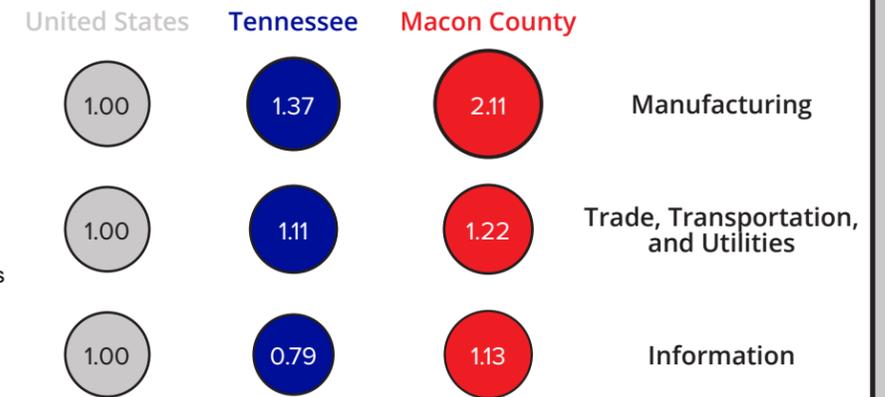
Table 2.14

Macon County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Information	\$1303
2	Financial Activities	\$770
3	Education and Health Services	\$649
4	Manufacturing	\$595
5	Trade, Transportation, and Utilities	\$588
7	Natural Resources and Mining	\$539

Macon County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	88
2	Other Services	41
3	Financial Activities	34
4	Manufacturing	33
9	Natural Resources and Mining	7

Table 2.15

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Macon County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Table 2.16

Major Industry	
Industry	% of TQW*
Trade, Transportation, and Utilities	29.39%
Manufacturing	23.78%

Table 2.17

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	31.58%
2	28.71%
3	27.99%

*Total Quarterly Wages

- Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 - American Community Survey, US Census Bureau, 2015
 - InfoGroup, 2016
 - Tennessee Department of Transportation

Overton County Economic Profile

Introduction
& Overview

Demographic &
Land Use Trends

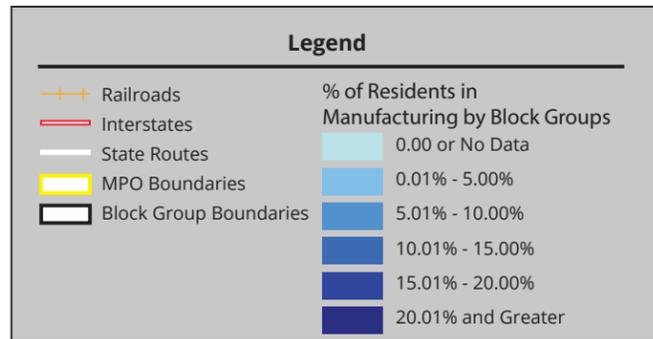
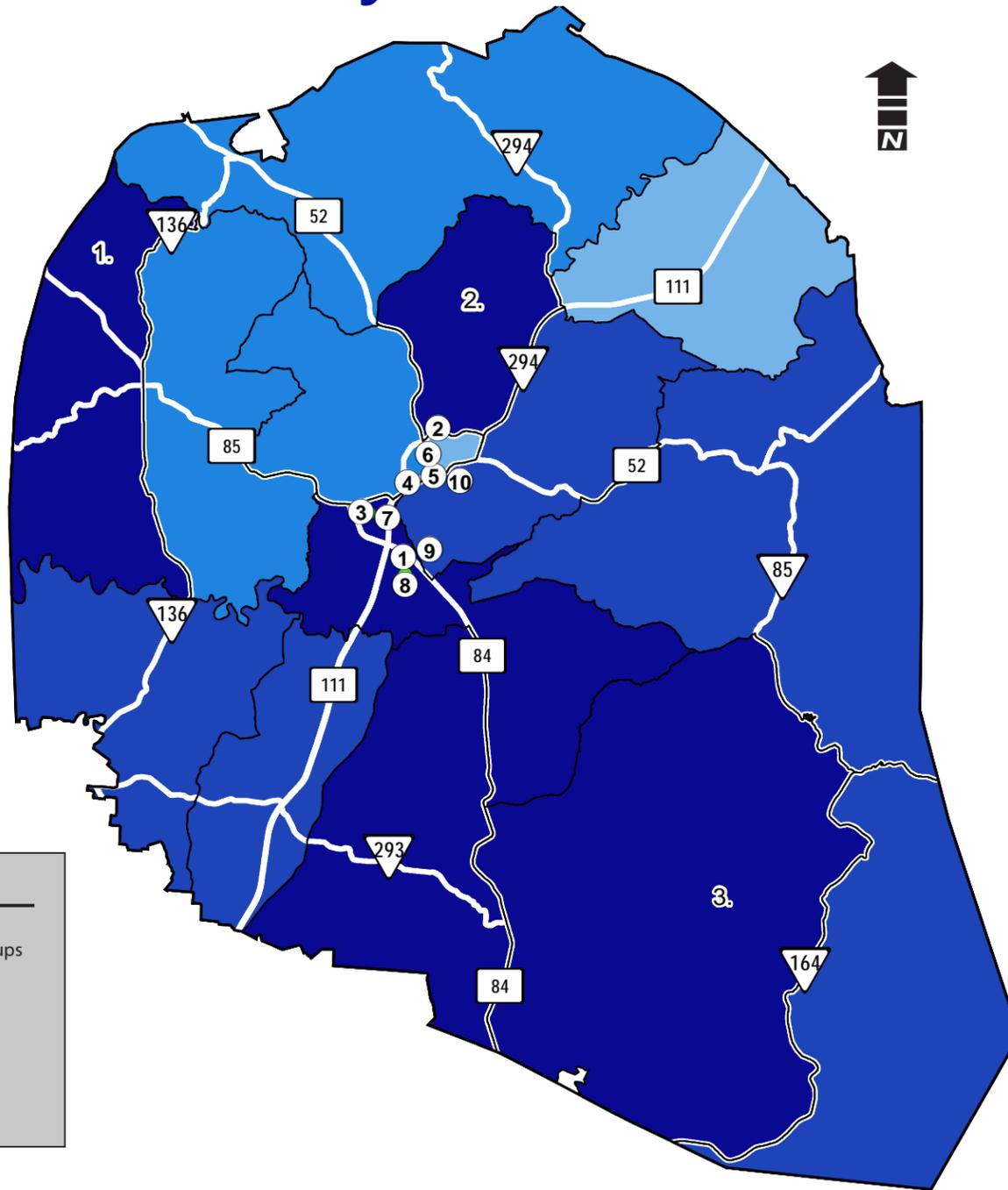
Regional
Transportation System

Goals &
Objectives

Recommendations

References
& Appendix

- ### Major Freight Destinations
- ① ABC Inoac Exterior Systems, LLC
 - ② Food Lion
 - ③ Hutchinson Flats Inc.
 - ④ Jerry's IGA
 - ⑤ Linde RSS, LLC
 - ⑥ Livingston Chocolate Co. Inc
 - ⑦ Overton Farmer's Co-op
 - ⑧ Parker
 - ⑨ Tennessee Mills
 - ⑩ Volunteer Foam & Supply Corp



Map 2.5

Table 2.18

Overton County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Financial Activities	\$998
2	Construction	\$913
3	Education and Health Services	\$907
4	Manufacturing	\$893
6	Trade, Transportation, and Utilities	\$626

Overton County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	87
2	Other Services	34
3	Leisure and Hospitality	33
6	Manufacturing	22
9	Natural Resources and Mining	11

Table 2.19

Employment Location Quotients (LQ)*

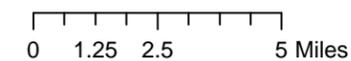
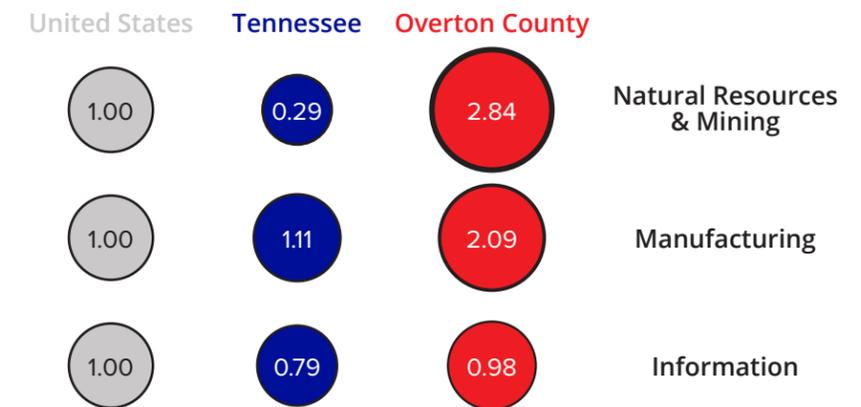


Table 2.20

Major Industry

Industry	% of TQW*
Manufacturing	30.95%
Education and Health Services	19.82%

*Total Quarterly Wages

Table 2.21

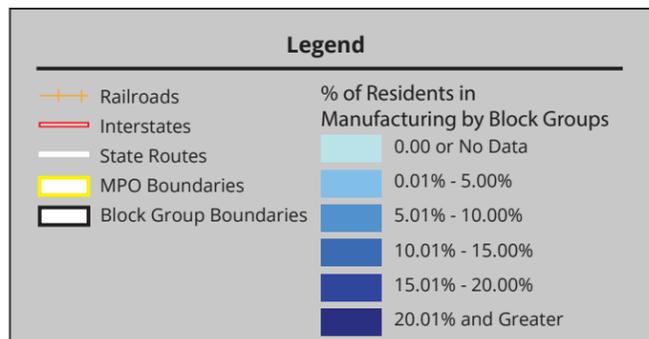
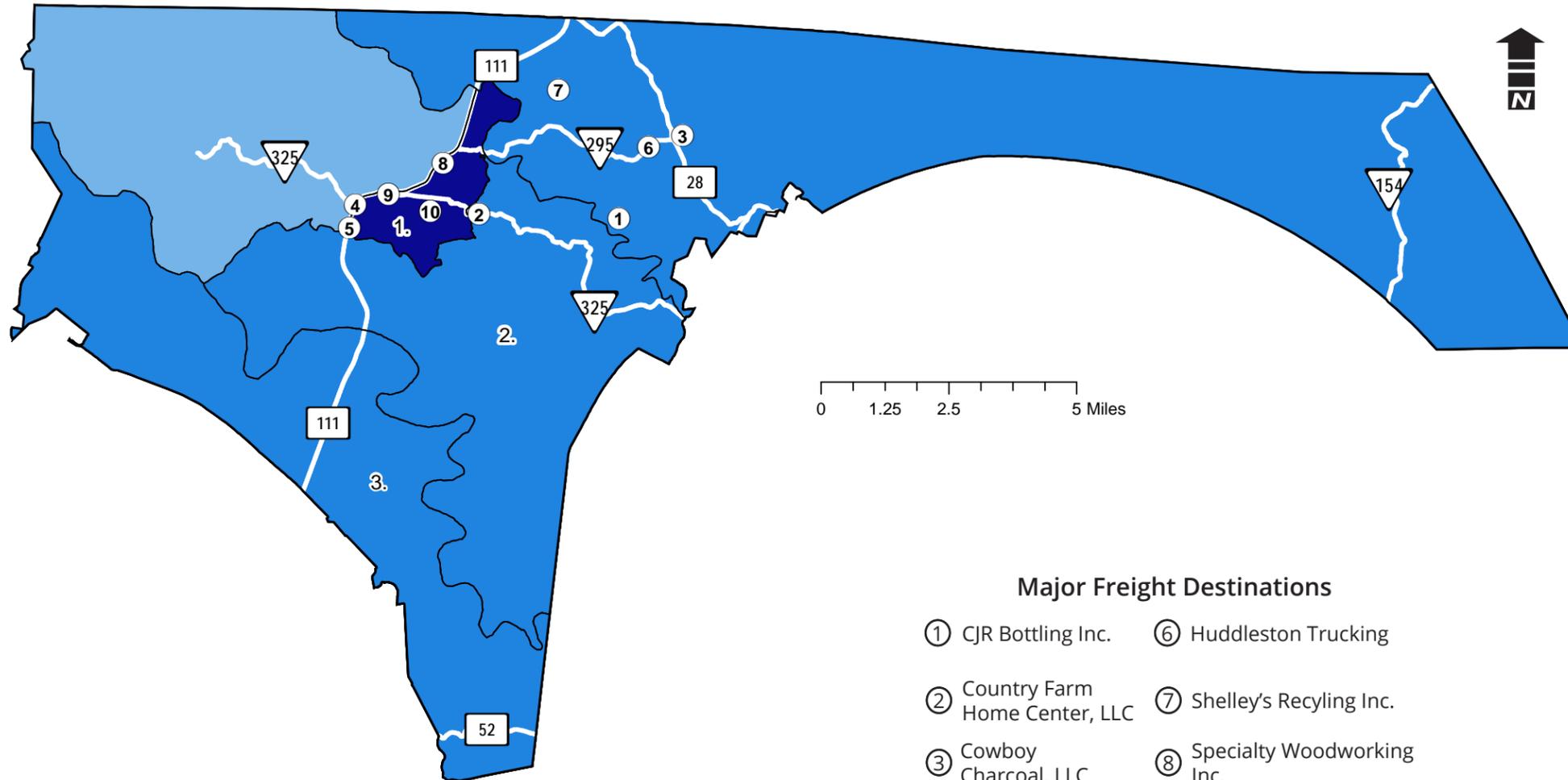
Highest % of Residents Working in Manufacturing

Block Group Rank	% of Residents
1	29.17%
2	25.54%
3	21.73%

*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Overton County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

- Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 - American Community Survey, US Census Bureau, 2015
 - InfoGroup, 2016
 - Tennessee Department of Transportation

Pickett County Economic Profile



Map 2.6

Table 2.24

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Trade, Transportation, and Utilities	46.41%	1	23.48%
Manufacturing	N/A	2	13.40%
		3	12.66%

*Total Quarterly Wages

Table 2.25

- ### Major Freight Destinations
- ① CJR Bottling Inc.
 - ② Country Farm Home Center, LLC
 - ③ Cowboy Charcoal, LLC
 - ④ Del Harla Hardwoods
 - ⑤ Fitzgerald Glider Kits, LLC
 - ⑥ Huddleston Trucking
 - ⑦ Shelley's Recycling Inc.
 - ⑧ Specialty Woodworking Inc.
 - ⑨ Stories Automotive Warehouse
 - ⑩ Tennessee Wastewood Products Inc.

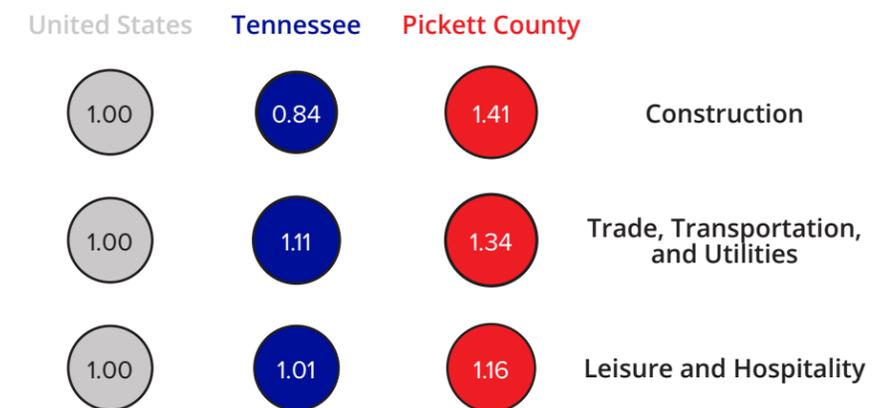
Table 2.22

Pickett County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Professional and Business Services	\$1,017
2	Trade, Transportation, and Utilities	\$832
3	Financial Activities	\$792
N/A	Manufacturing	N/A
N/A	Natural Resources and Mining	N/A

Pickett County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	21
2	Construction	14
2	Leisure and Hospitality	14
7	Manufacturing	6
10	Natural Resources and Mining	2

Table 2.23

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Pickett County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Sources:
 • Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 • American Community Survey, US Census Bureau, 2015
 • InfoGroup, 2016
 • Tennessee Department of Transportation

Smith County Economic Profile

Introduction & Overview

Demographic & Land Use Trends

Regional Transportation System

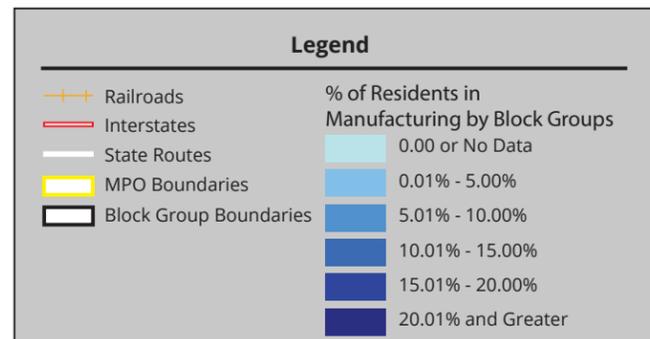
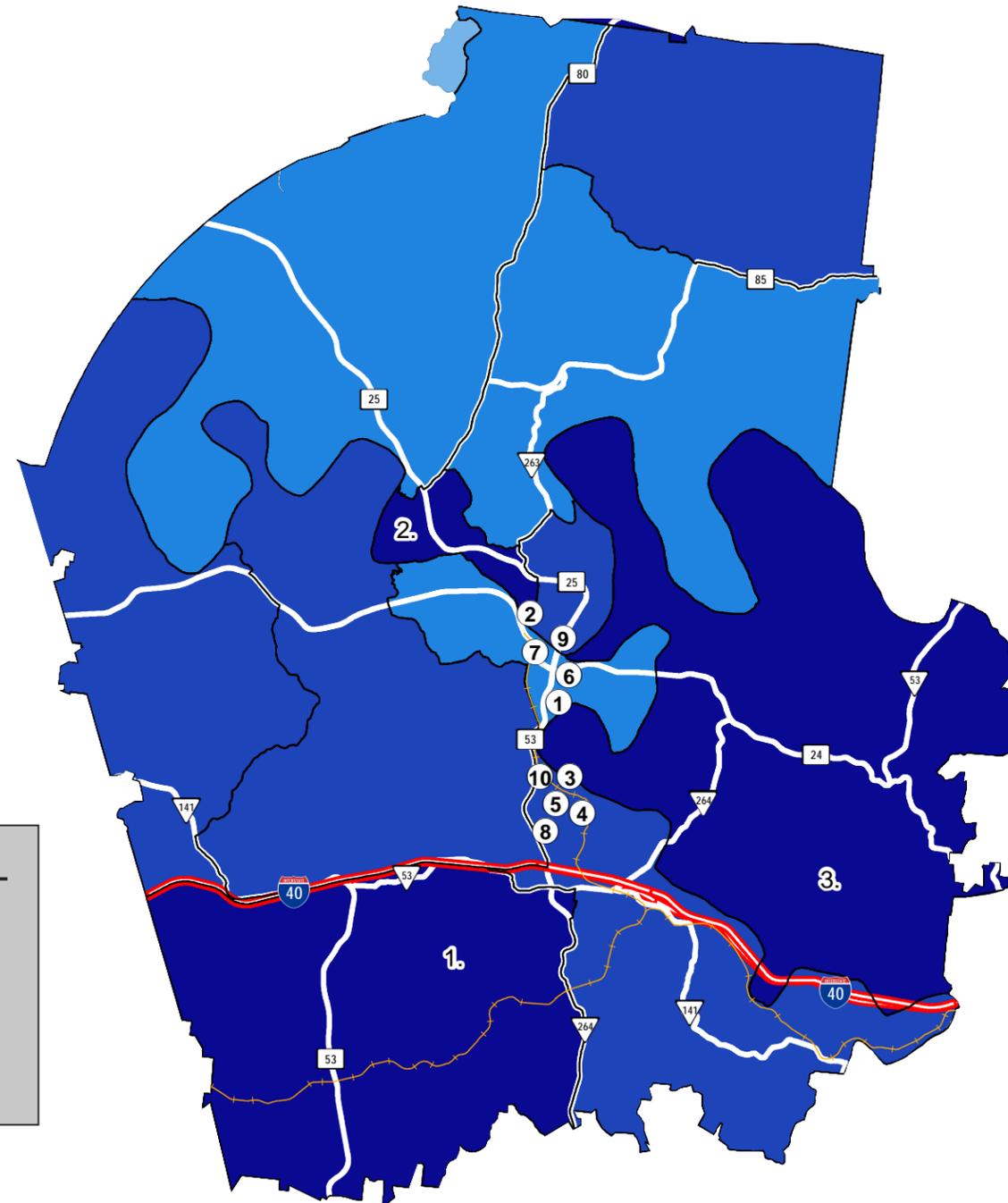
Goals & Objectives

Recommendations

References & Appendix

Major Freight Destinations

- ① Arnold Lime SVC
- ② DT McCall Sons
- ③ Dana Driveshaft Products, LLC
- ④ Dura Automotive Systems
- ⑤ Graphic Packaging Intl.
- ⑥ Overstreet Hughes Co. Inc.
- ⑦ South Carthage Sav-Way
- ⑧ Taiho Manufacturing of TN, LLC
- ⑨ Walmart Supercenter
- ⑩ William L Bonnell Co. Inc.



Map 2.7



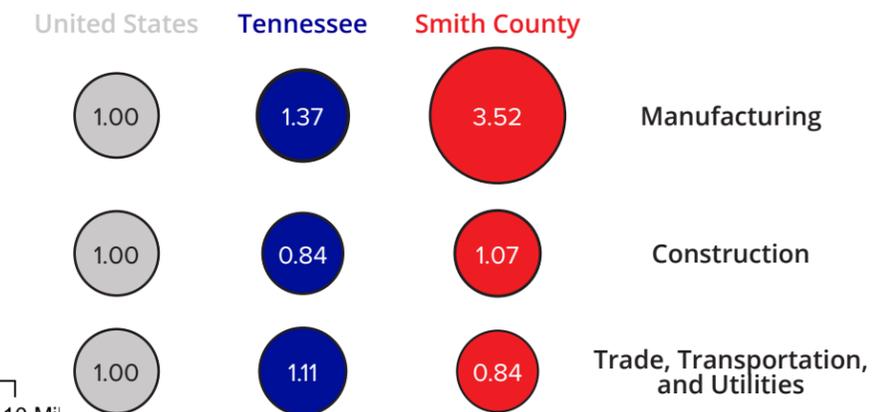
Table 2.26

Smith County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Natural Resources and Mining	\$1,088
2	Financial Activities	\$979
3	Construction	\$931
4	Manufacturing	\$908
7	Trade, Transportation, and Utilities	\$615

Smith County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	76
2	Construction	34
3	Professional and Business Services	24
7	Manufacturing	20
9	Natural Resources and Mining	5

Table 2.27

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Smith County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Table 2.28

Major Industry	Highest % of Residents Working in Manufacturing	
	Industry	% of TQW*
Manufacturing	47.93%	Block Group Rank 1, % of Residents 36.24%
Trade, Transportation, and Utilities	17.17%	Block Group Rank 2, % of Residents 30.55%
		Block Group Rank 3, % of Residents 30.11%

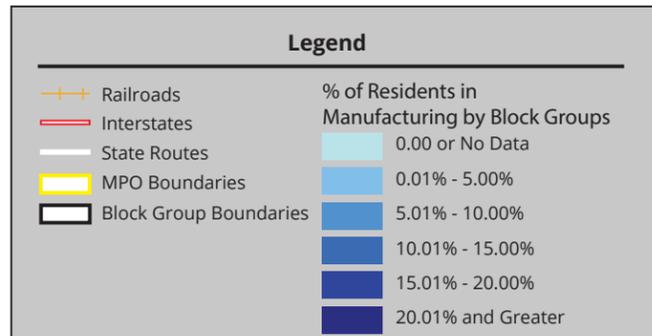
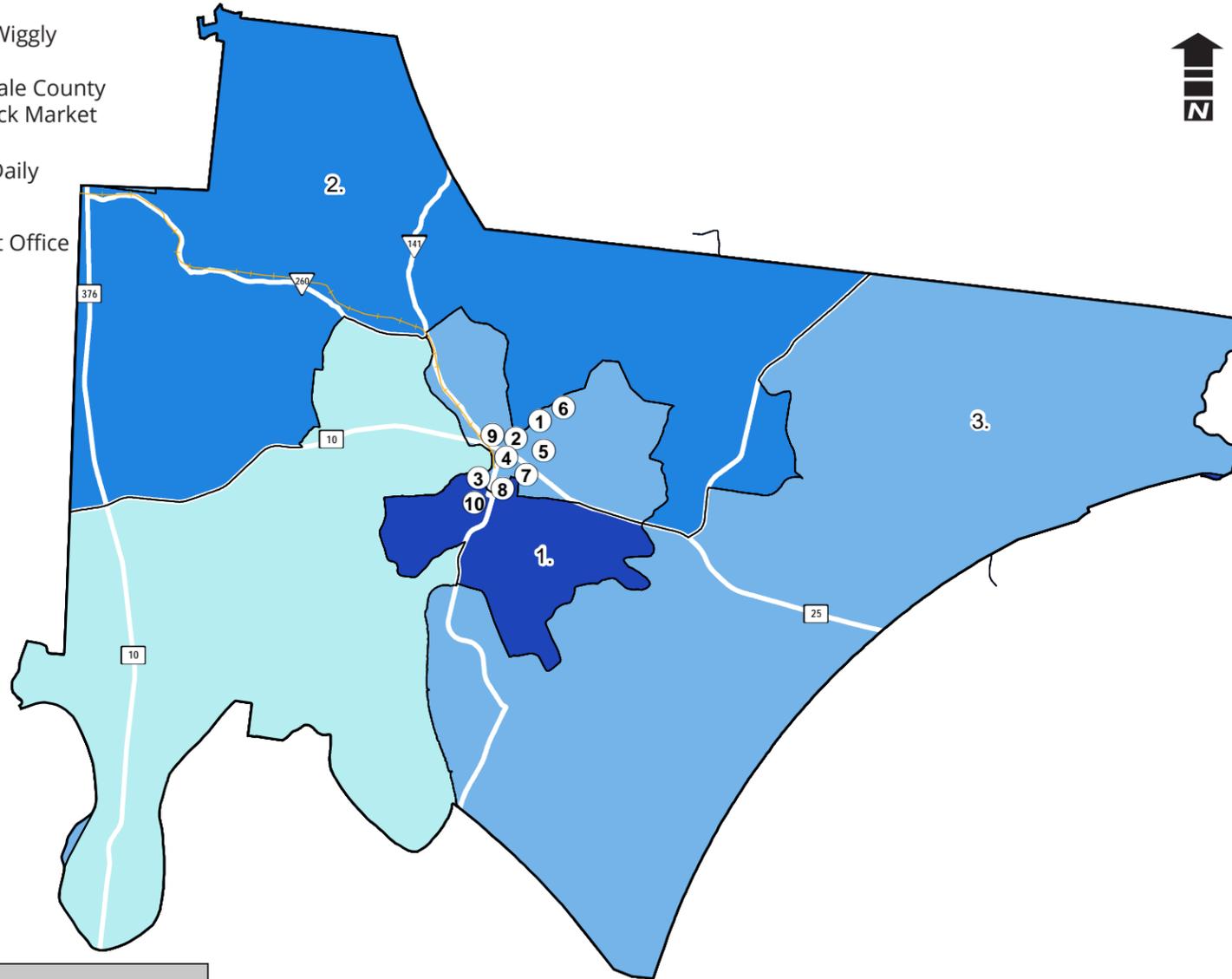
*Total Quarterly Wages

- Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 - American Community Survey, US Census Bureau, 2015
 - InfoGroup, 2016
 - Tennessee Department of Transportation

Trousdale County Economic Profile

Major Freight Destinations

- ① Dakota Works
- ② Direct Buy Tobacco
- ③ Fred's Super Dollar
- ④ Hartsville Foodland Inc.
- ⑤ Mueller Refrigeration, LLC
- ⑥ Old Time Express Inc.
- ⑦ Piggly Wiggly
- ⑧ Trousdale County Livestock Market
- ⑨ Twice Daily
- ⑩ US Post Office



Map 2.8

Sources:
 • Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 • American Community Survey, US Census Bureau, 2015
 • InfoGroup, 2016
 • Tennessee Department of Transportation

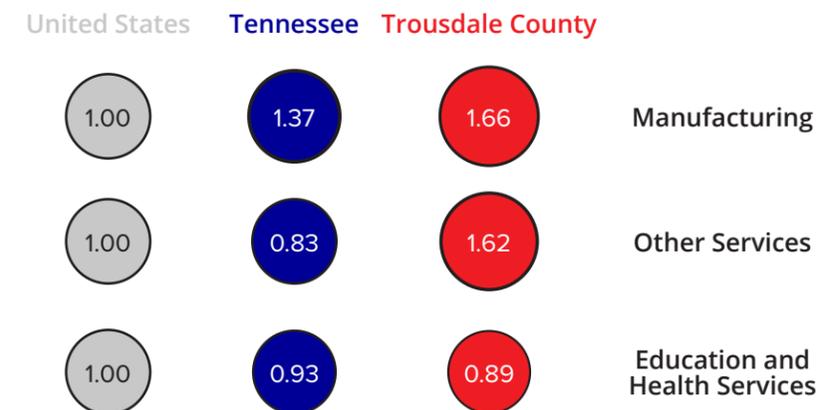
Table 2.30

Trousdale County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Manufacturing	\$835
2	Information	\$732
3	Financial Activities	\$729
7	Trade, Transportation, and Utilities	\$465
N/A	Natural Resources and Mining	N/A

Trousdale County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	34
2	Education and Health Services	18
3	Other Services	15
7	Manufacturing	6
N/A	Natural Resources and Mining	N/A

Table 2.31

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Trousdale County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to the national average, where as a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Table 2.32

Major Industry	Highest % of Residents Working in Manufacturing	
	Industry	% of TQW*
Manufacturing	29.53%	1
Education and Health Services	17.52%	2
		3

*Total Quarterly Wages

Table 2.33

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	17.46%
2	11.81%
3	9.18%

LAND USE

Relationship of Land Use and Development to Transportation

An important element to transportation planning is the need to coordinate with city, county, and regional organizations. These collaborations should address land use, transportation, and economic development. Rural counties throughout the state of Tennessee are working to maintain current economic conditions, while seeking new and diverse economic development opportunities. Also, while preserving rural character within these communities. Most of the land in the Dale Hollow RPO is agricultural; however there are large portions within Pickett, Fentress, and Overton counties dedicated as public lands. The RPO is also home to Dale Hollow Lake, which creates transportation implications and development within the region. Land use and development changes that particularly affect transportation in rural areas include schools, loss or gain of a major employer, retirement community development, and commuters from nearby urban areas.

Existing Land Use

The land use in the Dale Hollow RPO is generally agricultural, residential, and public lands. More residential and commercial/office uses occur near existing towns. All eight counties within the RPO are more than 60 percent agricultural. Growth areas and activity centers vary throughout the region. Clay County is experiencing commercial growth in the unincorporated town of Moss along SR-52. Fentress County's growth, which is primarily residential, has taken place in the western portion of Clarkrange. The southern portion of Jackson County has seen growth due to its proximity to I-40. Macon County has residential growth along its western border. The growth in this particular area is attributed to growth in Sumner County, which is a part of the growing Middle Tennessee Region. Overton County's growth is along SR-111 near Rickman. The Rickman Community is east of the SR-111 corridor, located about 12 miles north of Cookeville. Residential development is occurring throughout Smith County. Smith County is also adjacent to Wilson County, which is a part of the Middle Tennessee Region experiencing substantial growth. Residential growth is taking place in the western portion of Trousdale County. Trousdale, similar to Macon County, is experiencing growth due to its proximity to Sumner and Wilson Counties. Location of development and land use can have a long-term impact on the transportation network.

Clockwise from top left: Trousdale County. Pickett County. Overton County, Smith County



Table 2.34

County	Agriculture	Commercial/ Office	Industrial	Residential	Community Services	Public Land	County Total	County Percent
Clay	136,442.89 (91.73%)	349.80 (0.24%)	15.08 (0.01%)	11,258.14 (7.57%)	142.37 (0.10%)	543.42 (0.37%)	148,751.70 (100.00%)	10.13%
Fentress	235,076.40 (74.63%)	628.13 (0.20%)	9.75 (0.003%)	36,219.73 (11.50%)	360.89 (0.11%)	42,674.51 (13.55%)	314,969.41 (100.00%)	18.60%
Jackson	167,626.82 (90.33%)	173.16 (0.09%)	82.47 (0.04%)	16,256.66 (8.76%)	297.72 (0.16%)	1,139.97 (0.61%)	185,576.80 (100.00%)	21.45%
Macon	146,200.58 (84.27%)	831.61 (0.48%)	142.22 (0.08%)	24,993.90 (14.41%)	374.07 (0.22%)	954.53 (0.55%)	173,496.91 (100.00%)	7.04%
Overton	230,902.56 (84.53%)	577.13 (0.21%)	271.52 (0.099%)	29,061.50 (10.64%)	630.21 (0.23%)	11,715.10 (4.29%)	273,158.02 (100.00%)	12.64%
Pickett	66,126.88 (63.95%)	249.71 (0.24%)	30.99 (0.03%)	9,917.10 (9.59%)	1,680.20 (1.62%)	25,399.29 (24.56%)	103,404.17 (100.00%)	13.48%
Smith	167,273.28 (84.52%)	929.62 (0.47%)	763.71 (0.39%)	21,897.64 (11.06%)	275.23 (0.14%)	6,780.75 (3.43%)	197,920.23 (100.00%)	11.82%
Trousdale	57,393.40 (80.88%)	387.05 (0.55%)	117.87 (0.17%)	11,559.11 (16.29%)	96.14 (0.14%)	1,410.25 (1.99%)	70,963.82 (100.00%)	4.83%
Region Total	1,207,042.81	4,126.21	1,433.61	161,163.78	3,856.83	90,617.82	1,468,241.06	100.00%
Region Percent	82.21%	0.28%	0.10%	10.98%	0.26%	6.17%	100.00%	

Dale Hollow Existing Land Use

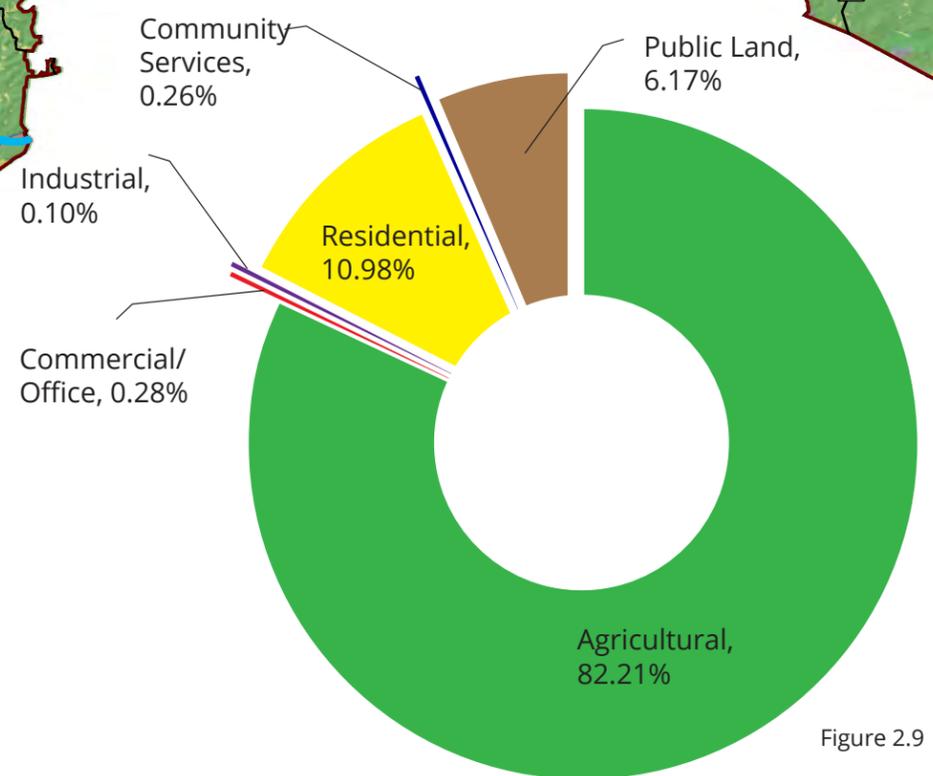
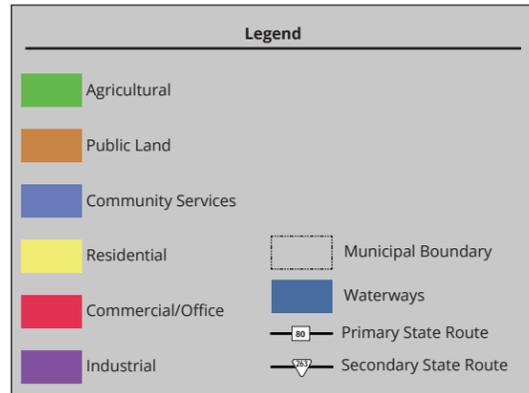
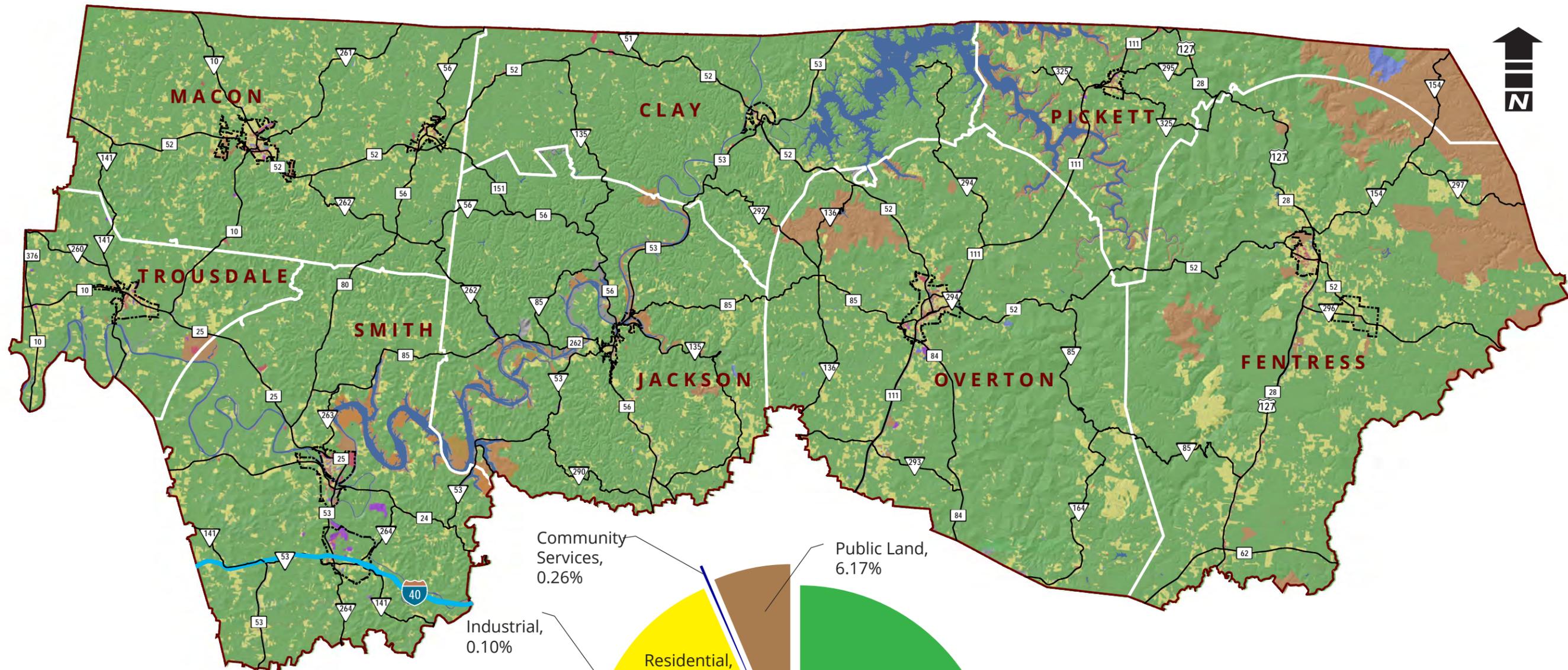
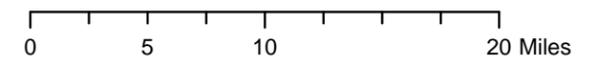


Figure 2.9



Map 2.9

From left to right: Fentress County, Pickett County, Jackson County



Public Lands

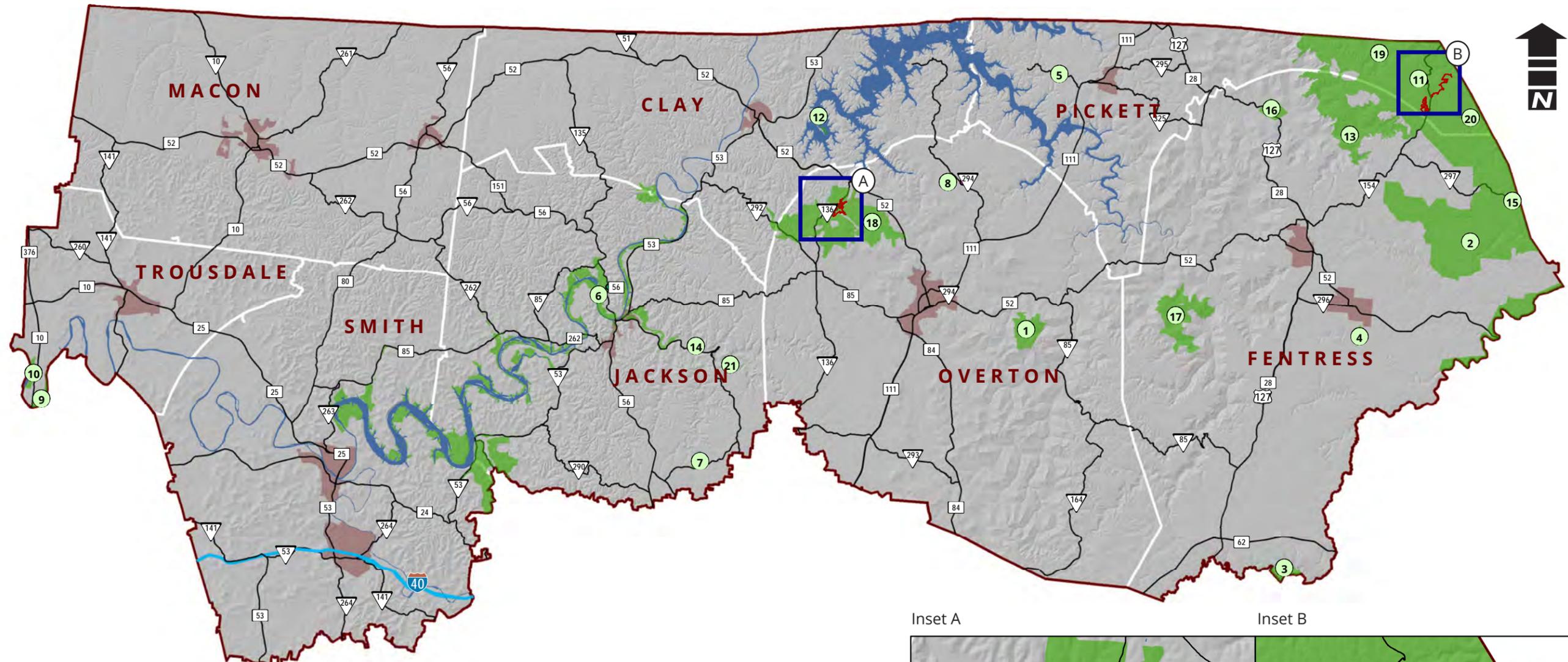
The Dale Hollow RPO is home to five state parks; these include Cummins Falls State Park (the state's newest park), Standing Stone State Park, Cordell Hull Birthplace State Park, Pickett Memorial State Park, and Sergeant Alvin C. York State Historic Park. Tennessee State Parks preserve and protect natural, cultural and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourism to the region and promote local economic development.

Table 2.35

Label	Name	Type	Acres	Source	Ownership	County
1	Alpine Mountain	Wildlife Management Area	1,706.8	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/58.pdf	State of Tennessee (TWRA)	Overton
2	Big South Fork	National River and Recreation Area	28,364.2	https://www.nps.gov/biso/index.htm	National Park Service	Fentress, Pickett
3	Catoosa	Wildlife Management Area	661.7	https://www.tn.gov/twra/article/region-3-dove-fields	State of Tennessee (TWRA)	Fentress
4	Colditz Cove	State Natural Area	158.7	http://www.tennessee.gov/environment/article/na-na-colditz-cove	State of Tennessee (TDEC)	Fentress
5	Cordell Hull SHP	State Historic Park	37.1	http://tnstateparks.com/parks/about/cordell-hull-birthplace	State of Tennessee	Pickett
6	Cordell Hull WMA	Wildlife Management Area	12,594.3	https://www.tn.gov/twra/article/region-3-dove-fields	State of Tennessee (TWRA)	Clay, Jackson, Smith
7	Cummins Falls	State Park	211.3	http://tnstateparks.com/parks/about/cummins-falls	State of Tennessee	Jackson
8	Jackson Swamp	Wildlife Management Area	206.1	https://www.tn.gov/twra/article/region-3-dove-fields	State of Tennessee (TWRA)	Overton
9	Lock 5 Refuge	Refuge	329.6	https://www.tn.gov/twra/article/region-2-wmas	State of Tennessee (TWRA)	Trousdale
10	Old Hickory	Wildlife Management Area	336.2	https://www.tn.gov/twra/article/region-2-wmas	State of Tennessee (TWRA)	Trousdale
11	Pickett State Forest	State Park/Forest/Wildlife Management Area	18,968.6	https://www.tn.gov/agriculture/article/ag-forests-sf-pickett	State of Tennessee (TDEC/TDA)	Fentress, Pickett
12	Pleasant Grove	Recreation Area	194.0	https://www.recreation.gov/camping/pleasant-grove-recreation-area/r/campgroundDetails.do?contractCode=NRSO&parkId=71358	US Army Corps of Engineers	Clay
13	Pogue Creek	State Natural Area	4,122.1	https://www.tn.gov/environment/article/na-na-pogue-creek-canyon	State of Tennessee (TDEC)	Fentress
14	The Boils/Roaring River (Scenic River)	Wildlife Management Area/Recreation Area	115.0	https://tn.gov/environment/article/na-sr-roaring-river	State of Tennessee	Jackson
15	Scott State Forest	State Forest	903.7	https://www.tn.gov/agriculture/article/ag-forests-sf-scott	State of Tennessee (TDA)	Fentress
16	Sgt. Alvin C. York	State Historic Park	758.3	http://tnstateparks.com/parks/about/sgt-alvin-c-york	State of Tennessee	Fentress
17	Skinner Mountain	Wildlife Management Area	3,811.8	https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/tennessee/explore/tennessee-cumberland-plateau-deal.xml	The Nature Conservancy	Fentress
18	Standing Stone State Park and Forest	State Park/Forest/Wildlife Management Area	9,211.0	https://www.tn.gov/agriculture/article/ag-forests-sf-standing-stone	State of Tennessee (TDA)	Clay, Overton
19	Tally Wilderness	Wilderness	2,013.8	https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/tennessee/placesweprotect/tally-wilderness-area.xml	The Nature Conservancy	Pickett
20	Twin Arches	State Natural Area	927.3	https://tn.gov/environment/article/na-na-twin-arches	National Park Service	Pickett
21	Washmorgan Hollow	State Natural Area	72.3	http://www.tn.gov/environment/article/na-na-washmorgan-hollow	The Nature Conservancy	Jackson

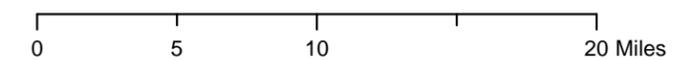
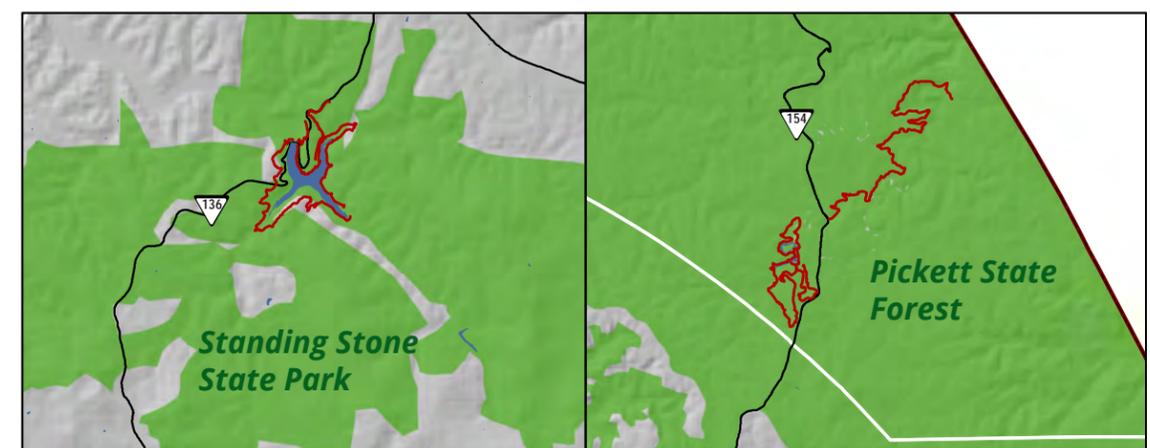
Management of Property - State Agencies
 TWRA - Tennessee Wildlife Resources Agency
 TDEC - Tennessee Department of Environment and Conservation
 TDA - Tennessee Department of Agriculture

Dale Hollow Public Lands & Trails



Inset A

Inset B



Map 2.10

3 REGIONAL TRANSPORTATION SYSTEM

Introduction

The Dale Hollow RPO not only contains roads, but it also contains airports, bridges, rail, bike lanes and greenways. Each of these modes are utilized for different transportation purposes throughout the region. The various modes mentioned are all examined in depth in this section.

Airports

There are no commercial airports in the region. However, there are four general aviation airports in the Dale Hollow RPO. These airports are located in Macon, Jackson, Overton, and Fentress Counties. The Lafayette Airport in Macon is 5,200 sq.ft., and has an asphalt runway with 10 unit T-Hangars and 1 Box Hangar. The Jackson County Airport is 3,500 sq.ft., and has an asphalt runway with 12 unit T-Hangars. The Livingston Municipal Airport, within Overton County, is 5,125 sq.ft., with an asphalt runway, 20 unit T-Hangars, and 2 Box Hangars. The Jamestown Municipal Airport, located in Fentress County, is 3,498 sq.ft., with an asphalt runway, 12 unit T-Hangars, and 1 Box Hangar.

The above mentioned Hangars are all in good condition. However, there are 10 Hangars at the Livingston Airport that are in need of 10 new doors. Currently, the only airport scheduled to receive new Hangars is the Jamestown Airport.

Bridges

There are a total of 35 structurally deficient bridges within the Dale Hollow RPO. Currently, 12 of these bridges are state-owned and 23 are locally-owned. The construction dates of these bridges range from 1903 to 1986. TDOT monitors all bridges within the state through a process that inspects every bridge on a two year cycle. The monitoring of these bridges across the state includes multiple factors that make up the Sufficiency Rating. The Sufficiency Rating is an overall rating of a bridge's fitness based upon inspections that examine structural evaluation; structural deficiency; structural soundness; functional obsolescence; and essentiality to the public. "Structural deficiency" or "structurally soundness" measures the deterioration and/or damage of a bridge. "Functional obsolescence" is a function that measures a bridge's geometric design standards. As standards change with time, geometric design must be updated to comply with current safety standards. "Essentiality", which is one of the functions evaluated to determine structural deficiency, measures the potential impacts to emergency evacuation.

From left to right: Smith County, Overton County, Fentress County

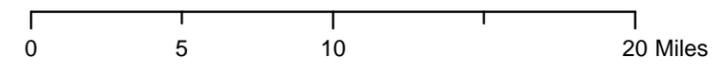
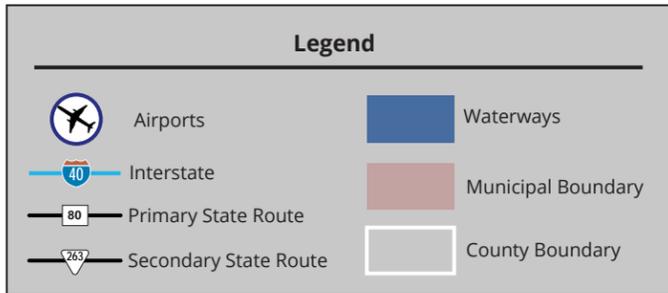
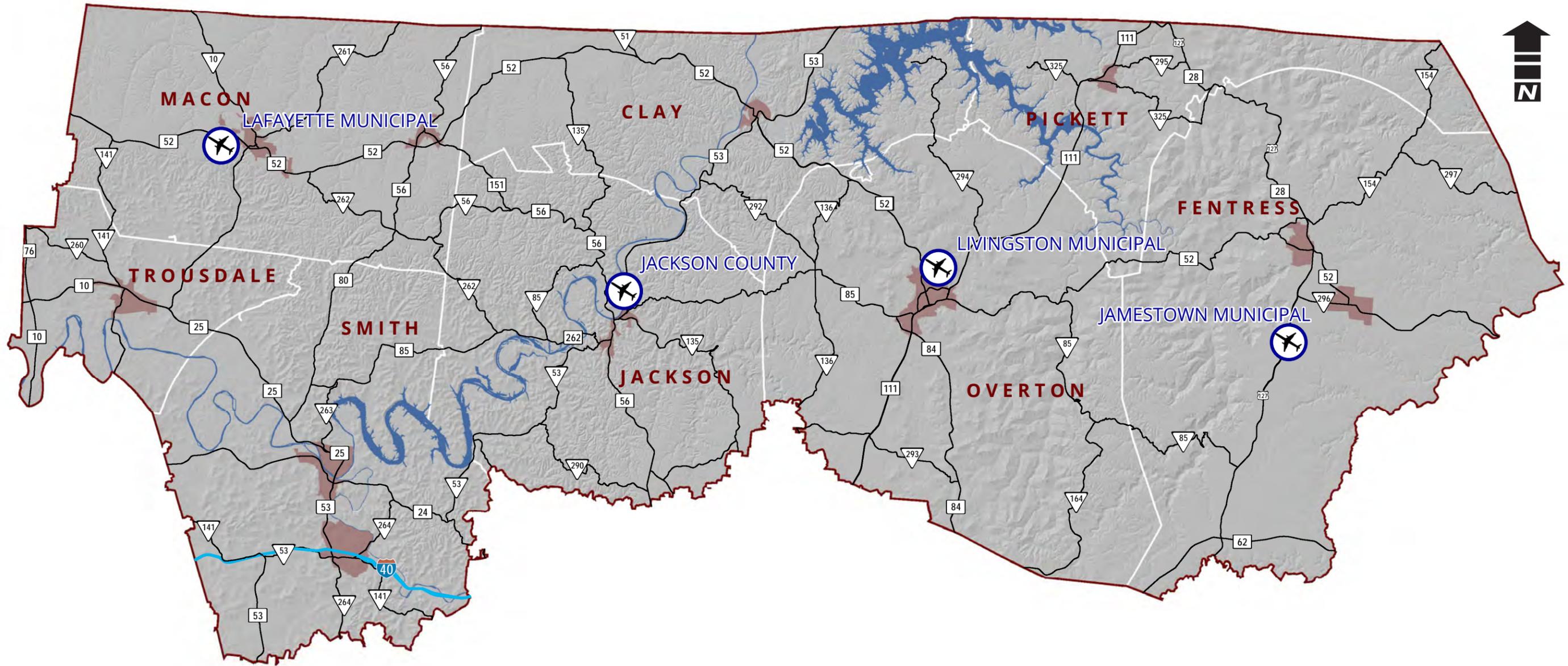


According to the Federal Highway Administration (FHWA), Sufficiency Ratings are calculated using four separate factors. These factors include structural adequacy; functional obsolescence; level of service; and essentiality for public use. The result of this method is a percentage, of which 100 percent would represent an entirely sufficient bridge, and zero percent would represent an entirely insufficient or deficient bridge. The lowest bridge sufficiency rating within the RPO is located in Clay County along SR-52. The highest sufficiency rating is in Smith County along I-40.

Trousdale County



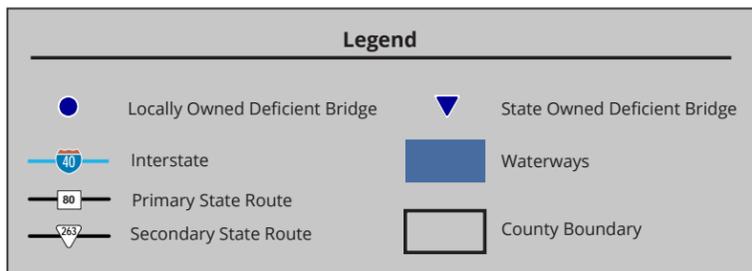
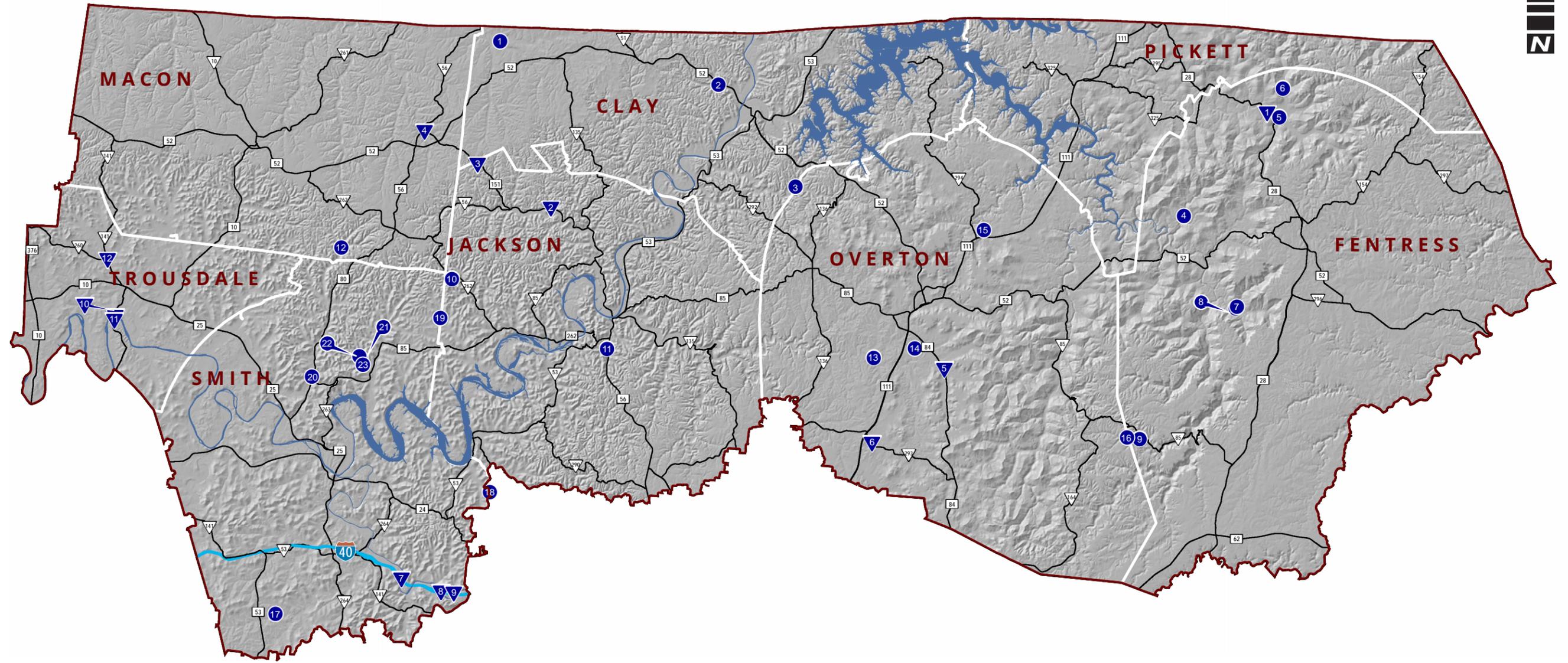
Dale Hollow Airports



Map 3.1

- Introduction & Overview
- Demographic & Land Use Trends
- Regional Transportation System
- Goals & Objectives
- Recommendations
- References & Appendix

Dale Hollow Structurally Deficient Bridges



Map 3.2



Table 3.1

State Owned Structurally Deficient Highway Bridges							
Label Number	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	25SR0280003	FENTRESS	SR028	WOLF RIVER	07-Jul-14	1940	30.9
2	44SR0560017	JACKSON	SR056	NORTH FORK BRANCH	25-Mar-15	1951	49.4
3	44SR1510007	JACKSON	SR151	HUDSON CREEK	24-Mar-15	1950	41.8
4	56SR1510005	MACON	SR151	SALT LICK CREEK	12-Aug-15	1940	48.6
5	67SR0840005	OVERTON	SR084	BRANCH	08-Jul-15	1940	18.5
6	67F00150005	OVERTON	SR293	BRANCH	13-Jul-15	1940	18.8
7	80I00400025	SMITH	I0040	CANEY FORK RIVER	20-Jul-15	1962	70.9
8	80I00400032	SMITH	I0040	CANEY FORK RIVER	22-Jul-15	1962	70.9
9	80I00400034	SMITH	I0040	CANEY FORK RIVER	22-Jul-15	1962	90.5
10	85SR1410005	TROUSDALE	SR141	CUMBERLAND RIVER	25-Feb-15	1981	55.7
11	85SR1410007	TROUSDALE	SR141	OVERFLOW CUMBERLAND RIVER	09-Mar-15	1979	64.3
12	85S61330003	TROUSDALE	SR260	LITTLE GOOSE CREEK	03-Mar-15	1948	42.7

Locally Owned Structurally Deficient Highway Bridges							
Label Number	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	140A0170001	CLAY	0A017	LINE CREEK	19-May-14	1975	37.7
2	140A0530001	CLAY	0A053	PROCTOR BRANCH	19-Jun-14	1950	9.1
3	140A2100003	CLAY	0A210	MILL CREEK	19-May-14	1941	78.2
4	25023160001	FENTRESS	02316	LITTLE CRAB CREEK	27-Aug-14	1940	24.8
5	250A0630001	FENTRESS	0A063	ROTTEN FORK WOLF RIVER	19-Aug-14	1939	46.9
6	250A0730001	FENTRESS	0A073	ROTTEN FORK WOLF RIVER	06-Aug-14	1940	2.0
7	250A1960001	FENTRESS	0A196	ROCK CASTLE CREEK	06-Aug-14	1986	63.8
8	250A1980001	FENTRESS	0A198	ROCK CASTLE CREEK	18-Aug-14	1940	43.5
9	250A3020001	FENTRESS	0A302	BIG LAUREL CREEK	27-Aug-14	1940	41.7
10	440A0210001	JACKSON	0A021	WARTRACE CREEK	19-May-15	1970	18.8
11	440A3910001	JACKSON	0A391	DOE CREEK	22-Jun-15	1935	22.0
12	56020870003	MACON	02087	BRANCH	14-Sep-15	1965	56.3
13	67F00190001	OVERTON	01205	ROARING RIVER	10-Aug-15	1973	39.2
14	67SR0420007	OVERTON	01506	CARR CREEK	27-Aug-15	1953	37.3
15	670A1520001	OVERTON	0A152	MONROE CREEK	24-Aug-15	1950	33.7
16	670A2550001	OVERTON	0A255	BIG LAUREL CREEK	12-Aug-15	1903	44.7
17	80S62620001	SMITH	01068	BRUSH CREEK	14-Jul-15	1935	47.1
18	80020760003	SMITH	02076	LITTLE INDIAN CREEK	08-Jul-15	1927	3.0
19	80020840005	SMITH	02084	BRANCH	11-Jun-15	1919	34.4
20	800A0280001	SMITH	0A028	PEYTON CREEK	15-Jun-15	1930	49.0
21	800A0390001	SMITH	0A039	LANKFORD BRANCH	12-Jun-15	1960	54.0
22	800A0390003	SMITH	0A039	LANKFORD BRANCH	12-Jun-15	1960	28.8
23	800A0390005	SMITH	0A039	LANKFORD BRANCH	12-Jun-15	1960	31.6

Table 3.2

Functional Classification

According to FHWA, "Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides." Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of Functional Classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional Classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in Functional Classification, including: access; mobility; efficiency of travel; collectors; access points; speed limit; route spacing; annual average daily traffic volumes; and vehicle miles of travel. All roadways are classified into three main classification types: Arterials (Principal and Minor), Collectors (Major and Minor), and Local.

In Tennessee, there are over 28,862 miles of roads classified as Interstate, Arterial, or Collector. Seventy-five percent of total roadway miles are in rural areas, while 25 percent are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics, one of which is Vehicle Miles of Travel (VMT). VMT is a measurement illustrating the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of land use and transportation connection, emissions, and overall travel patterns within a region. On a most basic level, reviewing the number of Daily Vehicle Miles of Travel (DVMT) on each roadway by Functional Classification shows the amount of traffic experienced on each type of facility.

In the review of the existing Functional Classification of roadways for the Dale Hollow RPO using the 2013 guidance document, a number of proposed changes were identified for the region. These changes are occurrences where the current Functional Classification system of the RPO does not meet FHWA guidance for a valid network.

The proposed changes that TDOT is suggesting are as follows:

Dale Hollow Functional Classification		
Functional Class	Roadway Length (Miles)	VMT
Interstate	17	676,833
Principal Arterial	152	847,503
Minor Arterial	264	736,453
Major Collector	348	348,268
Minor Collector	630	326,742
Local	3,152	388,327
Total	4,563	2,647,293

Table 3.3

- 1 State Route-53 in Smith County from I-40 to the north (Log mile 11.450-13.301) is currently classified as a Rural Major Collector. The terminus for the Functional Classification does not meet requirements, so TDOT is proposing the change to Rural Minor Arterial for this section of roadway. This would make the portion of the route that is north of Interstate-40 a Rural Major Collector.
- 2 State Route-141 in Trousdale County has a Functional Classification of Rural Major Collector (Log mile 4.24-9.975). The Functional Classification of the route in Wilson County is Rural Minor Arterial. According to FHWA guidance, a county boundary is not a valid location for the Functional Classification to change, so TDOT is proposing to change the Functional Classification of this segment to Rural Minor Arterial in Trousdale County, to meet FHWA guidance.
- 3 Little Creek Road in Smith County has a Functional Classification of Rural Minor Collector (Log mile 0.00-1.08). The route then changes to Rural Major Collector at an invalid location. Therefore, TDOT is proposing to change the segment to Rural Major collector, to meet FHWA guidance.
- 4 Rickman Road in Overton County has a Functional Classification of Rural Minor Collector (Log mile 2.65-4.76). At the terminus of this segment, this route intersects East Paron Road (classified as Rural Major Collector). For continuity and from FHWA guidance, TDOT proposes changing this portion of 01506 to Rural Major Collector.

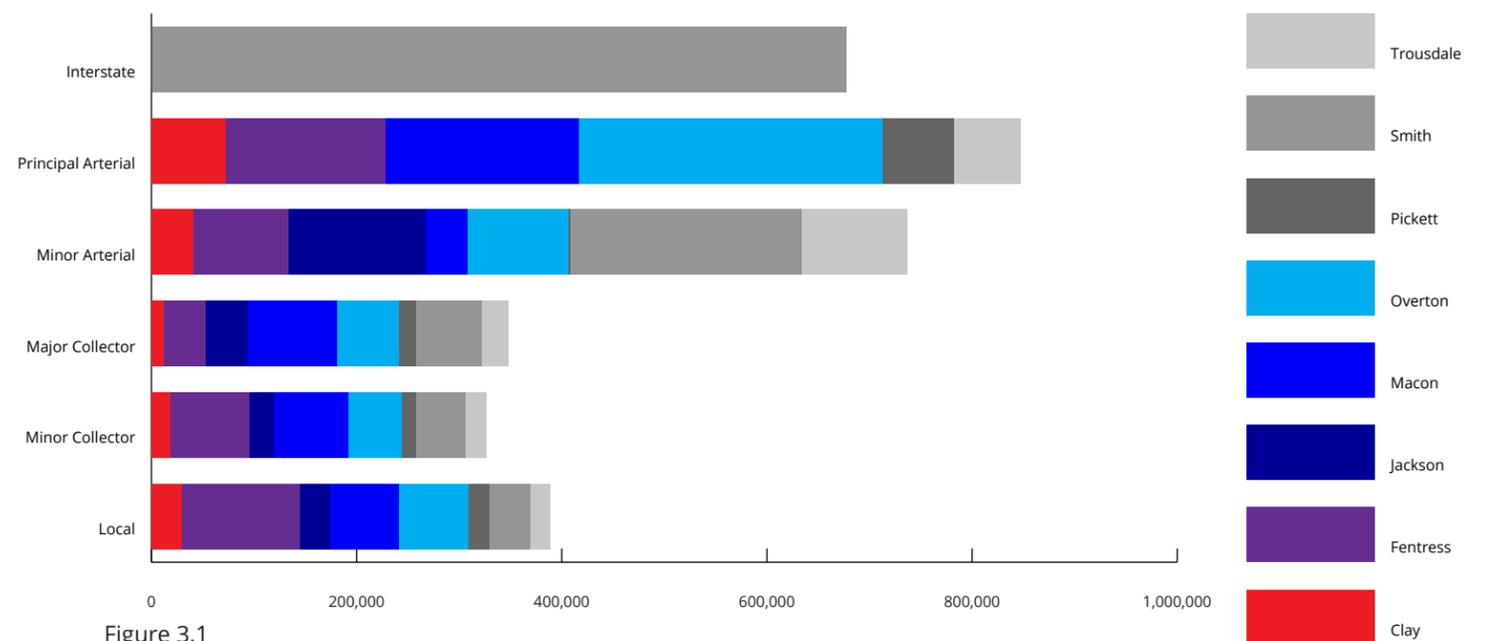
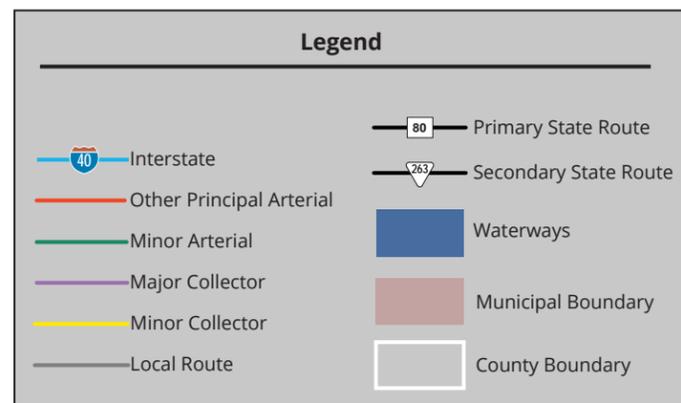
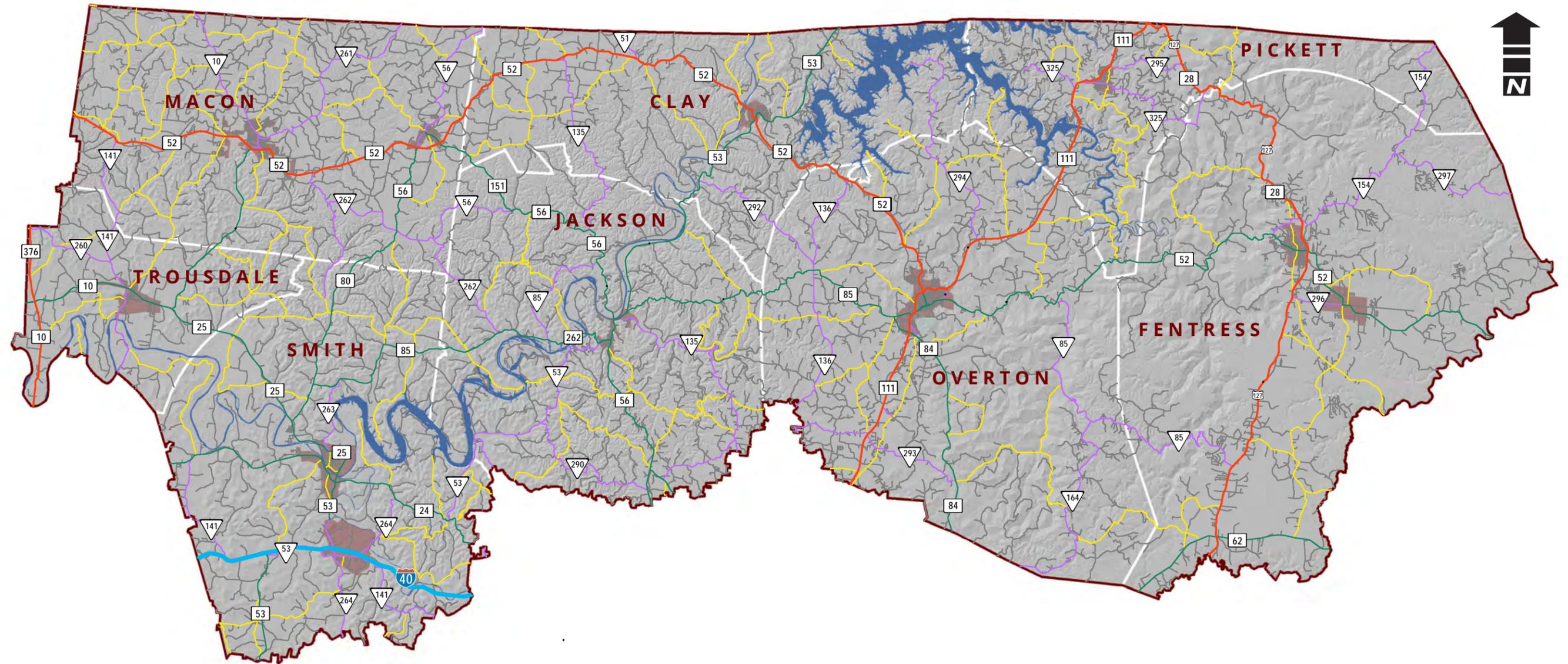


Figure 3.1

Dale Hollow Functional Classification



Map 3.3

Traffic Volume Analysis

The planning area contains many Arterial roadways, including one Interstate. As population and industry increase and decrease, the amount of traffic on these roads is expected to reflect these changes. This section of the plan focuses on the analysis of traffic volume in the Dale Hollow RPO. The datasets referred to in this section include 2000, 2005, and 2015 Annual Average Daily Traffic (AADT), and percent changes between those years. The data and information shared in this portion of the plan was provided by TDOT's Enhanced Tennessee Roadway Information Management System (E-Trims). The traffic volumes are also analyzed in context with 2010 census information (U.S. Census Bureau). The Annual Average Daily Traffic maps show locations of the traffic count stations throughout each county in addition to the percent change of traffic. Due to the variation of traffic percentages within each county, the scale provided in each legend for each map is different; however the color symbology has the same meaning within each map. Blue represents an increase, yellow represents a moderate increase or decrease and red represents a decrease.

The counties in the Dale Hollow RPO have experienced large declines in traffic volumes within the last decade. This decline can be attributed to a decrease in population. The only county experiencing an increase in traffic is Overton County. Please refer to page 70 of the appendix for detailed descriptions of traffic stations by county.

Clay County:

A majority of the roads in Clay County have experienced continuous decrease in traffic since 1995. The steepest decrease in traffic occurred on Old Livingston Hwy. with 88.8 percent (2005- 2015). The reason for that decrease is in 2014 traffic was rerouted from Old Livingston Hwy. to a new road (SR-52). A few roads had modest increases in traffic within the same time period. The highest traffic volumes in Clay County are on SR-52 and SR-53, connecting the town of Celina with the most populous areas in the county.

Fentress County:

Almost all roads in Fentress County experienced significant decreases in traffic in the last decade. Roads with the sharpest decrease in traffic are Stockton Rd. with 48.6 percent and Roslin Rd. with 44.5 percent. Roads such as Milsap Ave., S. Main Street, and Old N. York Hwy. also experienced 40 percent decreases, which can be attributed to Bypass SR-28/US-127 constructed in the mid-nineties. This likely shifted traffic off of this route onto the new four lane highway.

A large portion of the population resides around the towns of Jamestown and Allardt and along SR-28. This is reflected in the traffic volumes that are highest on SR-28. S. York Hwy. State Route 28 was constructed in the nineties serving as a bypass and which resulted in increasing traffic volumes on that route. State Route 28 serves as the main corridor for intra-county and regional level. State Route 28 also is an important travel route for traffic connecting from I-40 in Tennessee into Kentucky.

Jackson County:

Jackson County has experienced a decrease in traffic on its roads. Some of the largest decreases in traffic occurred on River Rd. (56.7 percent), N. Grundy Quarles Hwy. and New Hope Rd (40 percent). There have been significant increases in traffic on roads such as Flynn's Creek Rd. (46.5 percent) and Dodson Branch Hwy. (44.3 percent).

Cummins Mil Rd. experienced an increase in traffic (49.2 percent) due to Cummins Fall State Park opened in 2011. The highest population densities are north of Gainesboro and along SR-56. This is reflected with higher traffic volumes on SR-56, SR-53, and SR-85.

Macon County:

Compared to other counties in the Dale Hollow RPO, Macon County has experienced fewer and more modest decreases in traffic. A sharp decrease occurred on Parker Branch Rd./Dixon Creed Rd. with 60.6 percent. N. Springs Rd./E. Main St. experienced a large decrease (53.8 percent), which can be attributed to the construction of the Red Boiling Springs Bypass in 2004.

The largest increases in traffic occurred on Long Creek Rd. (61.1 percent), which can be attributed to the construction of two residential developments after 2005. The most heavily traveled roads are SR-52 and SR-10 leading into Lafayette. The highest traffic volumes are on a section of SR-52 from Lafayette into Sumner County. Traffic on all of SR-52 increased due to reconstruction since 1995. Hwy. 52 Bypass E. (SR-52) had a large increase in traffic after 1998 due to the opening of Macon County High School.

Overton County:

The roads in Overton County have experienced traffic decreases in the last 10 years. The most drastic decreases occurred on Shiloh Rd. (73.5 percent). A section of Rickman Rd. experienced a 59 percent decrease. This can be attributed to the completion of SR-83 southwest of town in 2014, thus travelers started using the interchange at SR-111 rather than cutting across on Rickman Rd.

The roads with the highest traffic increases are Sunk Cane Rd. (52 percent), Livingston Boat Dock Rd. (40.9 percent), and Rickman-Monterey Hwy. (50.5 - 57.4 percent). The areas around those corridors in the Rickman area have been growing fast since 1995 due to the proximity to Cookeville, resulting in more traffic. State Route-111 is the main travel route in the county running north to south. A section of SR-111 from Livingston into Putnam County has the highest AADTs in the county. The county's population lives in higher densities north and south of Livingston and therefore uses the adjacent SR-111 as their main travel route.

Pickett County:

Nearly all roads in Pickett County experienced two-digit traffic volume decreases. N. Main St. experienced a decline of 41.2 percent. Only two road segments had traffic increases; Lovelady Rd. and Clark Mountain Rd. The route with the highest AADT in Pickett County is SR-111, with the exception of a short section of SR-325 in Byrdstown. State Route-111 is the main travel route leading south to north of the county and providing connectivity.

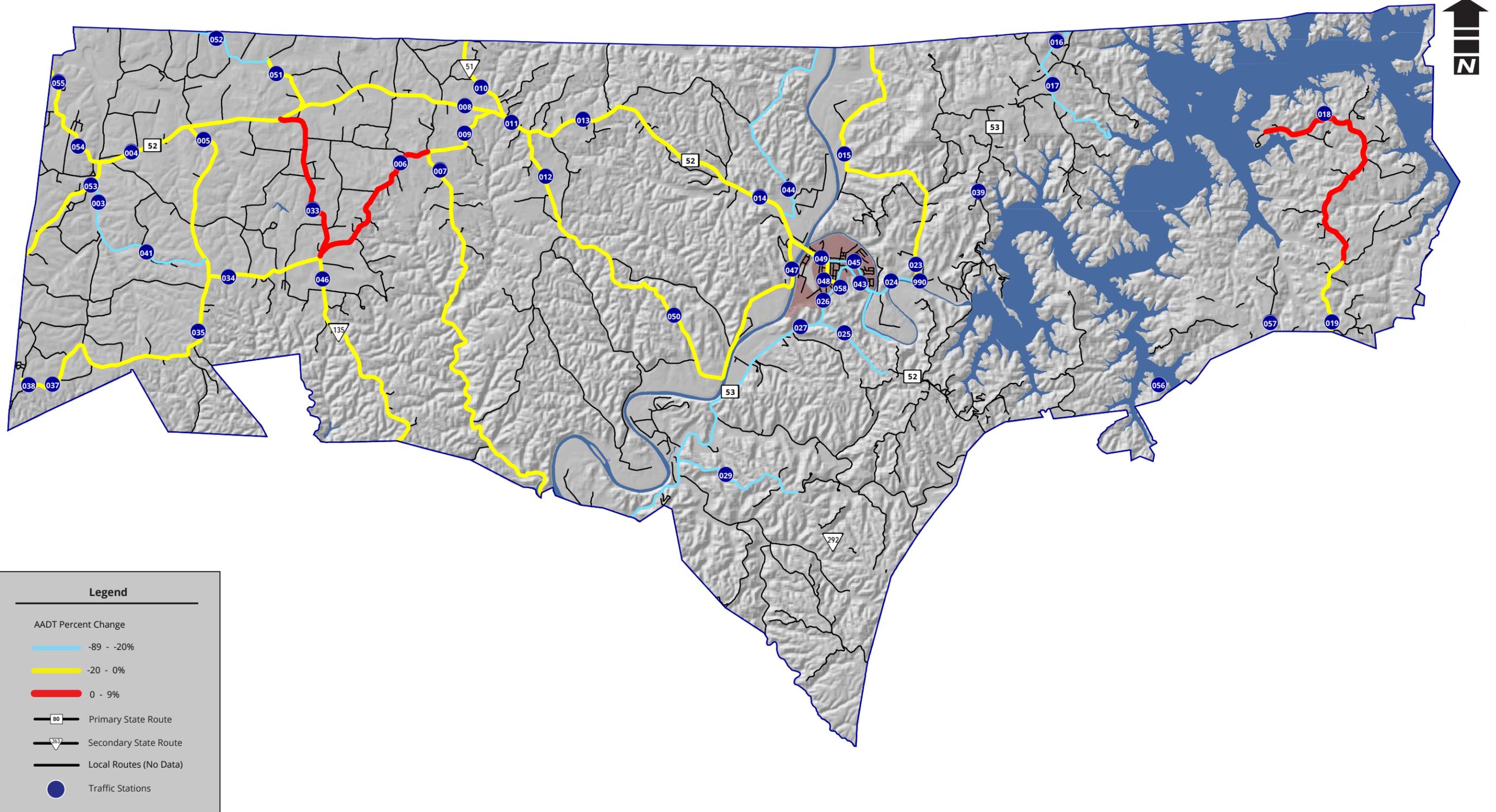
Smith County:

The roads in Smith County experienced a decrease in traffic from 2005 to 2015. The largest decreases occurred on Enigma Rd. (49.5 percent), and Main St. N./Upper Ferry Rd. (47.0 percent). State Route-25 Carthage Bypass was completed around 1996, which could have contributed to the traffic decrease on Main St. N./Upper Ferry Rd. Increases in traffic happened on Cookeville Hwy. (112.6 percent) and Dixon Springs Hwy. (41.8 percent) which is likely due to the construction of the bypass. Scanty Branch Rd. had a large increase of 74.1 percent. Traffic increased on Temperence Hall Hwy in the nineties quickly due to the construction of new bridges and a new road in the early 1990s. Interstate 40 leading east to west through the county is the main corridor, as well as the most heavily traveled road connecting Smith County with the region.

Trousdale County:

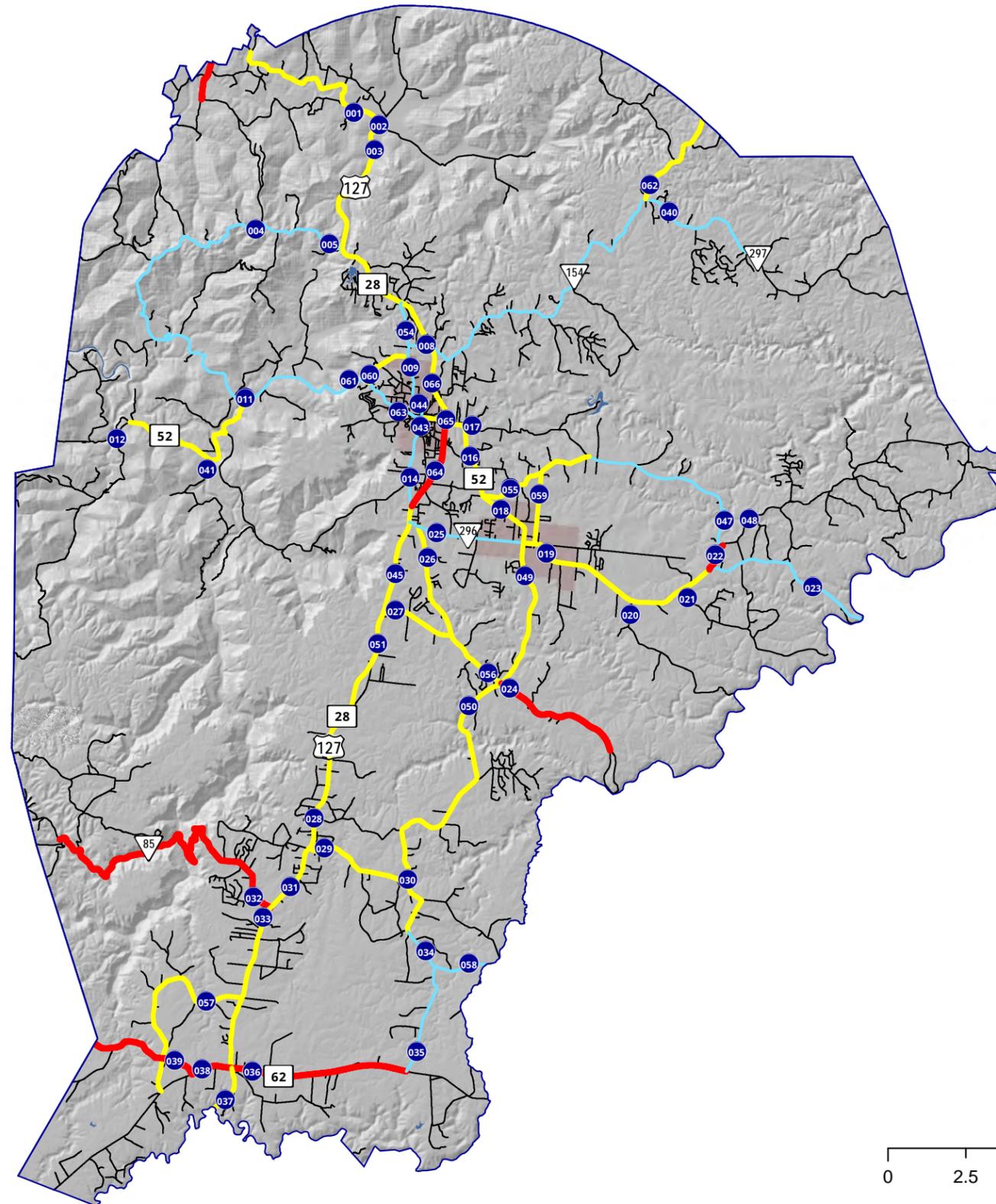
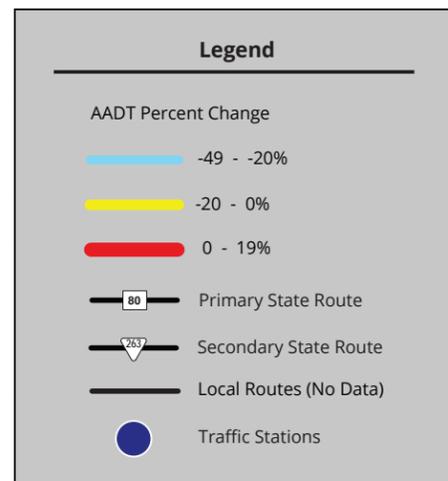
In contrast to the other counties, the Trousdale County road system experienced large traffic increases in the years 2005 to 2015. The biggest change occurred on Dog Branch Rd./Pumpkin Branch Rd. (74.6 percent). The largest decrease in AADT was along Beasleys Bend Rd. (27.5 percent) and Fort Blount Rd. (19.6 percent). State Route-10 has the highest AADT's in the county. Most traffic travels on SR-10 from Hartsville connecting to Wilson County in the south and Sumner County to the west. The highest population densities are north-west of Hartsville, east of Hartsville and east of Hwy.-231 S., which is reflected in AADT increases (2005 -2015) on roads adjacent to the more populated areas of the county.

Clay County AADT Percent Change 2005 - 2015



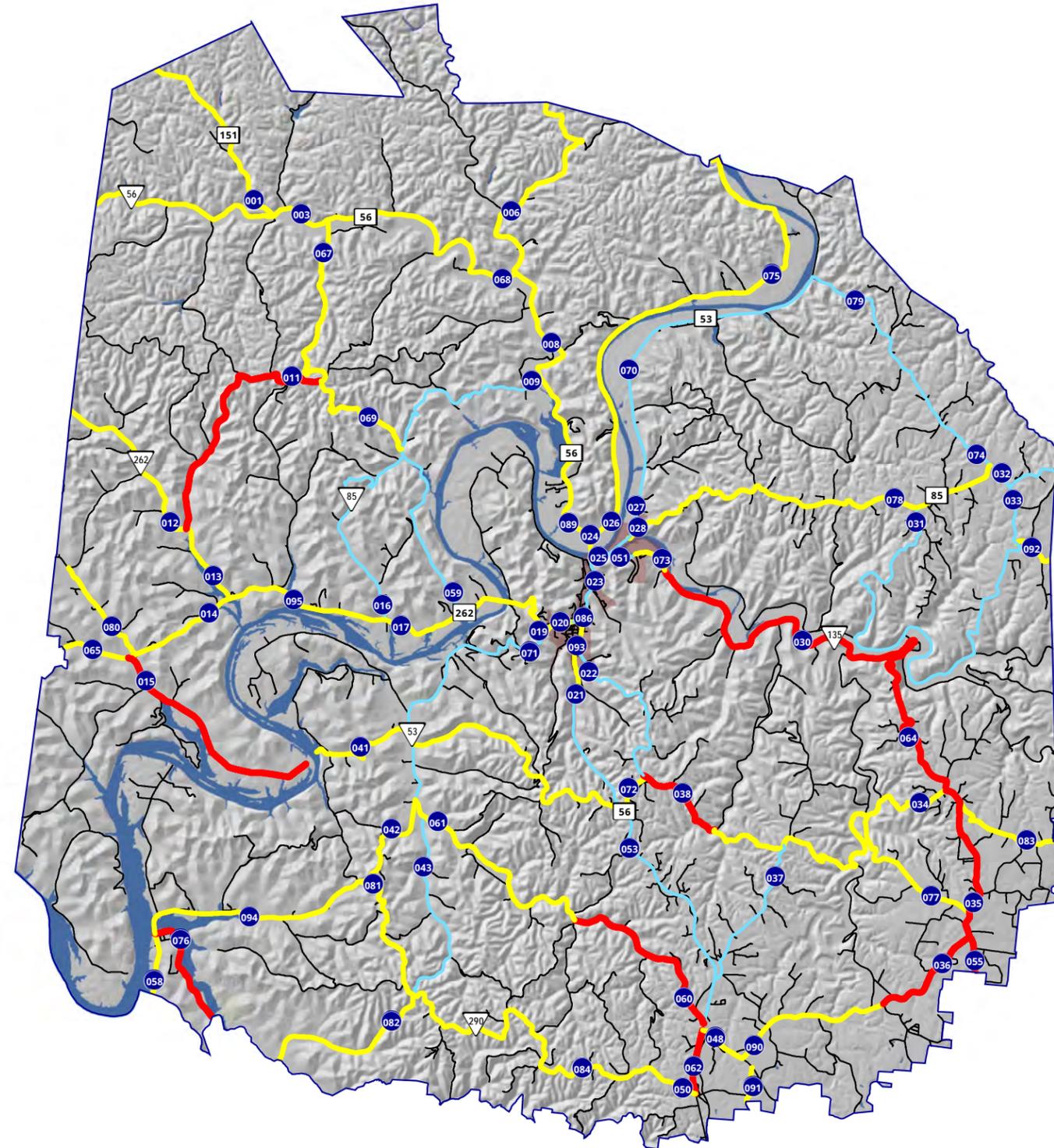
Map 3.4

Fentress County AADT Percent Change 2005 - 2015

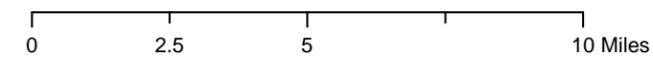


Map 3.5

Jackson County AADT Percent Change 2005 - 2015

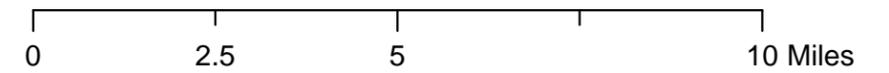
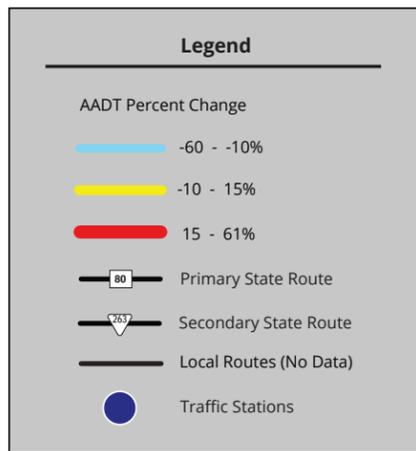
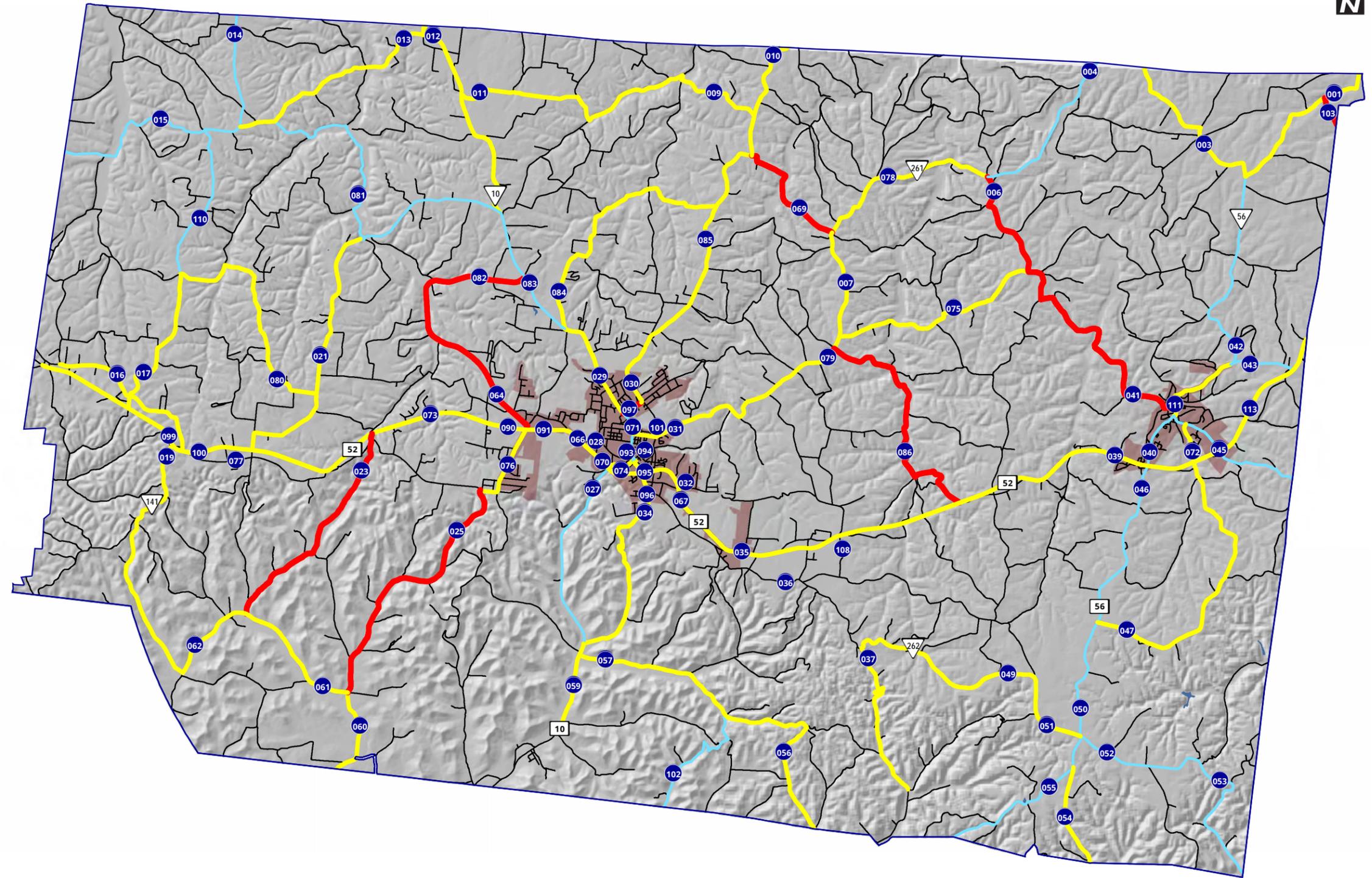


Legend	
AADT Percent Change	
—	-56 - -15%
—	-15 - 15%
—	15 - 49%
	Primary State Route
	Secondary State Route
	Local Routes (No Data)
	Traffic Stations



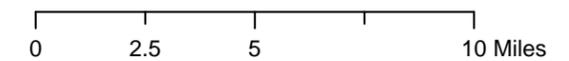
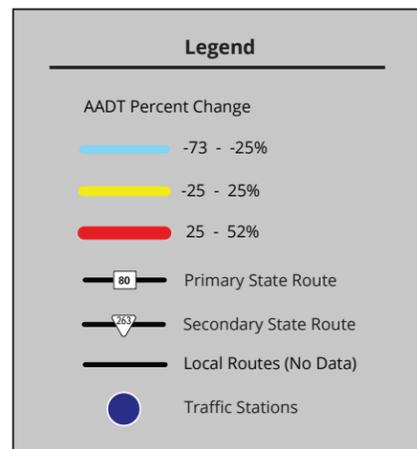
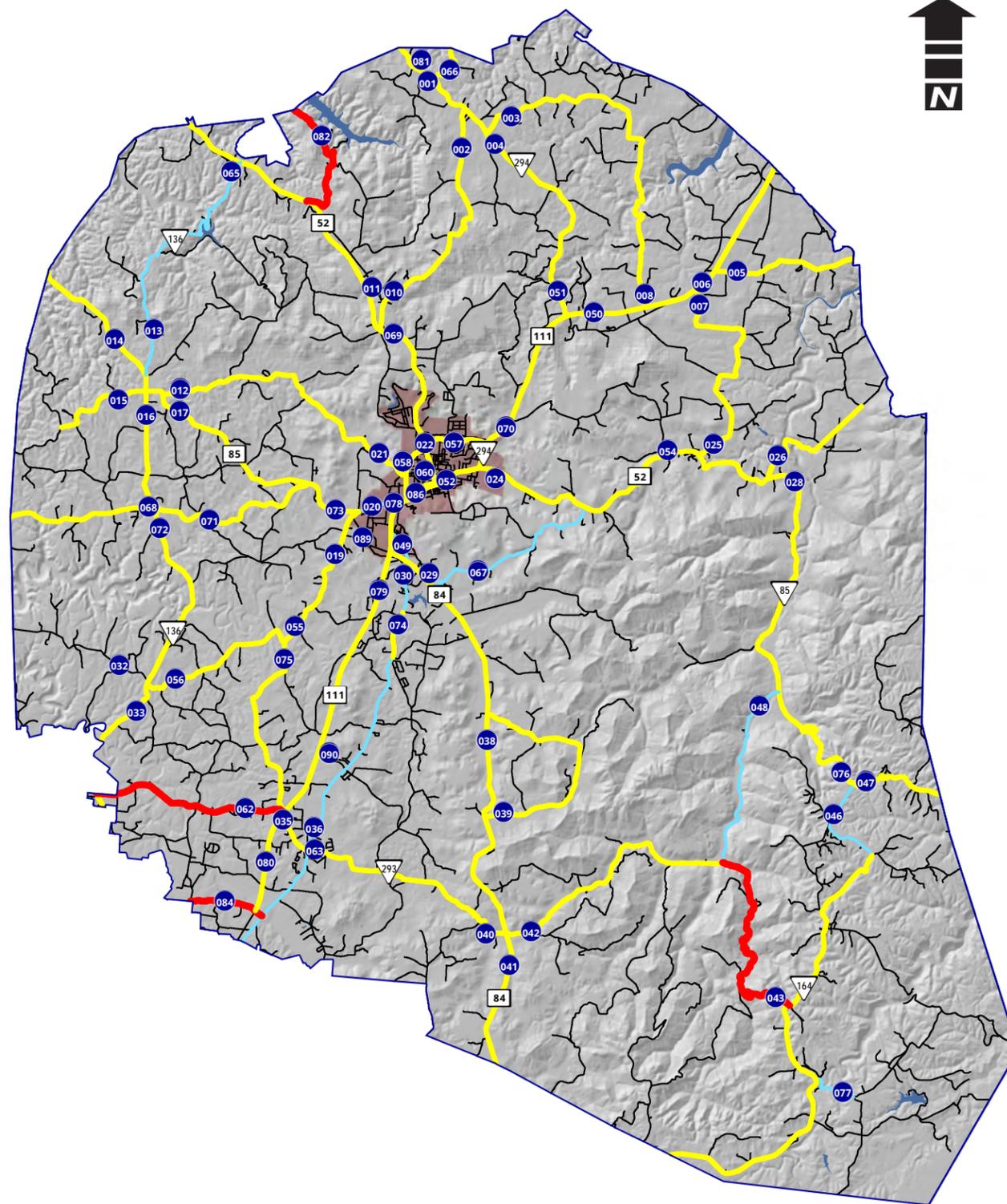
Map 3.6

Macon County AADT Percent Change 2005 - 2015



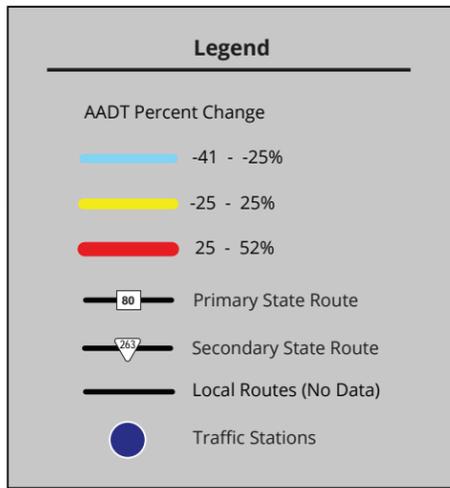
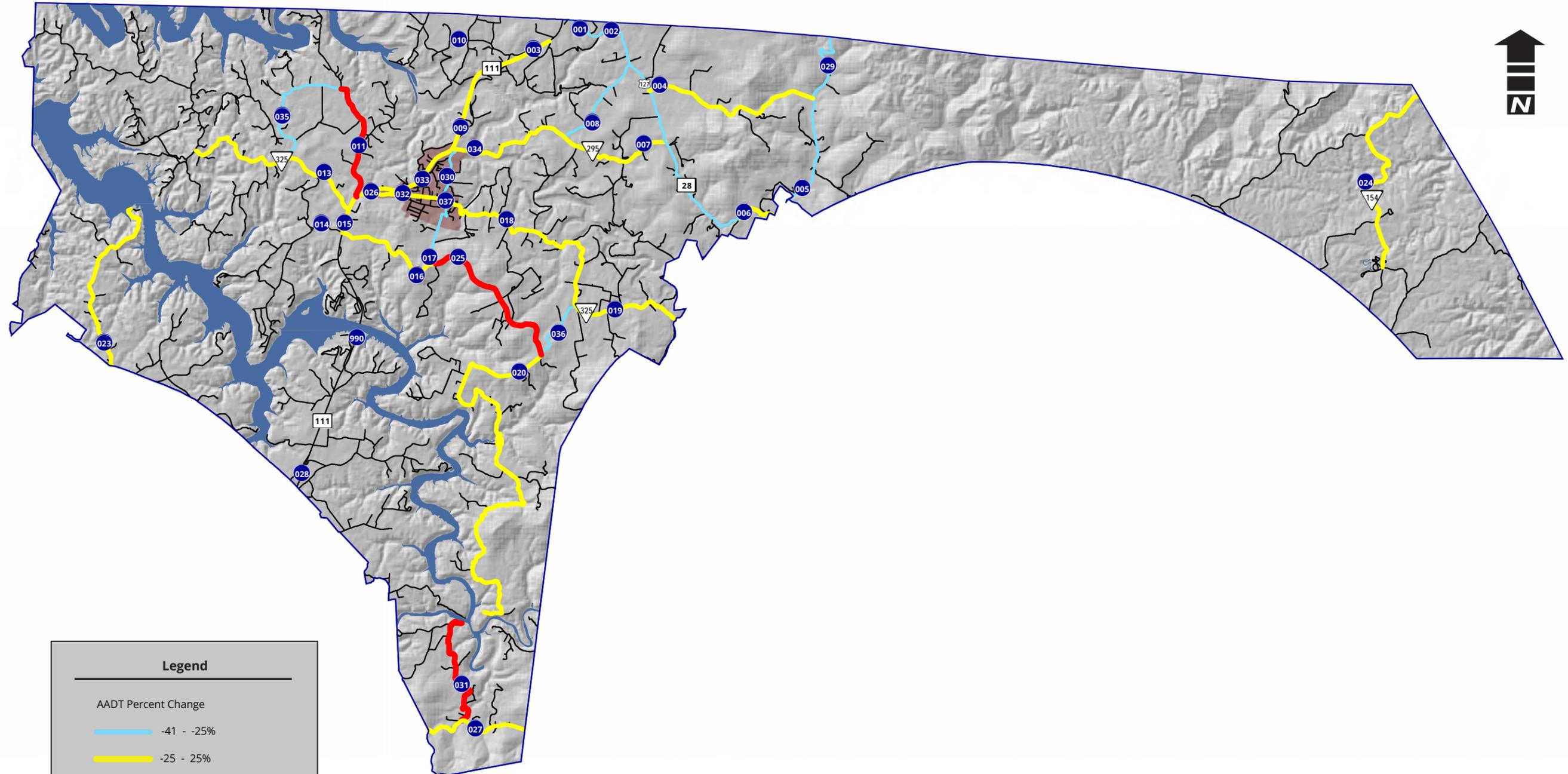
Map 3.7

Overton County AADT Percent Change 2005 - 2015



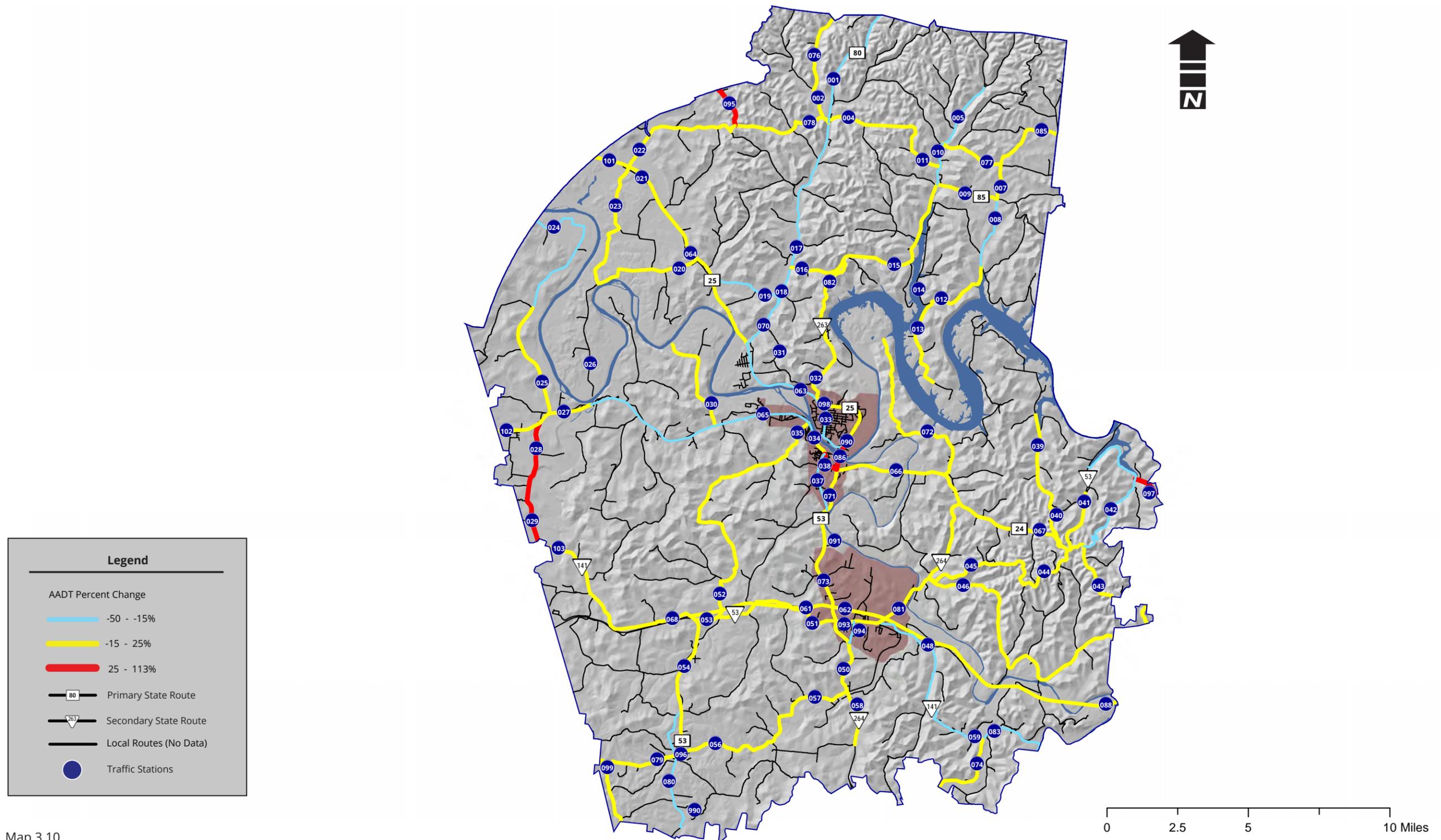
Map 3.8

Pickett County AADT Percent Change 2005 - 2015



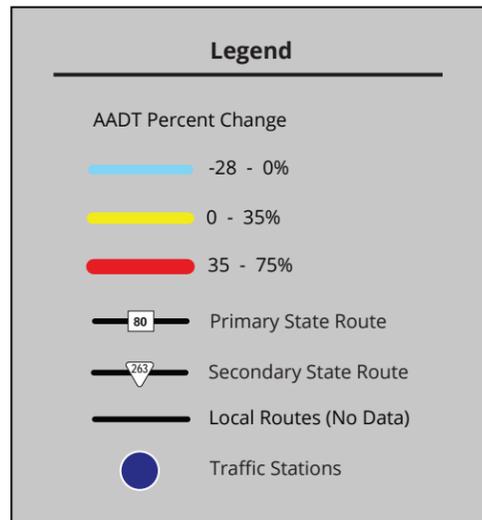
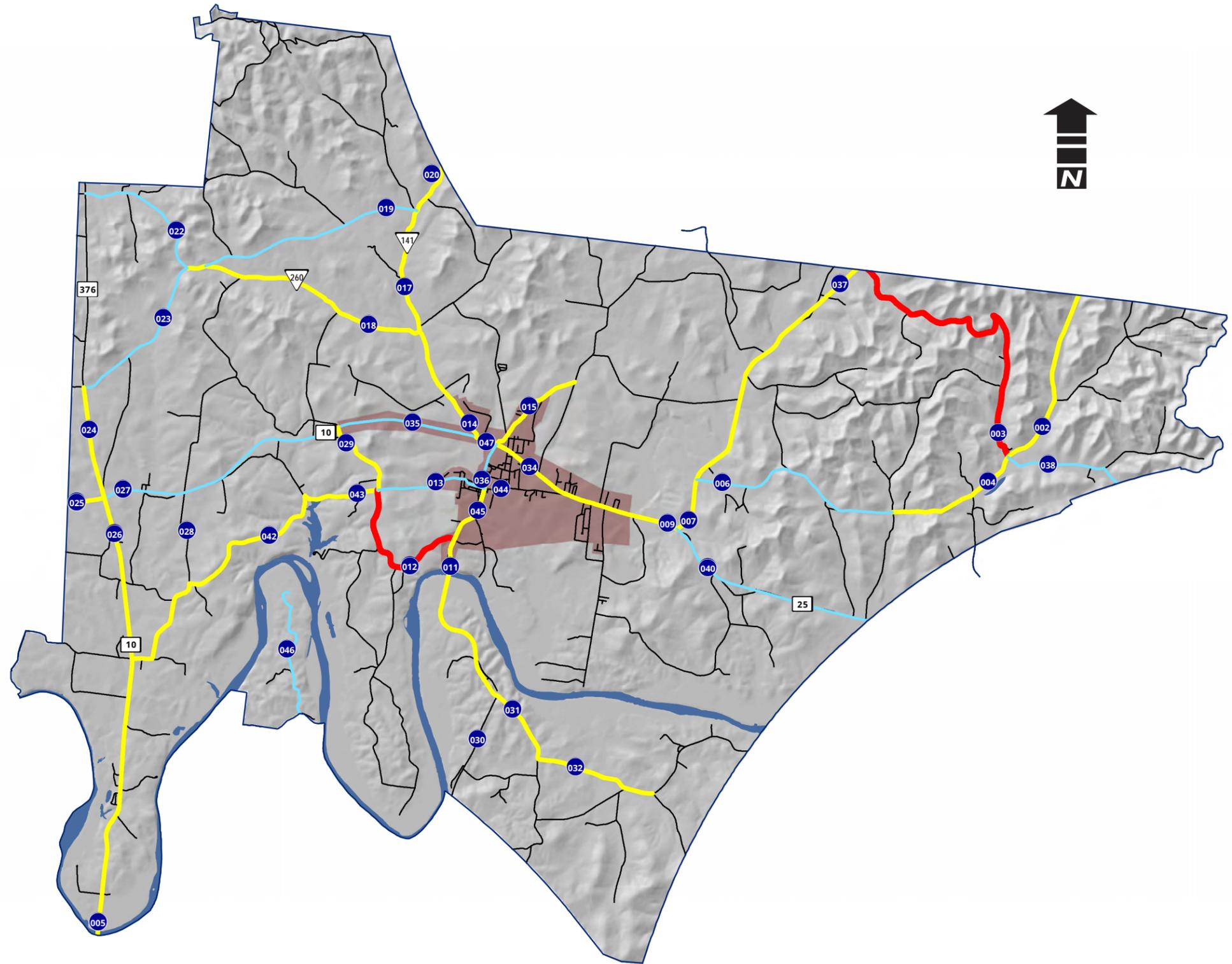
Map 3.9

Smith County AADT Percent Change 2005 - 2015

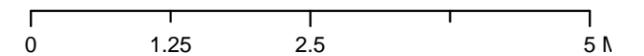


Map 3.10

Trousdale County AADT Percent Change 2005 - 2015



Map 3.11



Volume / Capacity Ratio Analysis

The Volume/ Capacity (V/C) Ratio data is derived from TDOT’s Statewide Travel Demand Model. FHWA defines capacity as “the maximum rate at which vehicles can pass through a given point in an hour under prevailing roadway conditions.” These roadway conditions include the following: number and width of lanes, grades, and lane use, as well as signalized conditions (intersections). Volume/Capacity Ratio is a performance measure and is defined as the proportion of the facility’s capacity being utilized by current or projected traffic volume. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with roadway supply (carrying capacity).

Volume/Capacity Ratio is categorized by colors and measurements on the map. These measurements range from 0 to 1.00. Regarding the V/C Ratio values on the maps, any value above 0.50 is concerning and should be monitored for poor traffic flow. A value above 1.00 means there is a capacity issue with the consequence of congestion. The analysis uses AADTs from 2010 and those forecasted for 2040. The forecast of 2040 considers programmed projects by the TDOT, as well as demographic and land use projections. The Dale Hollow RPO has rarely any Volume/Capacity issues, particularly not in 2010. The only exception is Macon County, which has some current (2010) capacity issues around the public square in downtown Lafayette. In addition to Macon County, Overton, Smith, and Trousdale Counties are forecasted to have potential capacity concerns in 2040. It should be noted that these identified capacity issues pose no threat to regional movement throughout the Dale Hollow RPO.

The following section summarizes the V/C Ratios for each county:

Clay County

There are no current or future issues with the v/c ratio.

Fentress County

There are no major issues in Fentress County. In 2010, Milsap Ave. and N. Main St. in downtown Jamestown have slightly higher V/C Ratios of 0.25-0.4. In 2040, S. York Hwy. State Route 28 will have slightly higher V/C Ratios of 0.25-0.49.

Jackson County

There are no issues regarding the capacity of the roads in 2010 and 2040. In 2040, it is forecasted that a few sections on SR-56 in downtown Gainesboro and south of Gainesboro have a slightly higher v/c ratio (0.25-0.49).

Macon County

In 2010, a few road sections had increased V/C Ratios. Scottsville Rd. and SR-52 Bypass W. had V/C Ratios of 0.25-0.49. In downtown Lafayette, there are some capacity issues around the public square, with a small section having a V/C Ratio of 0.50-0.74. In addition, one section has a V/C Ratio of 1.00+. In the forecast for 2040, more road sections around the public square will have higher V/C Ratios of 0.50-0.74. In 2040, more of SR-52 W. and a section of SR-52 Bypass will have slightly increased V/C Ratios.

Pickett County

There were no capacity issues in 2010. In 2040, there is one section of Livingston Hwy. in downtown Byrdstown which increased slightly.

Overton County

There were no volume/ capacity issues in 2010. Some road sections have a slightly higher v/c ratio of 0.25-0.49 in downtown. In 2040, forecasts show the v/c ratio increases to a yellow level (0.50-0.74) on Bradford Hicks Dr. and a section of W. Main St. (between Hilham Hwy. and Bradford Hicks Dr.), and sections of E. Main St.

Smith County

In 2010, there was a slightly higher v/c ratio on I-40 and on Gordonsville Hwy., from I-40 through Gordonsville into Carthage. In 2040, it is forecasted that Dixon Springs Hwy. will have a small increase in its v/c ratio (0.25-0.49). The v/c ratio is forecasted to increase to level (0.50-0.74) on some sections of I-40.

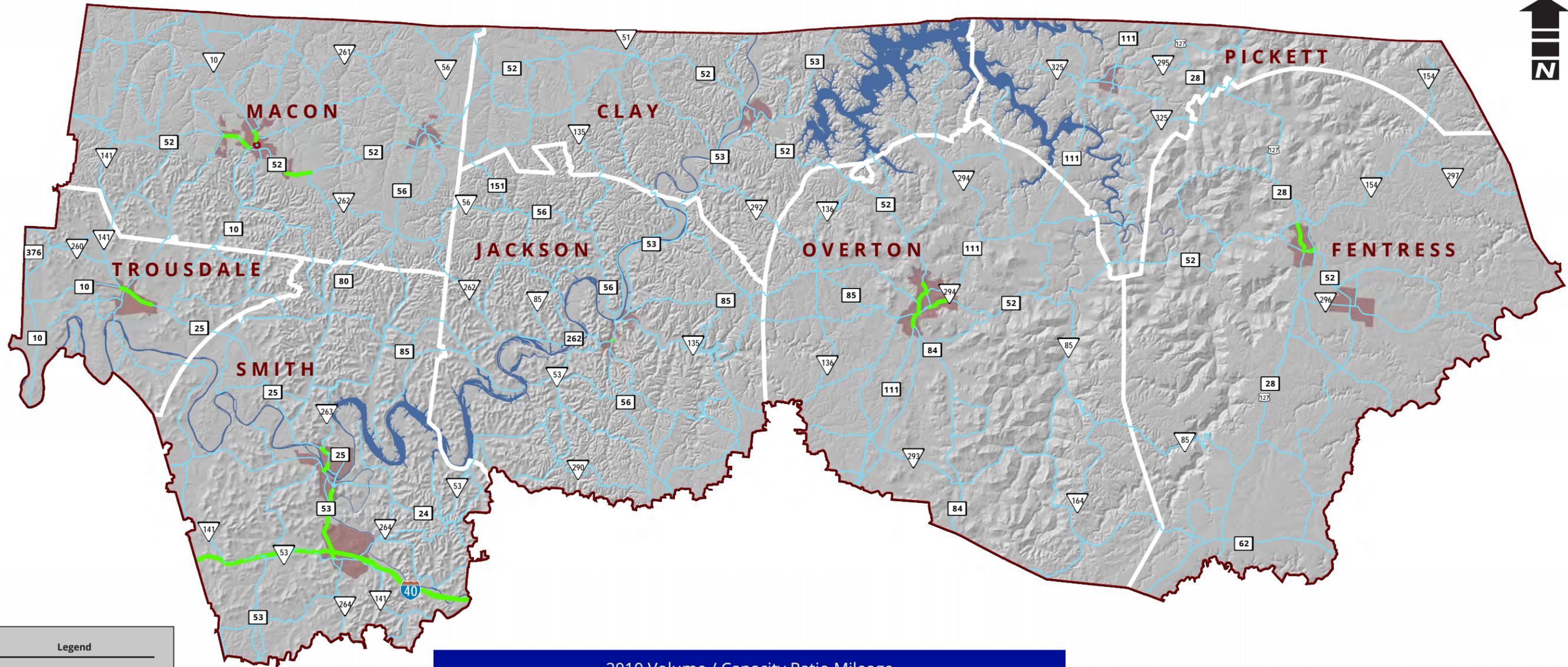
Trousdale County

In 2010, there were no issues with v/c ratios in the county. In downtown Hartsville, McMurry Blvd. has a slightly higher v/c ratio (0.25-0.49). In 2040, it is forecasted that all of W. McMurry Blvd. and Hwy. 231 S. State Route 10 will have a v/c ratio of 0.25-0.49. A small section between Hayes St. and Andrews Ave. has a yellow v/c ratio of 0.50-0.74.

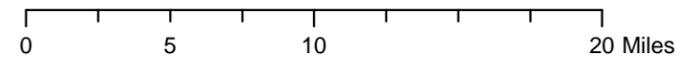
HWY 84 (Between Livingston and Monterey), Overton County



Dale Hollow Volume / Capacity Ratio - 2010



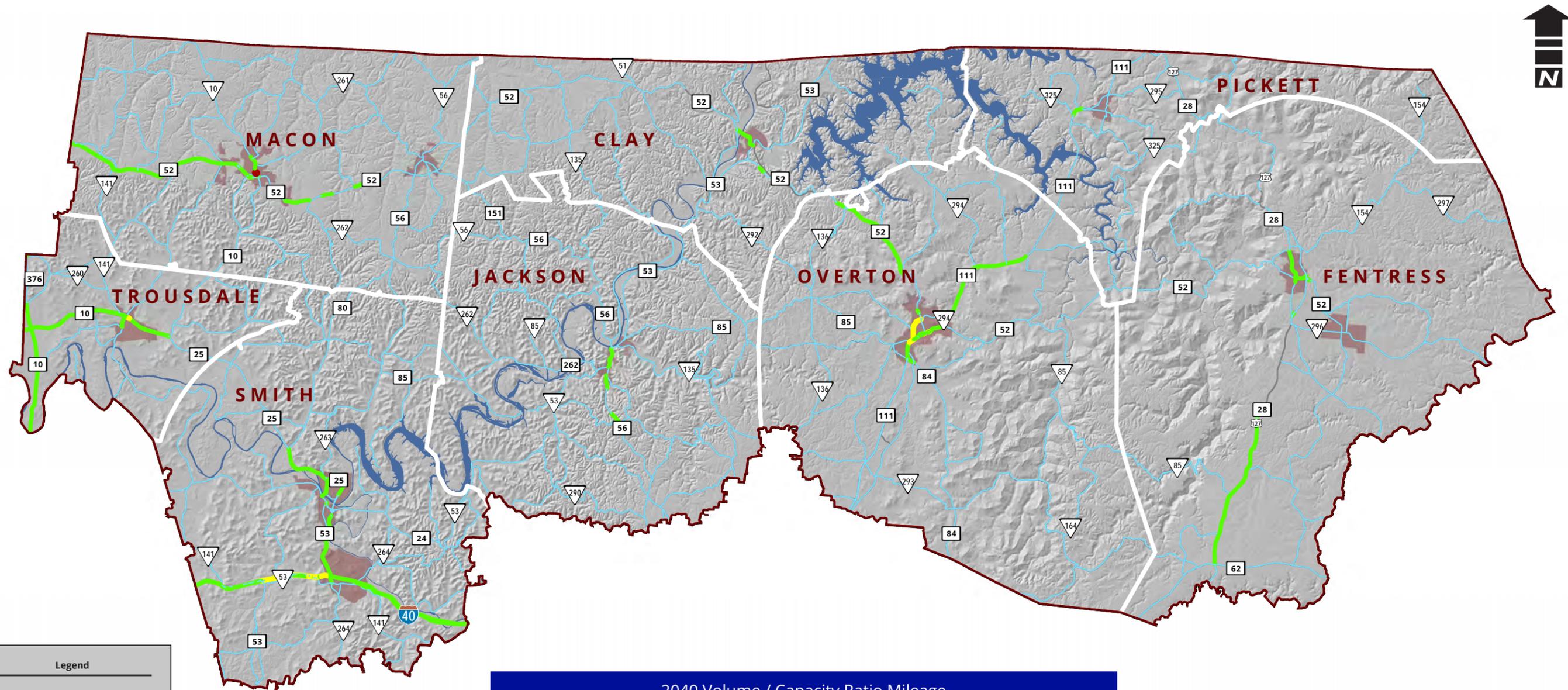
2010 Volume / Capacity Ratio Mileage					
County	0.000 - 0.249	0.250 - 0.499	0.500 - 0.749	0.750 - 0.999	1.000+
Clay	128.86	0	0	0	0
Fentress	190.92	2.21	0	0	0
Jackson	228.54	0.02	0	0	0
Macon	222.49	3.97	0.03	0	0.02
Overton	252.92	4.57	0	0	0
Pickett	86.8	0	0	0	0
Smith	222.57	40.98	0	0	0
Trousdale	81.96	2.06	0	0	0



Map 3.12

Table 3.4

Dale Hollow Volume / Capacity Ratio - 2040



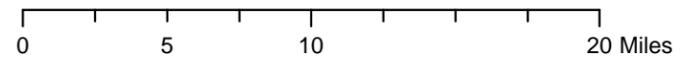
2040 Volume / Capacity Ratio Mileage

County	0.000 - 0.249	0.250 - 0.499	0.500 - 0.749	0.750 - 0.999	1.000+
Clay	125.54	3.33	0	0	0
Fentress	180.92	12.21	0	0	0
Jackson	225.44	3.12	0	0	0
Macon	210.97	15.36	0.16	0	0.02
Overton	240.21	17.15	1.85	0	0
Pickett	86.13	0.66	0	0	0
Smith	217.72	41.63	4.2	0	0
Trousdale	66.1	17.82	0.1	0	0

Table 3.5

Legend

- Volume/Capacity Ratio
 - 0.00 - 0.24
 - 0.25 - 0.49
 - 0.50 - 0.74
 - 0.75 - 0.99
 - 1.00 +
- Primary State Route
- Secondary State Route
- Local Routes (No Data)
- Municipal Boundary



Map 3.13

Goods Movement

Overview

Key freight industry sectors account for nearly 40 percent of Tennessee’s total gross domestic product (GDP). Freight movement to, through, and within Tennessee is highly influenced by freight industries and their specific supply chains. In Tennessee, we have an incredible network of transportation assets: eight primary interstates cross the state, allowing for the safe and efficient flow of products within the trucking industry (reaching 60 percent of the U.S. population within an 11-hour drive or less), the world’s second busiest cargo airport, six of the seven Class 1 Railroads, the 4th largest inland port, a vast network of pipelines, and the 11th most navigable waterway in the United States (976 miles). Our high-quality workforce is made up of 266,885 Tennesseans employed in the transportation, logistics, and distribution industry at 16,702 establishments.

Railroads

Dale Hollow RPO is serviced by one Railroad Company, Nashville & Eastern Railroad Corporation (NERR). The NERR line is active and on average runs 1-2 daily trips. This rail line is located in Smith County with a total of 56 crossings – 17 public at-grade, 2 public grade-separated, and 37 private.



Smith County

Freight Traffic Analysis

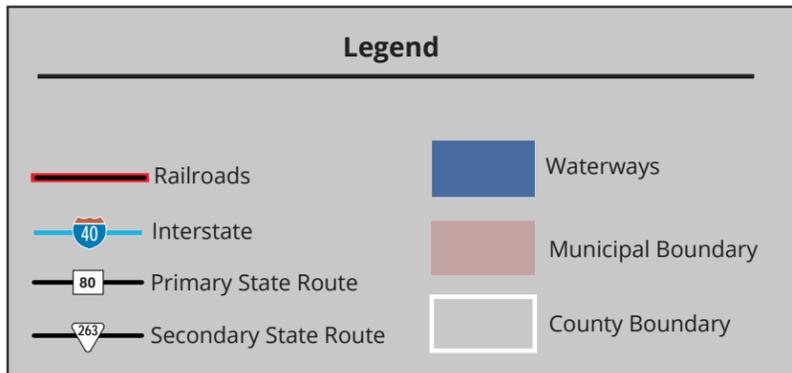
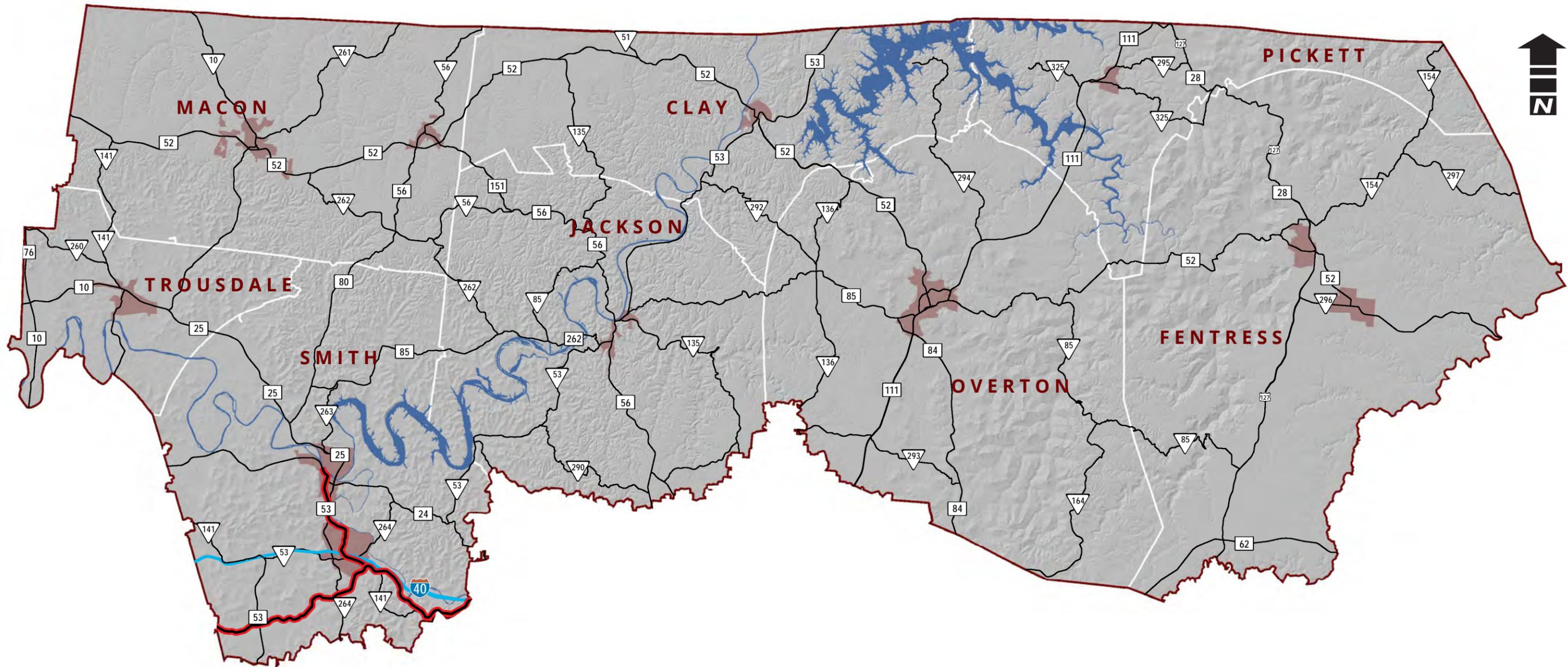
The Dale Hollow RPO is served by a freight network that includes multi-unit and single unit trucks. Freight transportation is high in this region along major routes. The table below provides percentages for the roadway network system in correlation with the type of truck. It also divides geographic type by Rural and Urban Systems.

All percentages below for single-unit truck and multi-unit truck traffic are higher than the national averages for each Roadway Functional Classification. Single-unit trucks are all considered trucks on a single frame such as camping trucks, motor homes, and school buses. Multi-unit trucks have more than two units, such as tractor trailer or freight traffic. The multi-unit and single-unit truck shares on the traffic are compared to the statewide averages per Functional Classification based on 2016 AADTs.

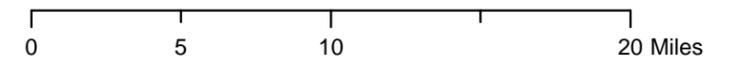
Table 3.6

Statewide Average Annual Daily Traffic of Single-Unit and Multi-Unit Truck Shares per Functional Class					
Rural System					
Type Trucks	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	
Single Unit	2.6%	2.0%	2.1%	1.8%	
Multi Unit	7.4%	3.9%	2.1%	1.2%	
Urban System					
Type Trucks	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	3.01%	3.1%	2.0%	1.3%	1.7%
Multi Unit	5.2%	7.1%	4.3%	1.9%	1.2%

Dale Hollow Railroads



Map 3.14



Clay County

The main route for freight traffic in Clay County is SR-52, which has multi-unit truck volumes at 13 percent, compared to 7.4 percent state average. SR-51 and a small section of SR-151 have higher multi-unit truck percentages of seven to 10 percent, which is higher than the statewide averages of 2.1 percent and 3.9 percent.

Fentress County

SR-28 is a main route for truck traffic in Fentress County, with percentages between nine and 12, which is higher than the 7.4 percent state average. There is a high percentage of multi-use trucks on SR-62 (15 percent), as well as on a section of SR-52 (12 percent). These are both relatively high, when compared to the statewide average of 3.9 percent.

Jackson County

About 10 percent of traffic along SR-151 is multi-unit trucks, compared to the statewide 3.9 percent average. Jackson County has some sections with high single-unit trucks. For example, SR-56 with a 12-mile stretch of (10-13 percent), and a 12-mile section on SR-135 (eight percent) of single-unit trucks, compared to a statewide average of two percent. A section of SR-290 has nine percent single-unit and multi-unit trucks, compared to a two percent statewide average.

Macon County

Macon County does not have much multi-unit truck traffic. The highest amount was seven percent on a three-mile section on SR-56 (LM 17-20.09) and SR-80 (LM 0 -3.31). There is more single-unit truck traffic than multi-unit truck traffic. A section of SR-10 (Minor Arterial) has 11 percent single-unit trucks, and SR-56 (LM 0-2.74) and SR-261 have about 10 percent single-unit trucks.

Overton County

In Overton County, SR-84 has an eight-mile section with an 11-12 multi-unit truck percentage and a four-mile section with seven percent, compared to a 3.9 percent statewide average.

Pickett County

Most of the multi-unit truck traffic is along SR-28 and SR-111. A short section of SR-28 has 12 percent multi-unit truck percentage, which is higher than the 7.4 percent average for the state. All of SR-111 also has a higher multi-unit truck percentage than the rest of the state (10-11 percent).

Smith County

Smith County, compared to the other counties, does not have high multi-unit or single-unit truck traffic. There are a few sections on SR-24 and SR-85 that have seven to eight percent of single-unit or multi-unit trucks, which is a little higher than the statewide average of 3.9 percent. Along I-40 the multi-unit truck traffic is 22 percent, which is lower than the state average of 27 percent along rural interstates within Tennessee.

Trousdale County

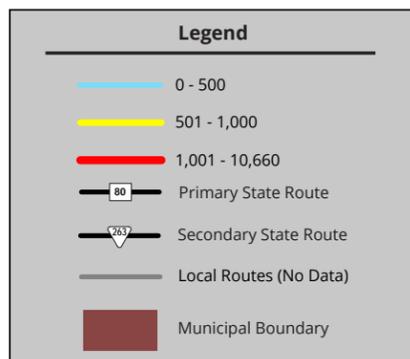
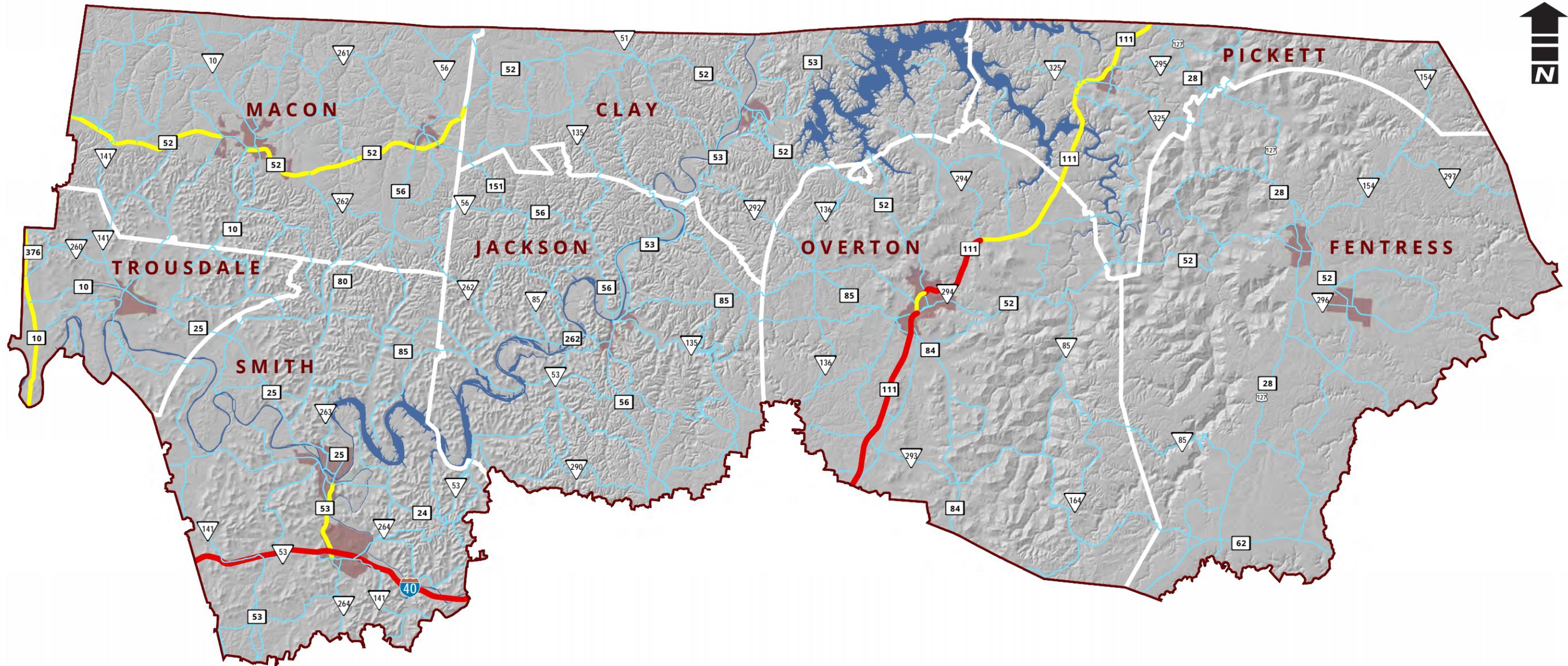
SR-376 in Trousdale County has the highest multi-unit traffic in the county. Two short sections on SR-376 have 12 percent and 18 percent of multi-unit trucks, which is the highest on any road in the Dale Hollow RPO. Also, a small section of SR-141 has 11 percent of multi-unit trucks, compared to 2.1 percent statewide average. State Route-10 has eight to nine percent of multi-unit trucks on a six-mile section, which is higher than the statewide average of 3.9 percent.

In conclusion, truck traffic along the State Routes throughout the region appear to be high; however, consideration must be given to total traffic for the area. While truck traffic is high, total vehicle traffic overall is low. According to the Average Annual Daily Traffic (AADT) counts in the previous section, daily counts overall are decreasing. There are also no Volume/Capacity Ratio concerns in the region.



Trousdale County

Dale Hollow Truck Annual Average Daily Traffic



Map 3.15

Travel Behavior

Travel Demand Management

Travel Demand Management (TDM) is a general term for strategies that increase overall system efficiency by encouraging a shift from single-occupancy vehicle (SOV) to non-SOV modes, or shifting auto trips out of peak periods. TDM strategies are designed to reduce auto trips and vehicle miles traveled by increasing travel options through incentives and information. Some examples of TDM are carpooling and vanpooling programs, commuter buses, park and ride lots, and expanded public transit during peak hours.

Changing daily commute habits can be a difficult task; however, working closely with employers to provide incentives for participating in carpool and vanpool programs or utilizing transit can be beneficial. Even though there is no formal ridesharing program administered in the Dale Hollow RPO currently, this could be a potential opportunity to provide various modes of transportation with the help from major employers in the region. There are no TDOT maintained park and ride lots in the region at this time; however, in nearby Center Hill RPO, adjacent to I-40 at exit 280 and exit 288, exists park and ride lots which are utilized by Dale Hollow RPO residents.

Commuting Patterns

The Dale Hollow RPO does have a commuting pattern of residents from surrounding counties journeying to adjacent or nearby counties during daily commutes. These patterns are indicative of where people live or work throughout the region. The commuting patterns also provide an explanation of future growth along State Route corridors in the region, as well as assisting in additional modes or options of transportation that may be needed in the future. The commute traffic dataset came from the U.S Census Bureau’s American Community Survey and AASHTP’s Census Transportation Planning Products Program (CTPP).

Most commuters within the Dale Hollow RPO that are considered “working population” reside in Clay County; 606 of these commuters do not work where they live. Similarly, Macon County also has a comparably high number of residents working outside of the county compared to those working in the county. However, Trousdale, Smith, and Fentress Counties have the least number of working residents commuting out of the county. Macon, Trousdale, Smith, and Overton Counties receive a majority of commuters within the Dale Hollow RPO.

The following section provides a brief summary regarding commuting patterns for each county in the Dale Hollow RPO based upon the chart (see Table 3.7):

Dale Hollow County	Putnam County Residence - Origin	Putnam County Place of Work - Destination	Sumner County Residence - Origin	Sumner County Place of Work - Destination	Wilson County Residence - Origin	Wilson County Place of Work - Destination
Clay	37	210	0	24	0	45
Fentress	25	407	0	0	0	0
Jackson	216	1,547	0	4	0	163
Macon	5	94	197	1,655	28	509
Overton	405	3,089	0	47	0	13
Pickett	12	130	0	0	0	0
Smith	125	149	0	81	294	1,565
Trousdale	0	0	86	324	79	982
Total	825	5,626	283	2,135	401	3,277

Table 3.7

Clay County: Most commuters travel to Macon County, while there is a small population that commutes to Jackson and Overton Counties.

Fentress County: Very few Fentress County residents commute outside of the county for employment. The population that does commute travels to Pickett and Overton Counties.

Jackson County: Most commuters travel to Smith, Overton, and Clay Counties.

Macon County: Most residents residing in Macon County commute to Trousdale County, closely followed by Smith County. Very few residents commute to Clay County.

Overton County: Most of the commuters travel to Pickett County, followed by Clay and Jackson Counties.

Pickett County: Most commuters travel to Overton County. Additionally, working residents travel to Fentress and Smith Counties.

Smith County: The commuting residents travel to Macon and Trousdale Counties.

Trousdale County: Trousdale County does not have many commuters, the few residents that do commute travel to Macon County.

Commute Patterns by Neighboring County

Sumner County: There is a commute flow between Sumner County and Macon and Trousdale Counties from the Dale Hollow RPO, which is due to their geographic proximity. The vast majority of commuters to Sumner County come from Macon County (77.5 percent), and some live in Trousdale County. From Sumner County, commuters travel to only Macon (197 commuters) and Trousdale Counties (86 commuters).

Wilson: Wilson County is another county that is experiencing considerable commute flow from the Dale Hollow RPO. About 3,277 commuters from Dale Hollow work in Wilson County. About 48 percent of those commuters come from Smith County and another 30 percent live in Trousdale County. Conversely, 401 residents from Wilson County work in mostly Smith County, some in Trousdale and Macon Counties.

Putnam: Putnam County is the main destination for commuters outside the Dale Hollow RPO. About 55 percent of all commuters that work in Putnam County reside in Overton County. For the reverse, most commuters from Putnam County to the Dale Hollow RPO work in Overton County. Workers from Putnam County also travel to Jackson and Smith Counties. The City of Cookeville, in Putnam County, is a major employment center attracting workers from the Dale Hollow region, such as Tennessee Tech University, Cookeville Regional Medical Center, and Averitt Express.

Total Commuters from Residence to Place of Work by County

Table 3.8

	DESTINATION								Origin Totals
	Clay	Fentress	Jackson	Macon	Overton	Pickett	Smith	Trousdale	
Clay	1,677	31	147	239	134	0	55	0	606
Fentress	0	3,886	0	0	35	80	0	0	115
Jackson	53	0	1,488	10	96	0	175	10	344
Macon	53	0	9	4,913	0	0	267	304	633
Overton	89	10	46	22	3,937	142	0	0	309
Pickett	0	72	0	6	345	1,205	54	0	477
Smith	0	0	25	124	0	0	4,020	101	250
Trousdale	0	0	0	61	0	0	9	1,196	70
Destination Totals	195	113	218	462	610	222	560	415	5,599

ORIGIN

Indicates trips where the origin and destination are within the same county (not included in O/D totals, maps, or graphs).

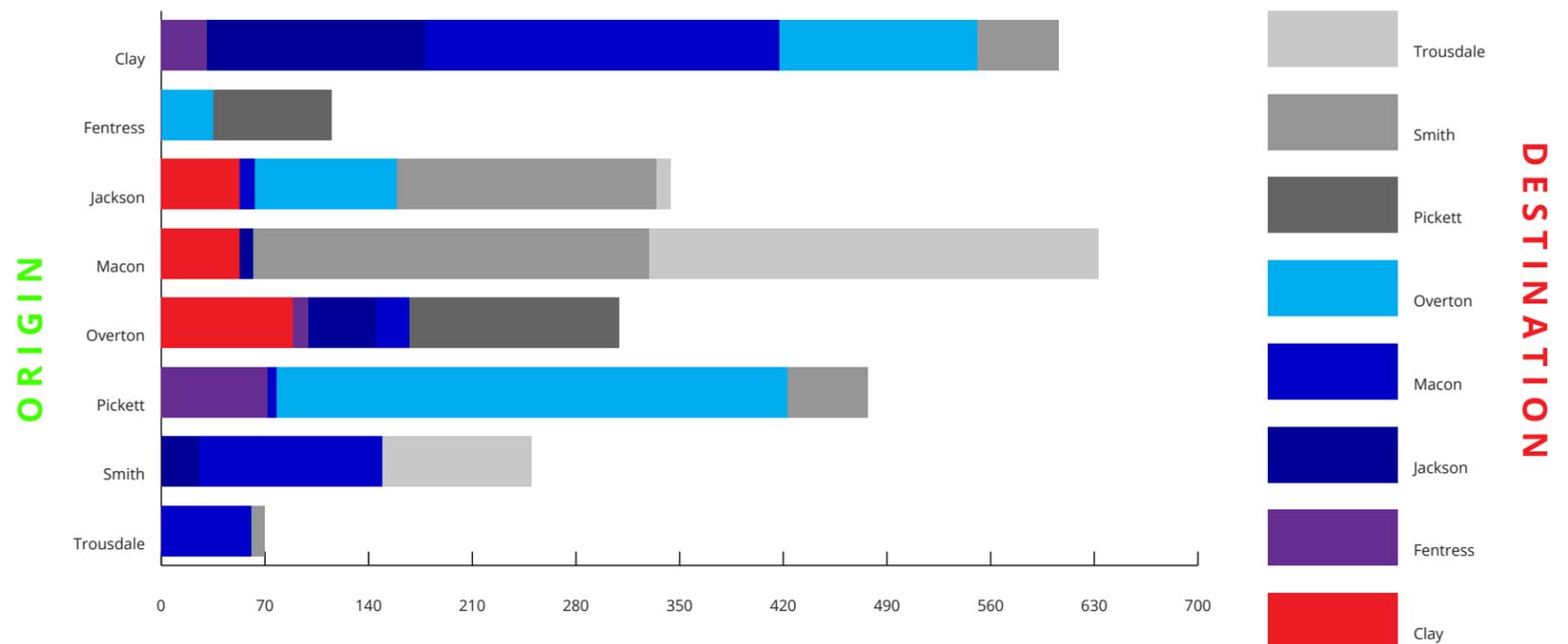


Clay County



Trousdale County

Figure 3.2



Commute by Industry

We must not only examine where people commute to and from, but we must also understand why. Many of the counties within the Dale Hollow RPO are homes to various industry sectors. In this section we explore how these industries impact commuting within the region.

The analysis of commute data by industry examines five-year estimates from the American Community Survey 2006-2010. It should be noted that those numbers vary slightly from the general commute numbers in Table 3.9 as those are 2009-2013 five-year estimates.

Almost a third of all commuters in the Dale Hollow region work in the Manufacturing sector. About 18.8 percent work in the Education, Health, and Social Services sector, and 17.6 percent in the Wholesale and Retail Trade, Transportation, Warehousing, and Utilities sector. About 15.3 percent work in the Agricultural, Forestry, Fishing and Hunting, Mining, Construction, and Armed Forces sector

The following section summarizes commuting patterns by industry within the Dale Hollow RPO.

More than a third of commuters working in Manufacturing travel to Smith County, followed by Overton and Trousdale Counties. Most commuters in Manufacturing come from Macon County, followed by Jackson and Clay Counties.

The main destination for commuters working in Wholesale and Retail Trade, Transportation, Warehousing, and Utilities is Overton County. About 80-90 commuters travel to both Pickett and Fentress Counties. Most commuters working in this sector live in Clay County, followed by Pickett County.

In the Education, Health, and Social Services sector, most people travel to Macon and Overton Counties. Most commuters live in Clay County, followed by Macon County.

In the Agriculture, Forestry, Fishing and Hunting, Mining, Construction, and Armed Forces sector, there is a rather even distribution of commuters between the counties. The highest number of commuters travel to Overton, Macon, Jackson, and Fentress Counties. Most commuters live in Clay County, followed by Jackson County.

Arts, Entertainment, Recreation, Accommodation and Food Services has the smallest commuter population in comparison to all other industries. Destination and origin totals at 32 commuters.

The majority of commuters in the Other Services and Public Administration sector travels from Macon County to the other counties, mainly Smith and Trousdale Counties. However, there is overall not a large number of commuters in this industry.

Most of the regional commuters, about 25.6 percent, live in Clay County. Macon County (20.8 percent) and Jackson County (15.1 percent) also have a large number of commuters traveling out of the county to work in the other counties within the Dale Hollow RPO.

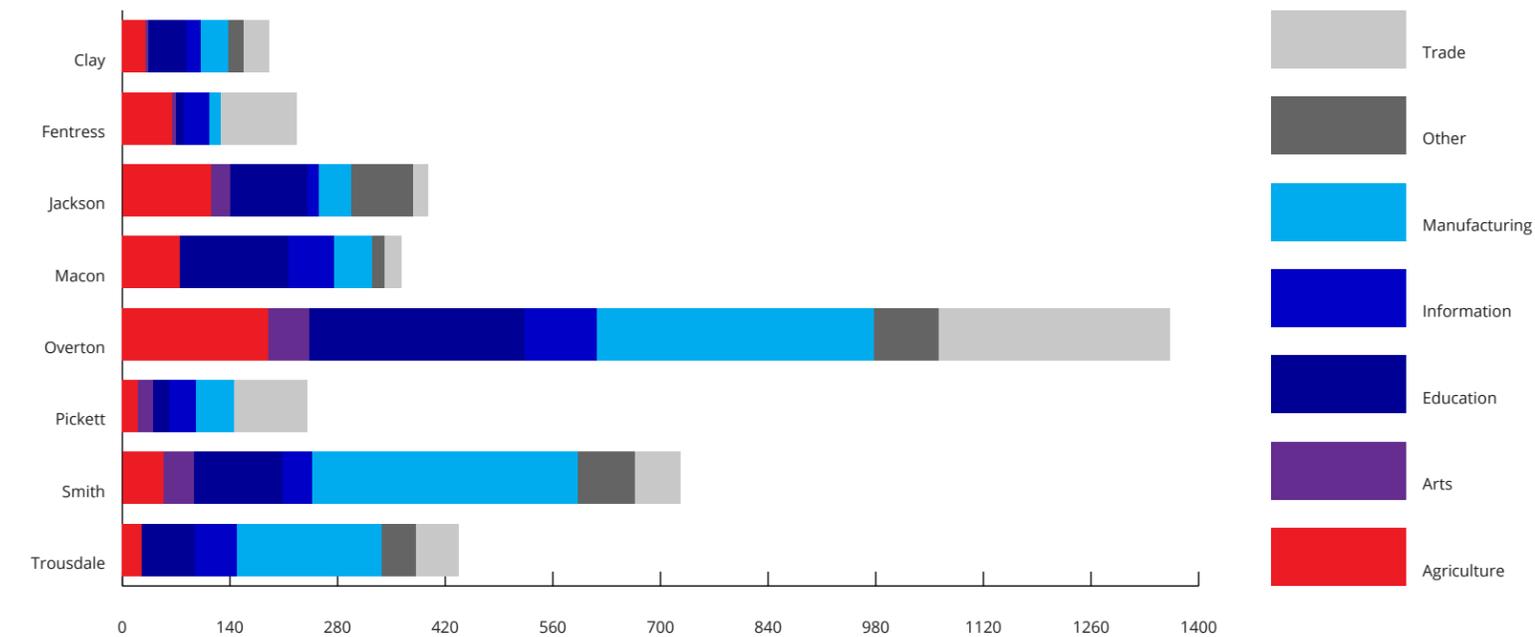
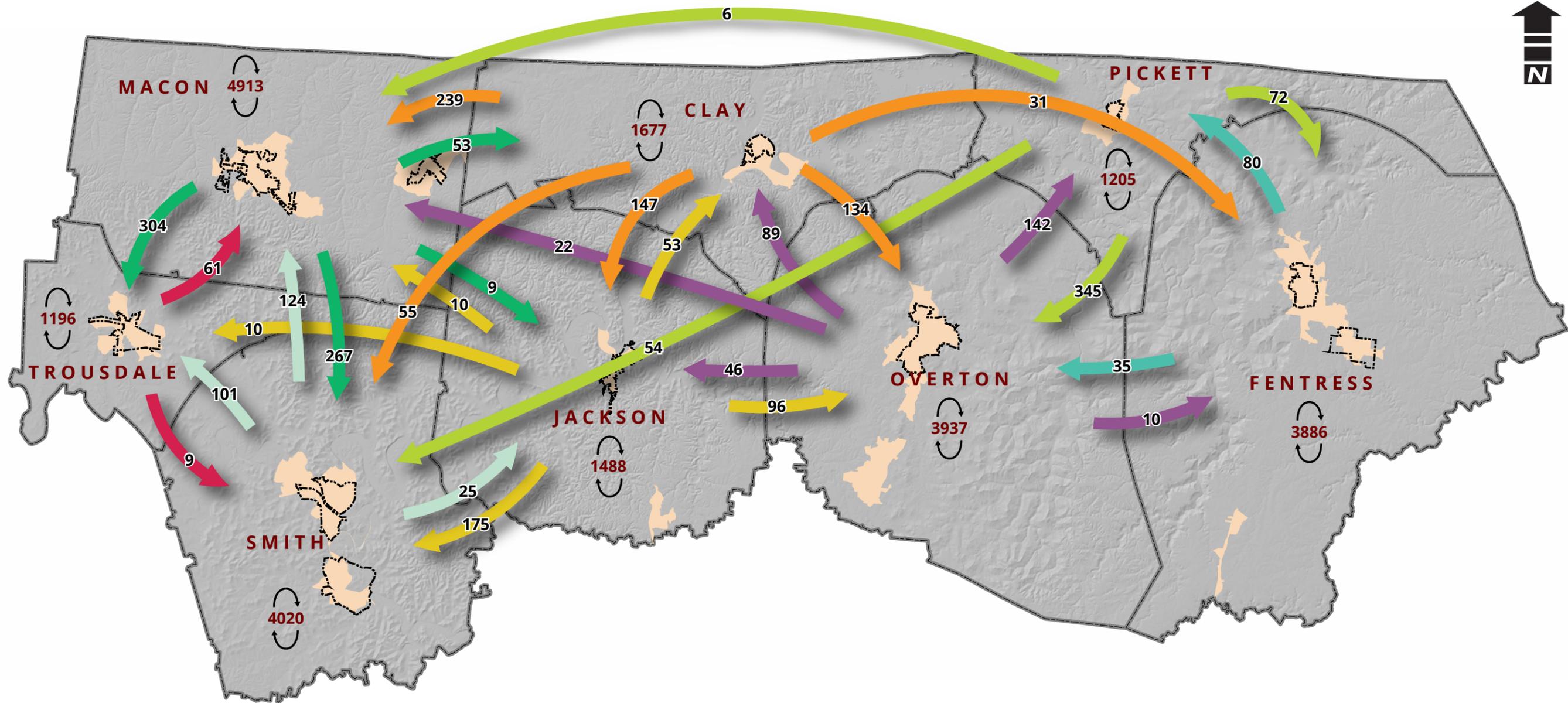


Figure 3.3

	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Clay	30	4	49	19	35	20	34	191
Fentress	65	4	10	34	14	-	100	227
Jackson	115	25	100	15	43	80	19	397
Macon	75	-	140	60	50	15	23	363
Overton	190	53	280	94	360	85	300	1,362
Pickett	20	20	20	35	50	-	95	240
Smith	53	40	115	39	345	74	60	726
Trousdale	25	-	69	55	188	45	55	437
*Putnam	602	303	1,365	690	1,247	519	1,525	6,251
Industry Totals	1,175	449	2,148	1,041	2,332	838	2,211	20,388

Table 3.9

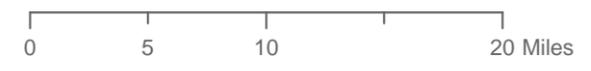
Commuting Patterns and Activity Centers



Legend

- Clay (Orange arrow)
- Fentress (Teal arrow)
- Jackson (Yellow arrow)
- Macon (Green arrow)
- Pickett (Light Green arrow)
- Overton (Purple arrow)
- Smith (Light Teal arrow)
- Trousdale (Red arrow)
- In-County Commute (Cyclical arrow with 4020)
- Activity Centers (Orange shaded area)
- Municipal Boundary (Dashed line)
- County Boundary (Solid line)

Arrows and numbers show the number of the origin county's working population that travels to another county for work. The number of workers that live and work in the same county are represented by the cyclical arrow symbol



Map 3.16

Safety

TDOT Safety Projects

Rural road safety is a particular concern for TDOT. Local road agencies often do not have the resources needed to adequately address safety problems. Throughout the Dale Hollow RPO between 2011- 2016, there have been a total of 82 Safety projects performed. These projects include Expedited Project Delivery, Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. Expedited Project Delivery involves reviewing proposed projects and making modifications to address immediate safety needs, as well as recommendations for long-term improvements. The Local Roads Safety Initiative provides assistance to local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-state routes in their jurisdictions. A Road Safety Audit (RSA) is comprised of a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with state routes in areas where the population is less than 50,000.

A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county, but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements. For additional details of safety projects in the region, please see page 83 of the appendix.

Dale Hollow Crashes		
County	Vehicular Crash	Percent within RPO
Clay	763	5.86
Fentress	1,744	13.39
Jackson	966	7.42
Macon	2,394	18.39
Overton	2,296	17.63
Pickett	397	3.04
Smith	3,122	23.98
Trousdale	1,335	10.25

Table 3.10



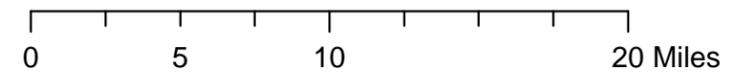
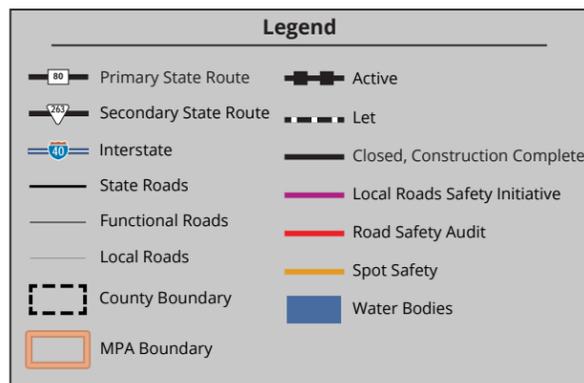
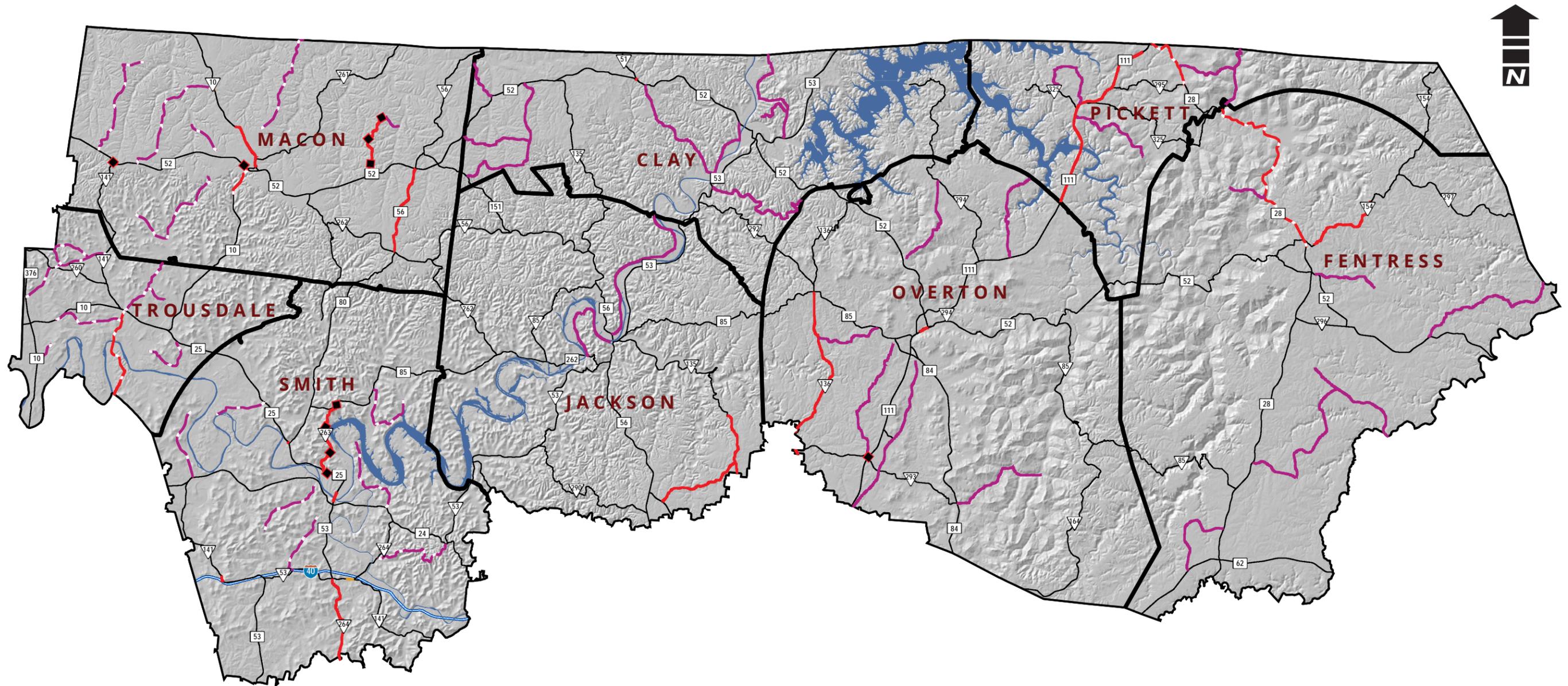
Smith County

Crash Data

According to the Tennessee Department of Safety and Homeland Security, there were a total of 13,017 vehicle crashes from 2011 -2016, and 99 bicycle and pedestrian -related crashes in the Dale Hollow RPO from 2002-2017. Identifying locations where crashes are concentrated can reveal potential areas for safety interventions. The analysis located in this section is not exhaustive, but a regional overview of total crashes. Smith County has the highest total and percentage of crashes within the RPO. The main reason for this higher percentage is a higher number of travelers passing along Interstate-40, which no other county within the RPO has. Macon and Overton Counties are second and third for highest number of crashes. Macon and Overton are also the two largest counties within the RPO for population. SR-52 in Macon County carries a large portion of traffic, and SR-111 in Overton County serves as a main thoroughfare for the RPO. Pickett and Clay Counties have the two lowest crash totals.

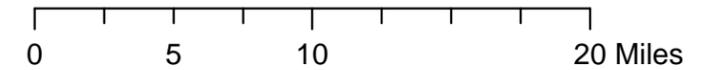
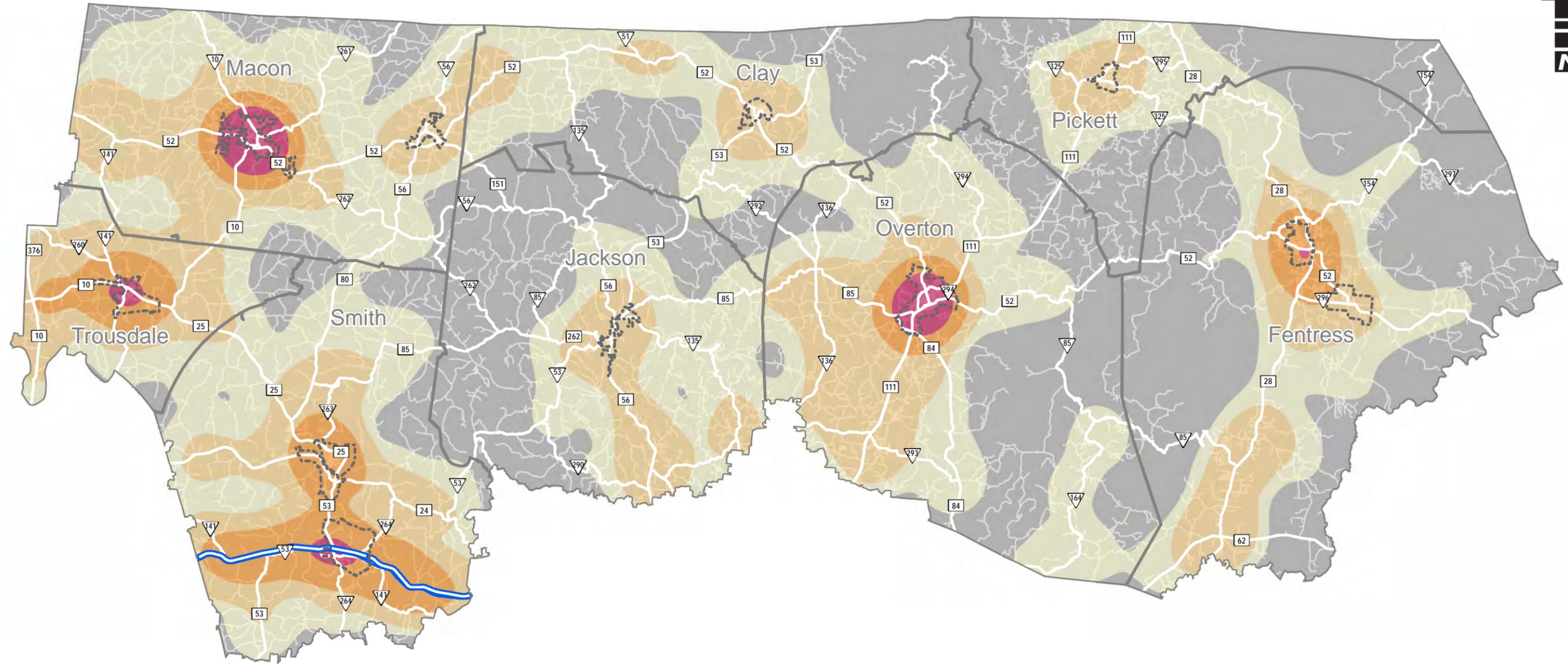
Bicycle and pedestrian-related crashes were included in this analysis. There were a total of 99 pedestrian-related crashes. Of the 99 cyclists and pedestrians injured, 14 were cycling, while the remaining 85 injured were on foot. The majority of these crashes occurred in Macon County at 29, and 16 occurred in Overton County. A large majority of these crashes were during the day, with clear weather conditions. There were a total of 14 bicycle and pedestrian fatalities within the RPO.

Dale Hollow Safety Projects



Map 3.17

Dale Hollow Crash Density



Map 3.18

Figure 3.4 : Bicycle and Pedestrian Crashes in Dale Hollow

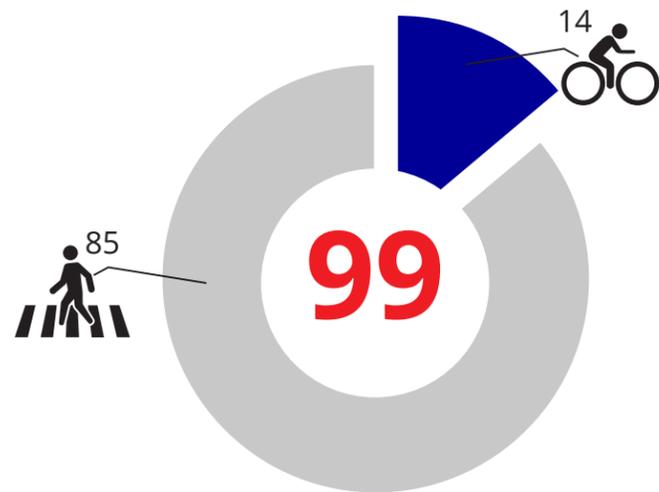


Figure 3.5 : Bicycle and Pedestrian Crashes by Location

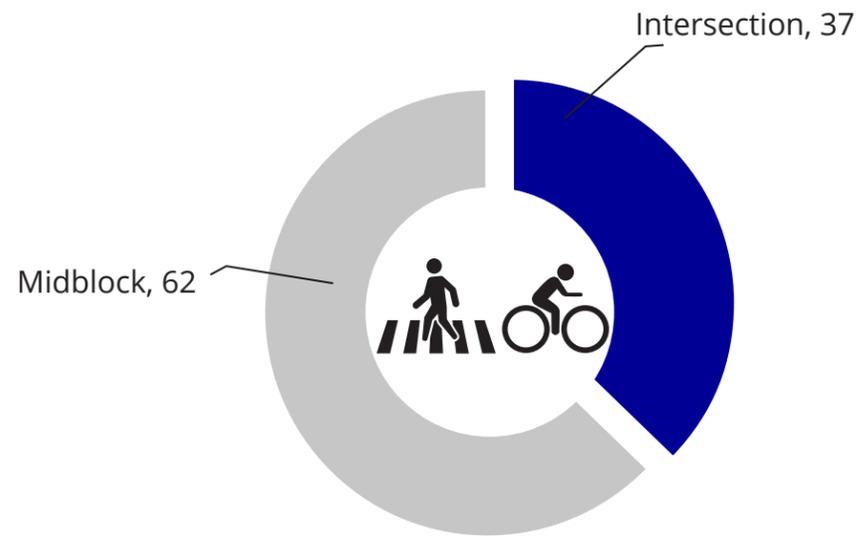


Figure 3.6: Bicycle and Pedestrian Crashes in Dale Hollow Counties

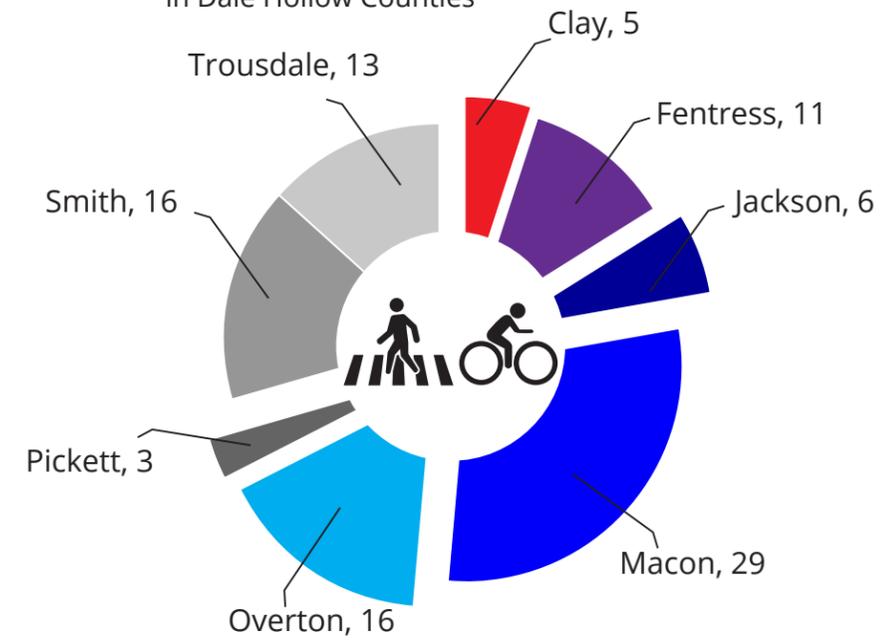


Figure 3.7 : Bicycle and Pedestrian Crashes by Weather Conditions

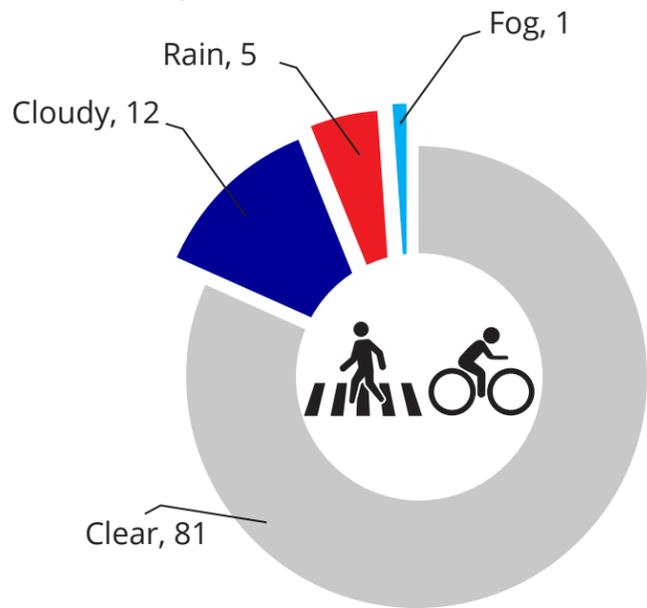


Figure 3.8 : Bicycle and Pedestrian Crashes by Light Conditions

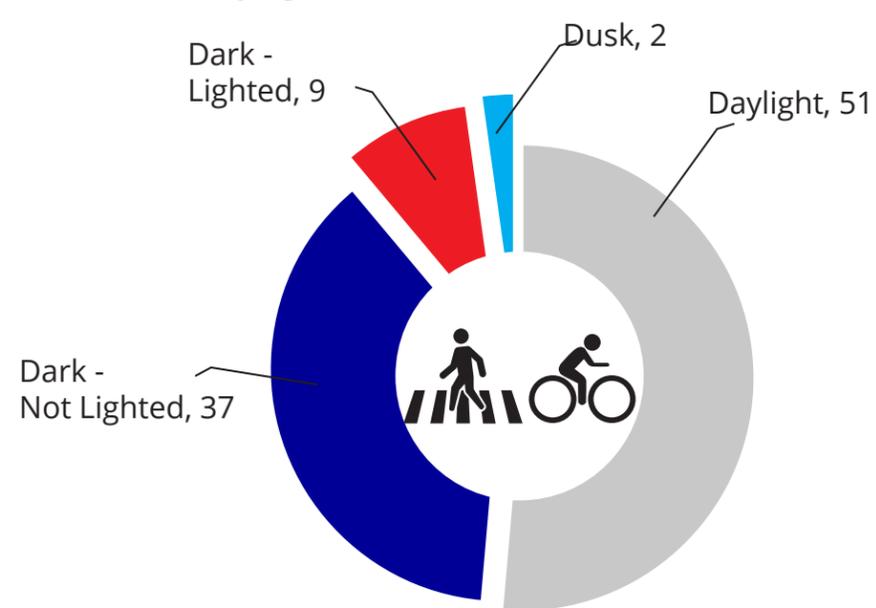
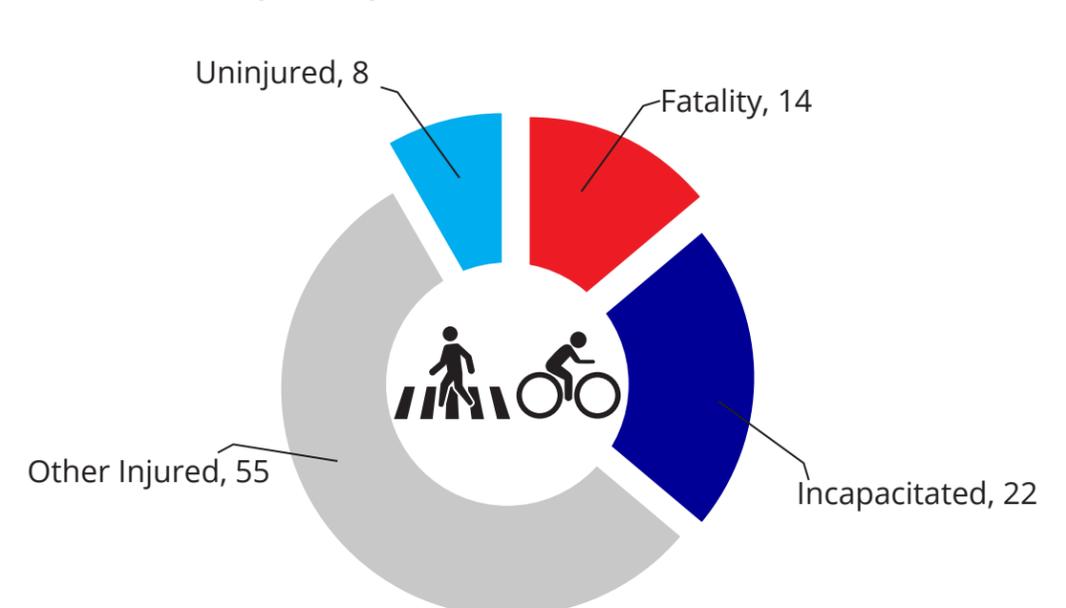


Figure 3.9 : Bicycle and Pedestrian Crashes by Severity



Multimodal Facilities

Bicycle and Pedestrian Facilities

The Dale Hollow RPO is a predominately rural region of the state. State Routes throughout the RPO have been designated as bicyclist routes. Bicyclist route designation allows cycling as a use along the state route; however, there are no striped bike lanes. As the region grows in recreational tourism, there could be a need for more physically separated bike lanes or footpaths. These bike lanes or footpaths could be used for both transportation and recreation. Currently, there are 150 miles of existing designated bike routes along State Routes, but no designated bike lanes within the RPO. Within the Dale Hollow RPO, there are four miles of greenway.

Mid Cumberland Human Resource Agency Transit Vehicle



Bicycle Level of Service (BLOS)

Tennessee's statewide Bicycle Plan Update was completed in 2011. In 2016, TDOT prepared a State Bicycle Route System Update, which included a bicycle suitability analysis of Tennessee's roadways. A total of 12,600 miles of state and federal highways were rated for bicycle suitability using the Bicycle Level of Service (BLOS) methodology. Roadway inventory data for the calculation of the BLOS was taken from TRIMS.

The inputs for calculating the BLOS index are flow rate, effective width of road segment, and the effective speed factor. The result is an overall traveler score for a road segment. The score is also dependent upon percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score resulting from the BLOS equation is converted into a LOS A - F letter grade score where A is best and F is worst.

In the Dale Hollow RPO, 748.17 miles of state highways were analyzed for bicycle suitability. Of the total, 567 miles (75.7 percent) have a BLOS of A-D and are rated suitable for bicycle travel. There are 162 miles (21.7 percent) rated with Grade A, thus very suitable for bicycling. About 182 miles (24.3 percent) are rated BLOS E-F, which is unsuitable for bicycle travel. Percentage wise, Dale Hollow RPO has more road mileage suitable for bicycle travel than does the state overall. Statewide, approximately 7,100 miles (57 percent) of state and federal highway is rated as LOS A-D, while approximately 5,500 miles (43 percent) is rated BLOS E-F. [Source: State Bicycle Route System. 2016 Update. TDOT Long Range Planning Division. Multimodal Transportation Resources Division]

Greenway in Smith County



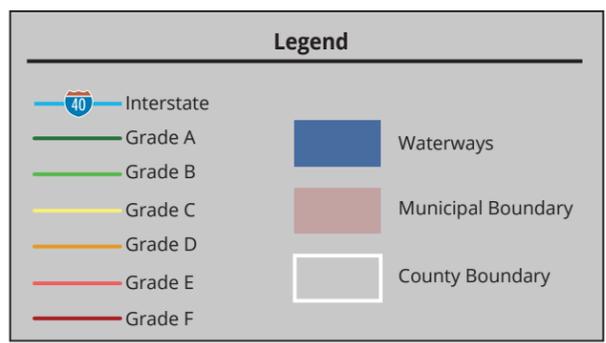
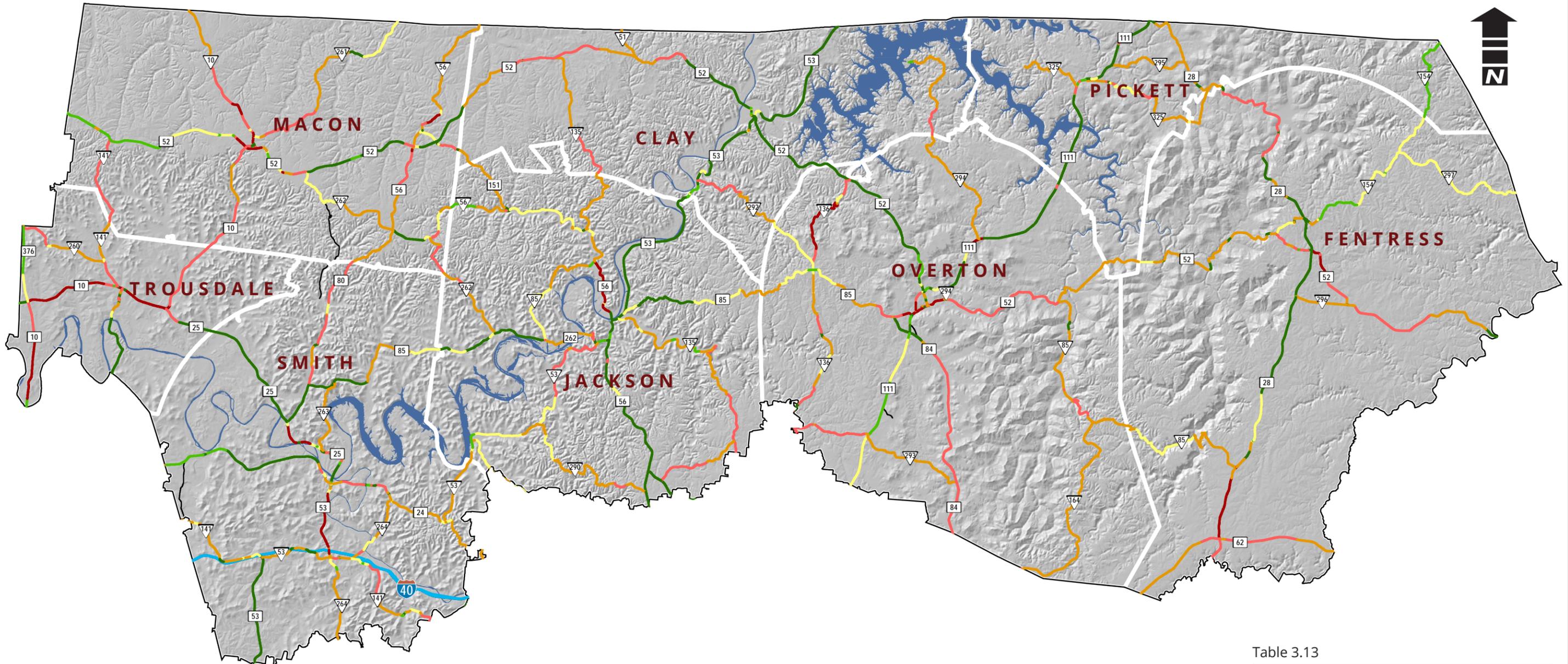
Public Transportation

Public transportation includes public transit – fixed-route and demand-response, volunteer transportation, and private providers. MCHRA and UCHRA are the primary transit agencies in the Dale Hollow RPO. Fixed-route service is currently not available. Demand-response transit is provided throughout the region with 24-72 hour notice. The service is available to all ages, as well as health and human service agencies through contracts.

Table 3.11

MCHRA and UCHRA 2015-2016 Ridership			
County	Total Trips in 2015	Total Trips in 2016	% Change
Clay	6,922	6,695	-3.27%
Fentress	12,272	11,033	-10.09%
Jackson	4,960	3,988	-19.59%
Macon	10,110	9,314	-7.87%
Overton	8,258	8,615	4.32%
Pickett	7,102	5,228	-26.38%
Smith	10,828	10,411	-3.85%
Trousdale	5,813	6,268	7.82%

Dale Hollow 2016 Bicycle Level of Service



State Routes Most Suitable for Bicycle Travel	State Routes Least Suitable for Bicycle Travel
State Route 52 in the counties of Overton, Clay, and Macon (BLOS A)	Sections of SR-10 in Trousdale and Macon County (BLOS F)
State Route 28 in Fentress County (BLOS A)	State Route 84 in Overton County (BLOS E)
State Route 53 in Clay and Jackson Counties (BLOS A)	Section of SR-28 in the south of Fentress County (BLOS F)
State Route 111 in Overton and Pickett counties (BLOS A)	Section of SR-296 in Fentress County (BLOS E)
	Section of SR-52 in Overton County (BLOS E)
	State Route 53 in Smith County (BLOS F)

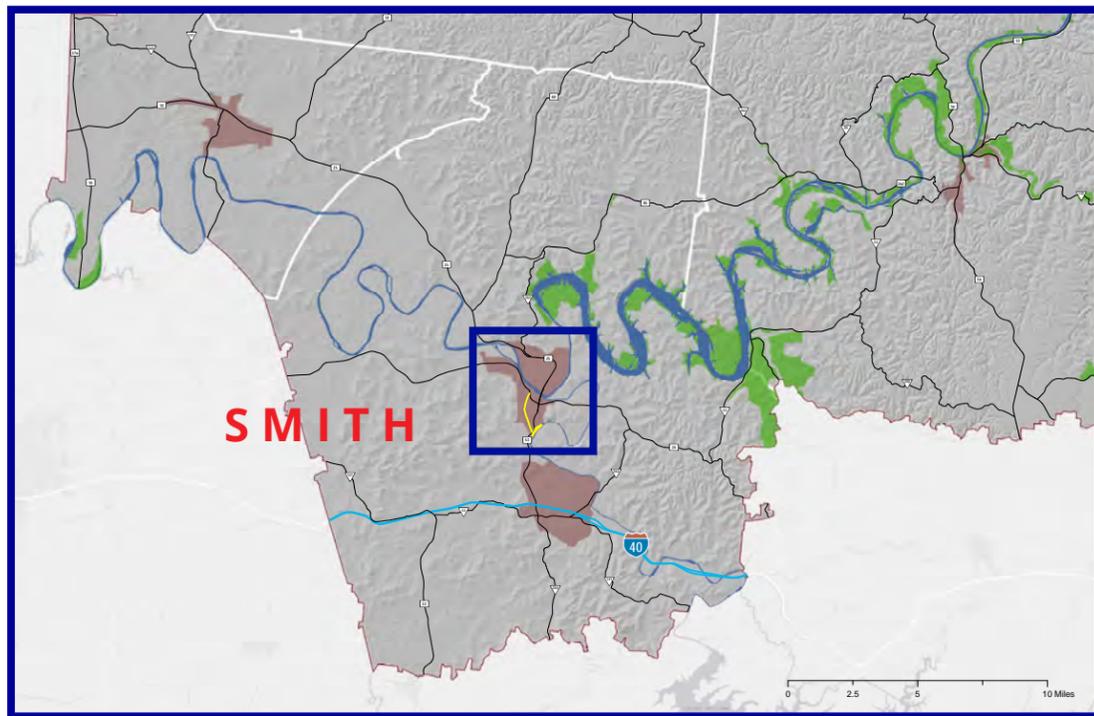
Table 3.12

Table 3.13

Bicycle Level of Service		
Grade	Mileage	Percentage
A	162.34 mi	21.70%
B	39.64 mi	5.30%
C	102.20 mi	13.66%
D	262.42 mi	35.08%
E	144.36 mi	19.29%
F	37.21mi	4.97%

Dale Hollow Greenways

Map 3.20



South Carthage Rail to Trail

The South Carthage Rail to Trail greenway starts at the Smith County Agriculture Center. The greenway follows the original rail line which was a portion of the Tennessee Central Railroad. This greenway provides access for pedestrians to walk or bike along a paved route for approximately 1.55 miles.

Smith County Soccer Complex Trail

The 1.17 mile loop runs along the Caney Fork River, allowing residents to enjoy nature; recreational sports ranging from baseball, basketball, soccer and tennis courts; a farmers market; and a children's park.

Greenways		
Greenway	Miles	Location
Red Boiling Springs Salk Lick Creek Trail	0.55	Macon
Lafayette Key Park Loop Trail	0.86	Macon
South Carthage Rail to Trail	1.55	Smith
Smith County Soccer Complex Trail	1.17	Smith

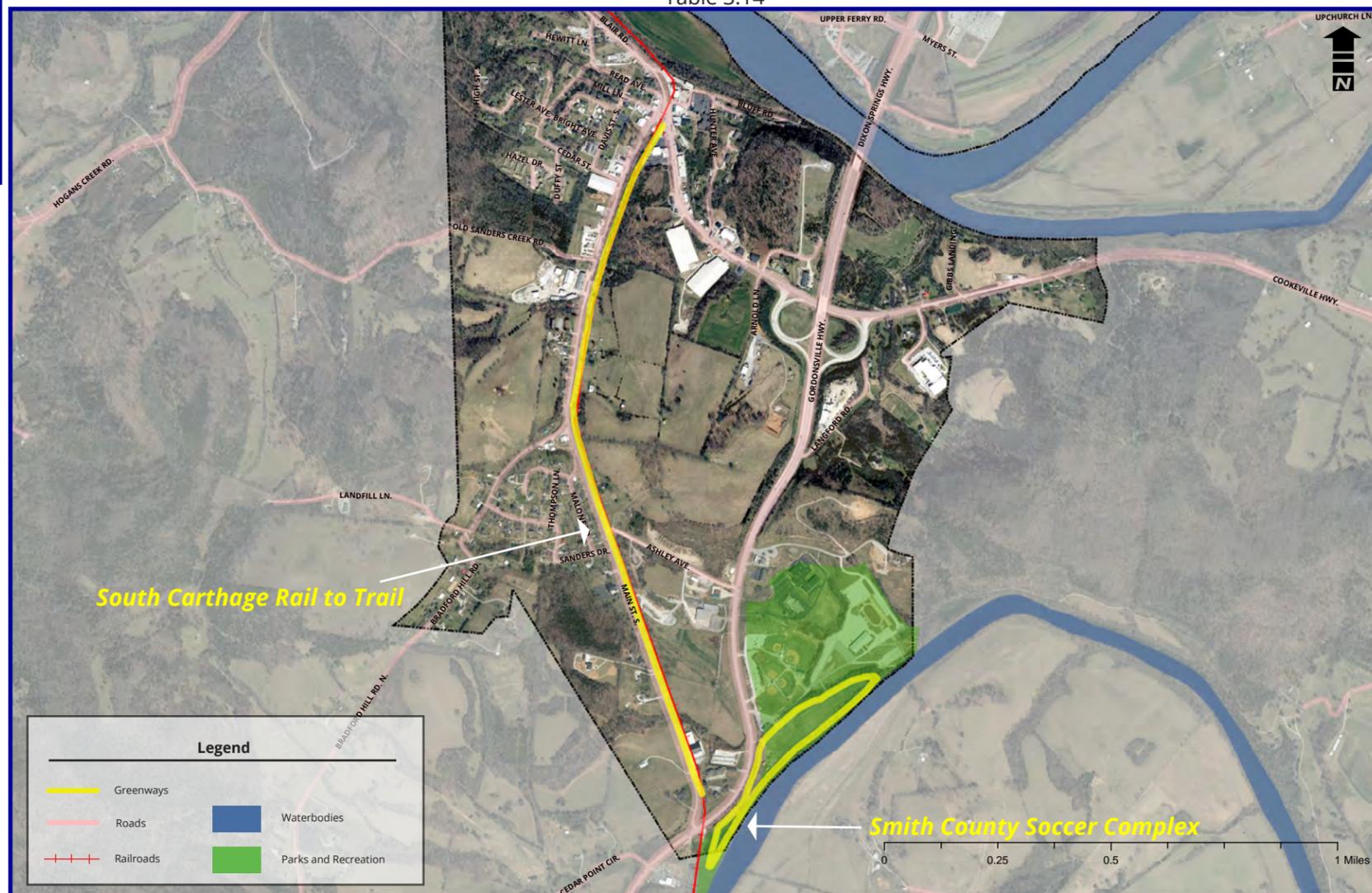
Table 3.14

The Dale Hollow RPO has a total of 4.13 miles of greenways throughout the region. These greenways are located in Macon and Smith County. Greenways are not limited to urban or suburban communities and the growth and development of greenways within the RPO should continue to be an area of focus. Throughout the planning process communities within the Dale Hollow RPO stressed the importance of recreational tourism and the regions desire to see growth in this area. Greenways and trails throughout the region could provide that opportunity. Greenways and trails have the ability to spur economic and community development, while also serving the local communities around it.

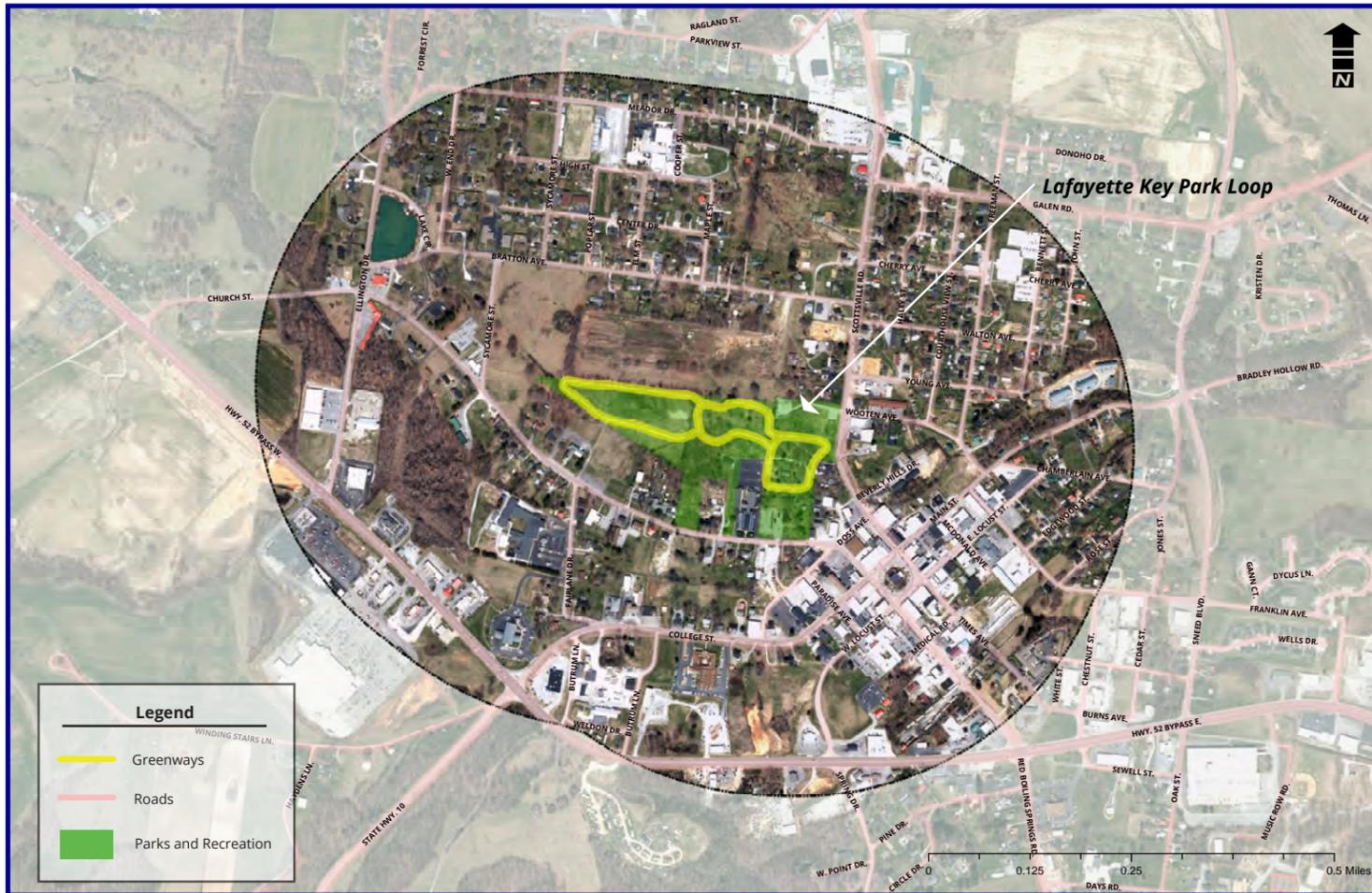
Currently there are a total of 4 greenways: South Carthage Rail to Trail; Smith County Soccer Complex Trail; Lafayette Key Park Loop; and Red Boiling Springs Salt Lick Creek Trail.

There are many benefits to trails and greenways in rural communities. These benefits include:

- » Providing recreation options for persons of all ages
- » Conserving open space and the environment
- » Encourages physical activity
- » Preserves important cultural and historical places and events
- » Creates gathering space for communities
- » Provide accessibility to natural resources



Map 3.21



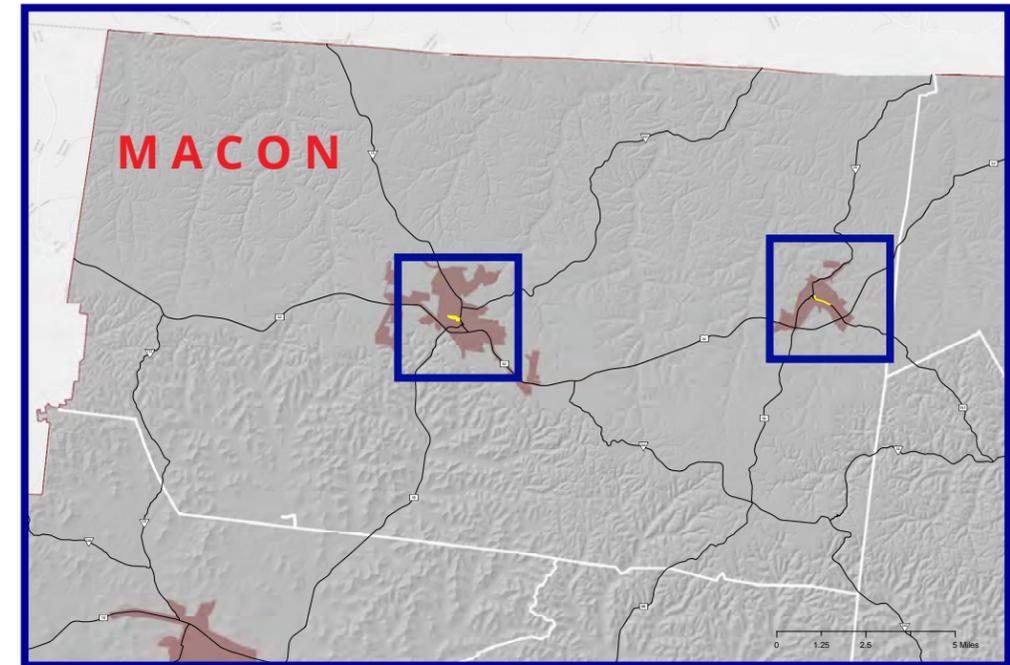
Map 3.22

Lafayette Key Park Loop

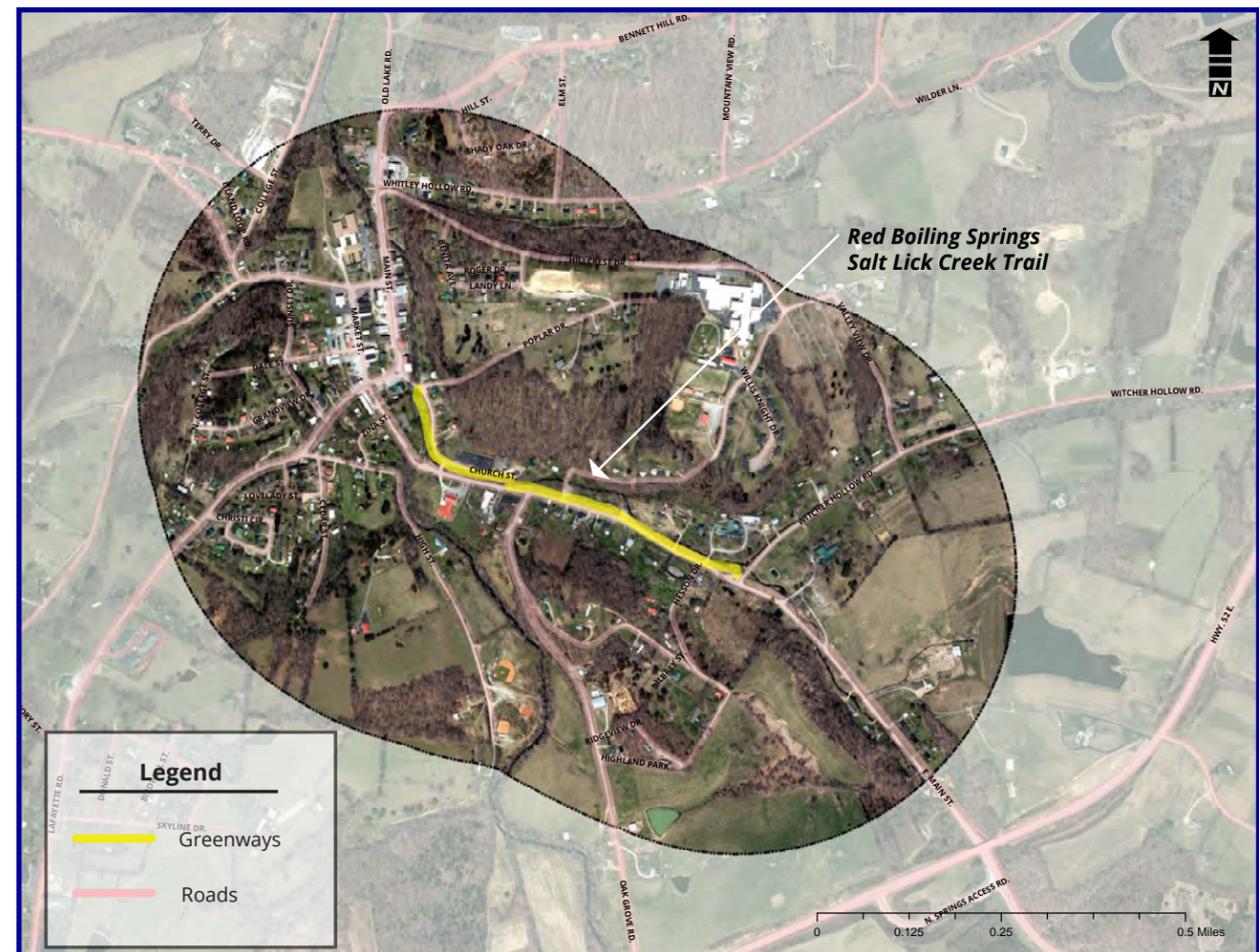
Lafayette Key Park Loop is located off of Church Street, surrounded by a residential neighborhood and church. The park serves as an area for residents to enjoy sports; festivals; a playground; and a farmers market. The loop totals .86 miles.

Red Boiling Springs Salt Lick Creek Trail

The 0.55 mile greenway provides pedestrian friendly access to the Red Boiling Springs city park. The greenway is adjacent to the downtown portion of SR-151, providing connectivity to a pavilion, a children's playground and an additional covered shelter.



Map 3.23



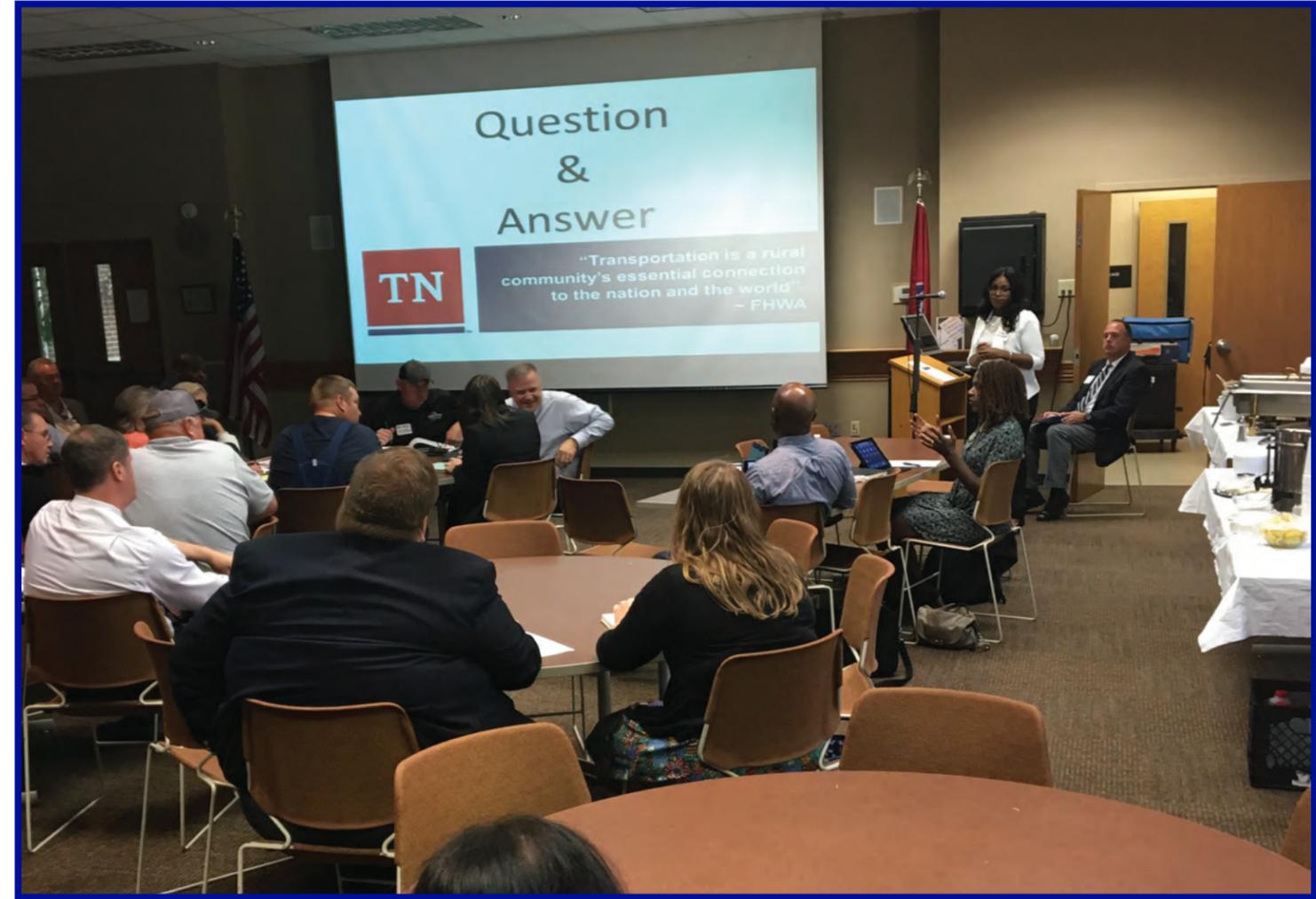
Map 3.24

4 GOALS & OBJECTIVES

PUBLIC PARTICIPATION

Public participation throughout the RPOs across the state of Tennessee is an important element of transportation planning. The TDOT Long Range Planning Division has made efforts and will continue to be committed to engaging and encouraging more public participation from the rural communities it serves. It is important for locally elected officials whom often serve on the RPO's Executive and Technical Committees, business owners, and the general public to be involved in the planning process. TDOT's Long Range Planning Division will continue to conduct a planning process that encourages outreach and considers local input in decision and policy making.

There were a total of eight input meetings held at various locations within each county located in the Dale Hollow RPO. The feedback and input from the meetings served as a helpful tool in the development of the plan. The purpose of these meetings was to engage with stakeholders outside of the formal RPO bi-annual meetings. In addition to gaining insight from other community members who may not currently be involved in the RPO process, we wanted to expand the opportunity to others within their respective counties to provide input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersection, or maintenance issues occurred, as well as identify areas of future development. Attendance and participation varied for each meeting; however, each County Mayor, Municipal Mayor, Roadway Superintendent, Chamber of Commerce, Public Works, Emergency Management, and School Board members were invited and encouraged to attend or participate.



REGIONAL GOALS

The Dale Hollow Rural Regional Transportation Plan reviews all needs and community aspirations based on future planning. These requests will be taken into consideration as identified needs are shared by local stakeholders from each county within the Dale Hollow RPO. These goals will be used to guide future planning throughout the region, and will serve as a building block for future plans and initiatives. Each county will be provided a strategy and objectives to assist reaching future long-term visions. The Dale Hollow RPO population will steadily grow while transportation will continue to play a role in attracting businesses, encouraging development and sustaining communities that have shaped this region of the state. Particular groups within these communities that should be given additional consideration with transportation decisions would be low-income and persons with disabilities. Overall, due to a steady pace of growth in the region's population, industries such as manufacturing; education and health services and natural resources have generated employment and freight destinations. Existing land use is agriculture, residential and public lands with many land uses being compatible with the region's transportation network. With compatible networks and steady growth the area is experiencing large declines in traffic volumes within the last decade, with the exception of Trousdale County.

The Rural Regional Transportation plan not only measured traffic counts, but took into consideration the “the maximum rate at which vehicles can pass through the region”, measuring volume/capacity ratio. The region had little to no volume/capacity issues in 2010, however Macon, Overton, Smith and Trousdale counties are forecasted to capacity concerns in 2040 in isolated areas. In addition, freight traffic was analyzed and overall truck traffic is high, but total traffic is low and/or decreasing. Commuting patterns in the region show residents mainly commute to Putnam County outside of the RPO and within the RPO Overton, Smith and Macon counties are destinations. Safety projects in the region are ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements. There was a desire within the RPO for more multimodal access.

In conclusion, the Dale Hollow RPO’s transportation network is in good condition. Based upon current conditions and future projections the region is prepared to continue efforts of transportation improvements with projects from the Improve Act as well as utilizing focus areas identified in this document as guidance for future transportation projects. With proper planning and continuing dialogue between residents, elected officials and TDOT the maintenance and quality of the regions infrastructure will continue to serve the publics need and interest for years to come. Additionally, maintenance of the transportation network includes regional goals. These goals were identified by each county within the region. Below are the goals and their respective objectives and strategies.

 **Goal 1: IMPROVE SAFETY THROUGHOUT THE REGION**

Objectives & Strategies

- Objective 1:** Coordinate with local Roadway Superintendents, Office of Community Transportation, and the TDOT’s Project Safety Office
- » Coordination with the TDOT and Local Law Enforcement Officials
 - » Provide more planning and identification of potential areas of concern (i.e. intersections, cross walks, and segments of roadway)
 - » Evaluate and identify funding sources to assist in the improvements

 **Goal 2: PROVIDE MULTIMODAL OPTIONS**

Objectives & Strategies

- Objective 2:** Work with local communities to encourage land use planning and development that is conducive and supportive of pedestrians
- » Public awareness
 - » Develop policy to evaluate multimodal options
 - » Develop land development policy to support multimodal strategies
 - » Encourage local governments to update current land development to encourage more connectivity for pedestrians
 - » Encourage local governments to offer transit options connected to recreational areas
 - » Partner with area Schools Districts, where appropriate, to establish policies that support and provide adequate pedestrian alternatives

 **Goal 3: ADDRESS FREIGHT TRAFFIC ALONG ROADS THAT ARE UNABLE TO HANDLE THE CAPACITY**

Objectives & Strategies

- Objective 3:** Continue to identify hazardous roadway segments and intersections
- » Create a reporting mechanism for incidents
 - » Encourage signage
 - » Encourage Law Enforcement
 - » Enact ordinance
 - » Identify and contact local freight businesses

 **Goal 4: CREATE ECONOMIC DEVELOPMENT OPPORTUNITIES THROUGH VARIOUS TRANSPORTATION INITIATIVES**

Objectives & Strategies

- Objective 4:** Utilize TDOT program funds where applicable to foster and encourage economic development
- » Create regional collaborations between counties within the Dale Hollow RPO
 - » Partner with counties within the Dale Hollow RPO and larger employers within the region
 - » Support greater alignment between local economic development and regional transportation organizations or initiatives

5 RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

This section of the plan is a compilation of identified community concerns during the community engagement process. Each county in the Dale Hollow RPO had an opportunity to share and identify potential areas that would require further analysis, which would determine next steps for the identified areas. The recommendations presented in this section are all quantitative based. Each identified item was thoroughly examined by TDOT's Data Visualization Office located within the Long Range Planning Division. These recommendations do not guarantee neither implementation nor funding, but provide identified needs for the Dale Hollow RPO in the future.

These projects have been analyzed and reviewed for the purposes of the Rural Regional Transportation Plan; however, that process does not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process.

The maps are separated by county and project type. The two main project types analyzed were multimodal and safety. However, there was also analysis completed for an airport expansion; ferry; rock slides; and railroad crossings.

In the following pages of this section there are maps that provide location, type of project and the origin of the identified transportation need. The graphic on the right is provided for reference purposes. Within the legend there are three headers: multimodal; safety and other projects. If projects did not fit under multimodal or safety they were categorized as other projects. Circles, squares and triangles represent the project type. Colors also highlight how each project was identified. Blue shapes signify that either the Long Range Planning Division (multimodal) or STID (safety) identified the project as a priority, whereas black signifies a community-identified project. Red shapes signify where there was concurrence between Long Range Planning or STID and public stakeholders. Green shapes are projects identified by public stakeholders that are otherwise not classified under multimodal or safety.

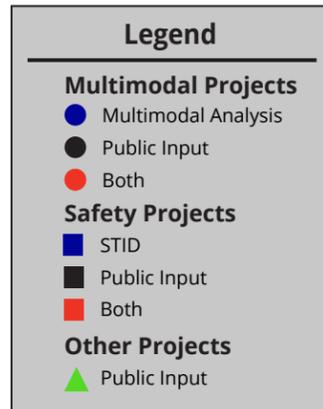


Figure 5.1

Figure 5.2

The diverse nature of safety issues on rural roads requires assessment of human and environmental factors.

» *A Sidekick for Rural Safety, FHWA*

Safety Assessments

Multimodal Analysis

Can I get where I want to go easily and safely in whatever way I choose - for example, walking, bicycling, using transit, or driving?

» *Public Involvement/Public Participation, Office of Planning, Environment, & Realty, FHWA*

Public Input and Needs

Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

» *Public Involvement/Public Participation, Office of Planning, Environment, & Realty, FHWA*

To calculate potential multimodal needs for segments identified by community members of the Dale Hollow RPO, certain indexes were measured. These indexes include equity, demand, supply, and safety. Equity accounted for demographic populations such as low-income; non-white; persons 65+; persons 18 and under; households without vehicles. Demand accounted for population density; employment density; schools; and commercial uses, recreation areas and other land uses. Supply accounted for posted speed limit; number of travel lanes; width of roads; sidewalk presences; bike lanes; and traffic volume. Safety accounted for pedestrian crashes and bicycle crashes. Only counties within the Dale Hollow RPO were compared with one another in this analysis. The analysis took a regional approach to evaluating multimodal needs. Each index was scored and weighted; from there each county was ranked.

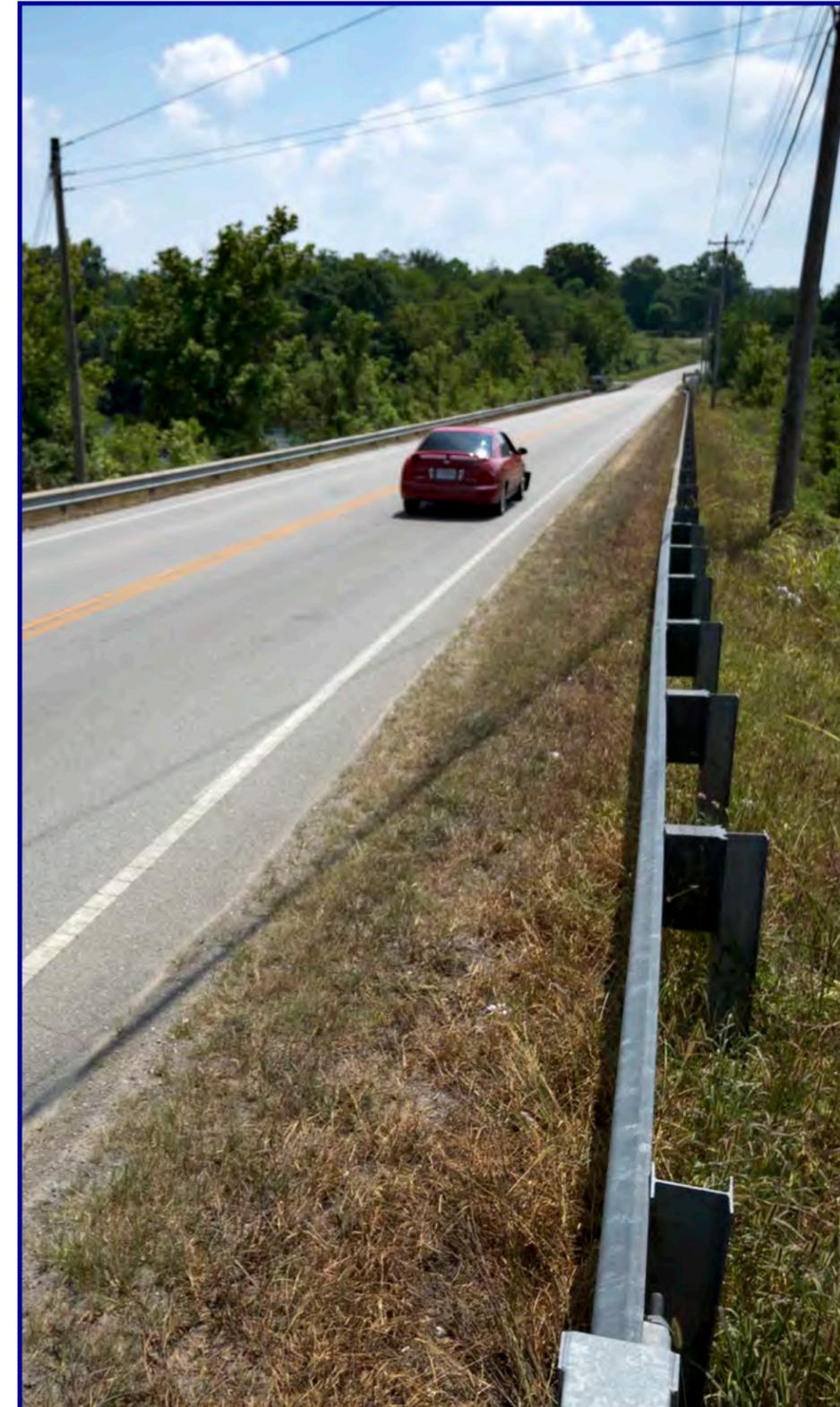
The safety component of the recommendation section is based upon the Local Roads Safety Initiative (LRSI). This initiative identifies and reviews roadway segments of local non-state routes in counties or sections of counties not represented by a MPO with disproportionate occurrences of fatal and serious injury crashes. This data is currently being updated and processed. Once the final data and analysis is available, this portion of the plan will be updated to reflect the final safety projects.

Future Recommendations

Needs throughout the Dale Hollow RPO have been examined and the potential for new concerns to arise in a community is increasing. Therefore, the Office of Community Transportation has created the Community Transportation Planning Request (CTPR). This is the formal process to request a “new start” project. The CTPR should be requested with the RPO Coordinator and a formal report should be assembled for the Strategic Transportation Investment Division (STID). Once STID has reviewed and evaluated the request, then Preliminary Engineering (PE) is started.

The CTPR would be completed by the RPO Coordinator and then submitted to the OCT Regional staff. Next, a “Needs Assessment” would be conducted by STID. If the project is deemed necessary then the project may be designated a “New Start” during the PE phase once funding is available. The project could also be deemed not necessary and at that point no further action is needed and the community will be notified of the decision. If the project is needed then funding is allocated and a formal study is conducted by STID and Long Range Planning. Then the project would enter the Project Development process at TDOT. The project would then enter the Project Development Process which includes an Environmental Review (NEPA), ROW determinations, and the Design and Construction phase, in that order. The flow of processes is standard for the majority of TDOT projects, including those in the Improve Act. The status of a project will be monitored by OCT and shared with the RPO Coordinator to provide status updates for rural communities.

Smith County





Multimodal

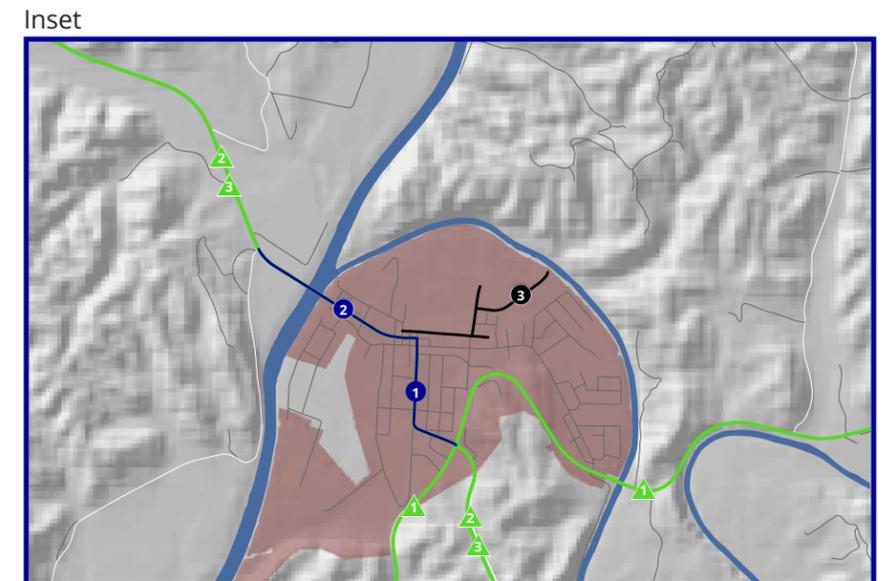
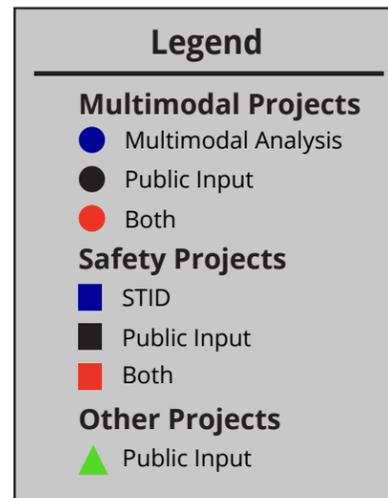
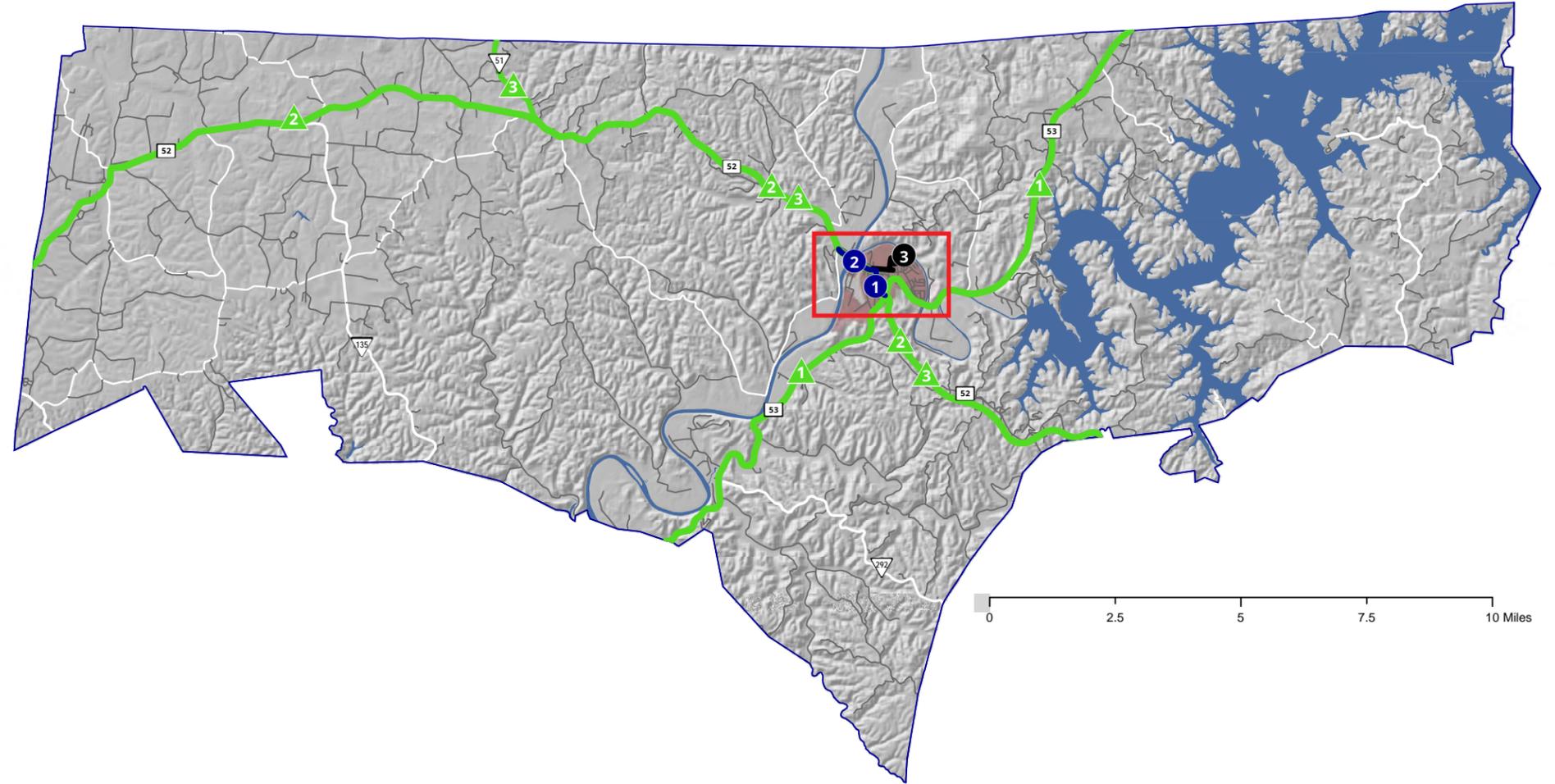
- 1 SR-52
- 2 SR-52
- 3 Sidewalks from downtown Celina to Donaldson Park

Safety

- ? STID Projects Forthcoming

Other

- 1 Resurfacing and Paving along SR-53
 - » Short-term: There is no resurfacing or paving scheduled.
 - » Mid-term: The bridge over the Obed River east of Celina is currently being repaired.
- 2 Resurfacing and Paving along SR-52
 - » Short-term: There is no resurfacing or paving scheduled.
 - » Mid-term: Downtown Celina has a multimodal access grant.
- 3 Tractor trailer traffic coming from SR-51 to SR-52, also passing through Livingston
 - » Short-term: TDOT traffic engineering recommended a study to reroute SR-52 prior to evaluating a new bypass of Celina downtown.
 - » Long-term: The project will be requested as a new start.



Map 5.1

Fentress County Recommendations

Multimodal

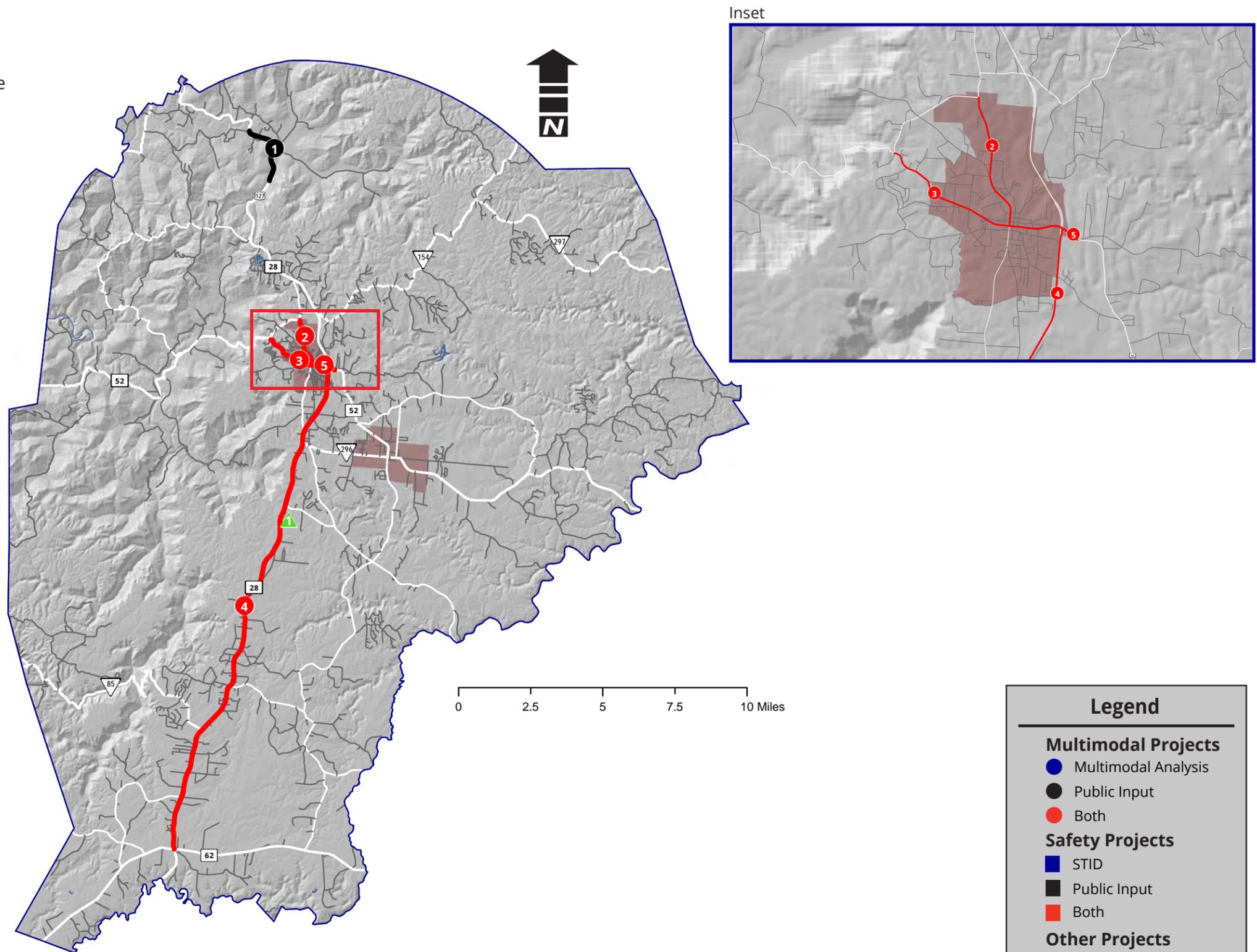
- 1 Traffic calming for pedestrians near Alvin C. York Park
- 2 Sidewalk connectivity from Pine Haven to York Institute
- 3 SR-52 Multimodal Access
- 4 US-127
- 5 Sidewalk connectivity near Walmart

Safety

- ? STID Projects Forthcoming
- ? STID Projects Forthcoming
- ? STID Projects Forthcoming

Other

- 1 Extension of the Airport
 - » Short-term: A 5-year capital improvement plan is completed for the Federal Aviation Administration. Within this plan the Jamestown Airport has received crack repair; seal coat on taxiway; refurbished main hangar; additional 10 unit T-Hangar; lighting replacement; and beacon tower replacement.
 - » Mid-term: There is a potential land acquisition plan for future expansion.
 - » Long-term: Continued runway rehabilitation; construction grant for the extension of the runway; maintenance and preservation.



Legend

Multimodal Projects

- Multimodal Analysis
- Public Input
- Both

Safety Projects

- STID
- Public Input
- Both

Other Projects

- ▲ Public Input

Map 5.2

Multimodal

- ① SR-53
- ② SR-53
- ③ SR-53

Safety

- ❓ STID Projects Forthcoming

Other

- ▲ Expand capacity of SR-56 to 4 lanes
- ▲ Wayfinding and signage along SR-56 for Cummins Falls
- ▲ Increase connectivity to I-40

Legend

Multimodal Projects

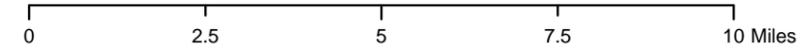
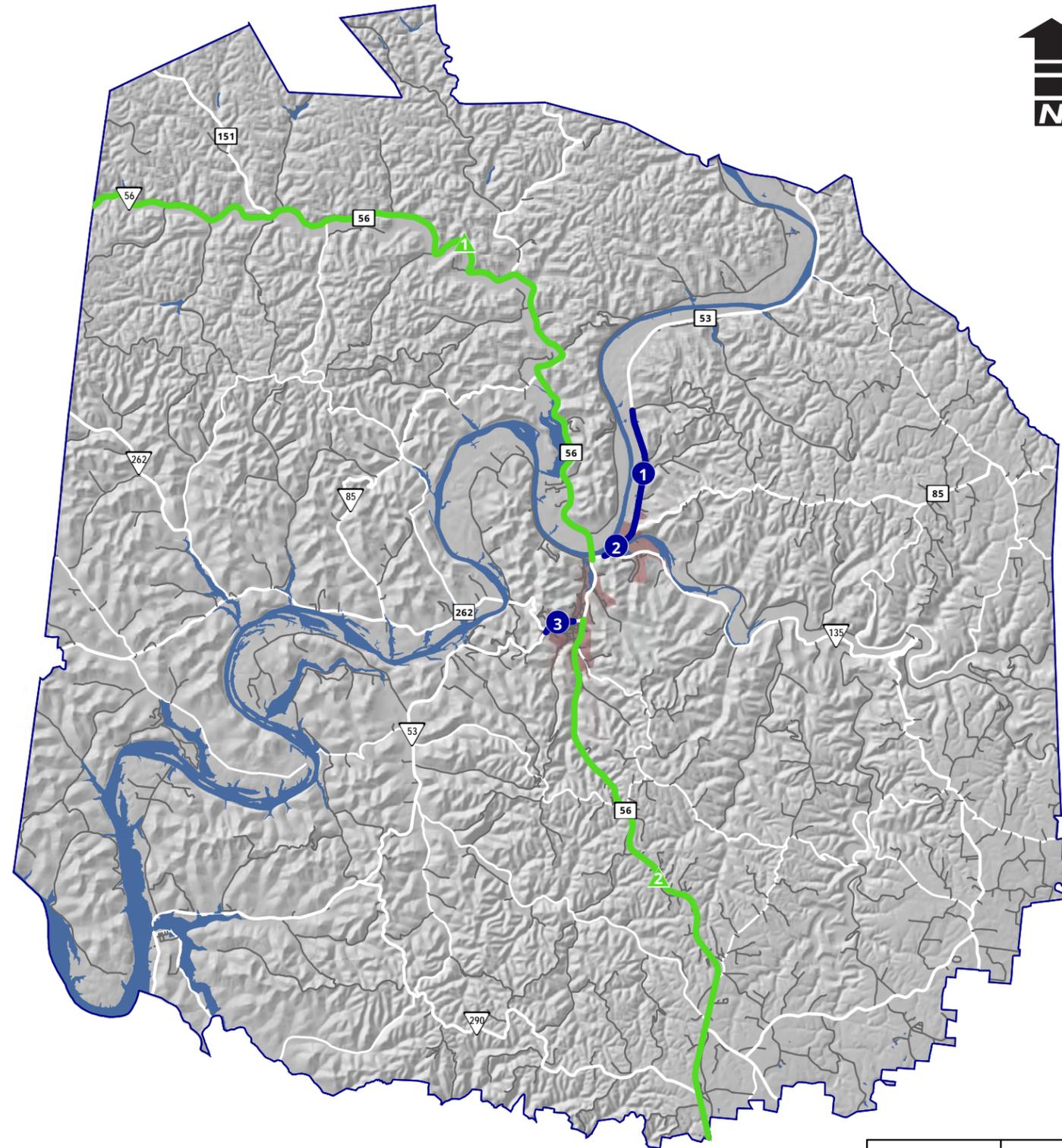
- Multimodal Analysis
- Public Input
- Both

Safety Projects

- STID
- Public Input
- Both

Other Projects

- ▲ Public Input



Map 5.3

Macon County Recommendations

Multimodal

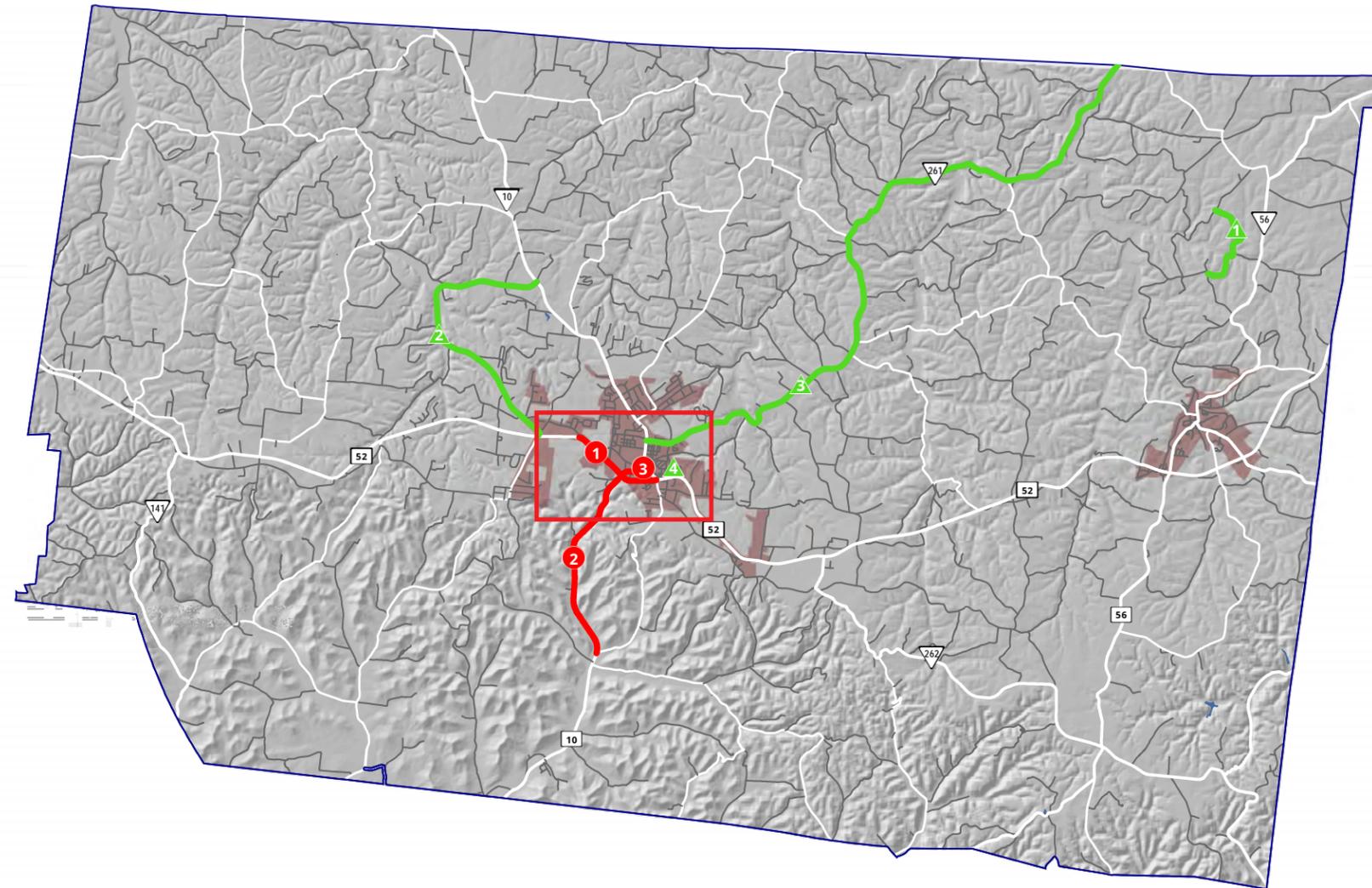
- 1 Sidewalks connecting SR-10 (College St.) and SR-52
- 2 Sidewalks along SR-10 North (College St.)
- 3 Wayfinding and signage around square along SR-10 (College St.)

Safety

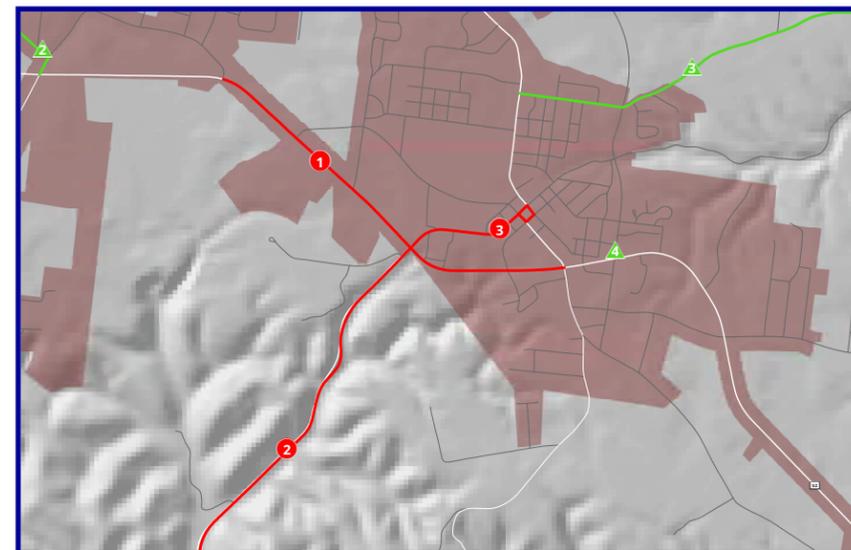
- ? STID Projects Forthcoming
- ? STID Projects Forthcoming

Other

- 1 Local bridge concern along Langford Rd. due to heavy freight traffic
- 2 Long Creek Rd. designated as alternative for freight traffic
- 3 Curb and gutter issues along SR-261 (Galen Rd.)
- 4 Placement of traffic signals at fire station



Inset



Legend

Multimodal Projects

- Multimodal Analysis
- Public Input
- Both

Safety Projects

- STID
- Public Input
- Both

Other Projects

- ▲ Public Input

Map 5.4

Overton County Recommendations



Multimodal

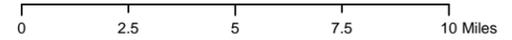
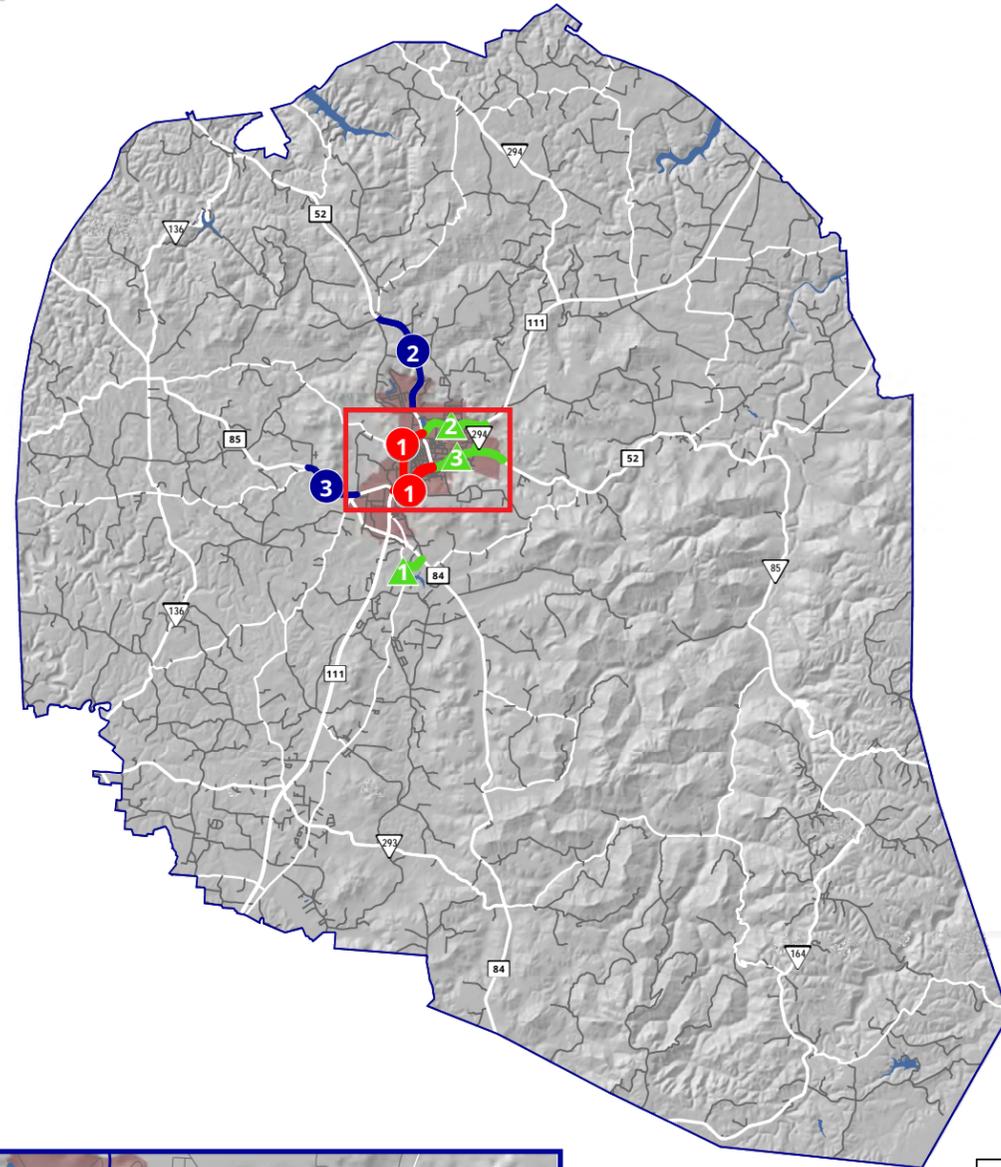
- 1 Additional multimodal access and connectivity throughout Livingston
- 2 SR-52
- 3 SR-85

Safety

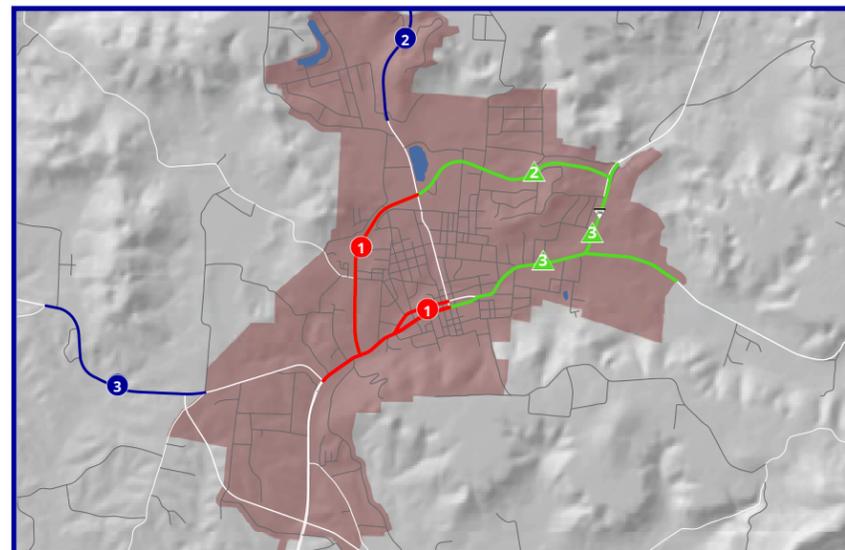
- ? STID Projects Forthcoming

Other

- 1 State Industrial Access road located in Livingston potential expansion and improvements to accommodate local business needs
 - » Short-term: TDOT Region 2 has provided drainage design plants and technical assistance. The Overton County Highway Department will construct the needed changes.
 - » Long-term: Overton County and the City of Livingston have been encouraged to apply for the State Industrial Access program, due to expressed interest in expanding local business.
- 2 Ordinance for freight traffic passing through downtown Livingston and not utilizing the bypass.
- 3 Traffic study at SR-52 (Jametown Hwy.) and SR-294 (E. Main St.)
 - » Signalization is desired at this location



Inset



Legend	
Multimodal Projects	
● (Blue)	Multimodal Analysis
● (Black)	Public Input
● (Red)	Both
Safety Projects	
■ (Blue)	STID
■ (Black)	Public Input
■ (Red)	Both
Other Projects	
▲ (Green)	Public Input

Map 5.5

Pickett County Recommendations

Multimodal

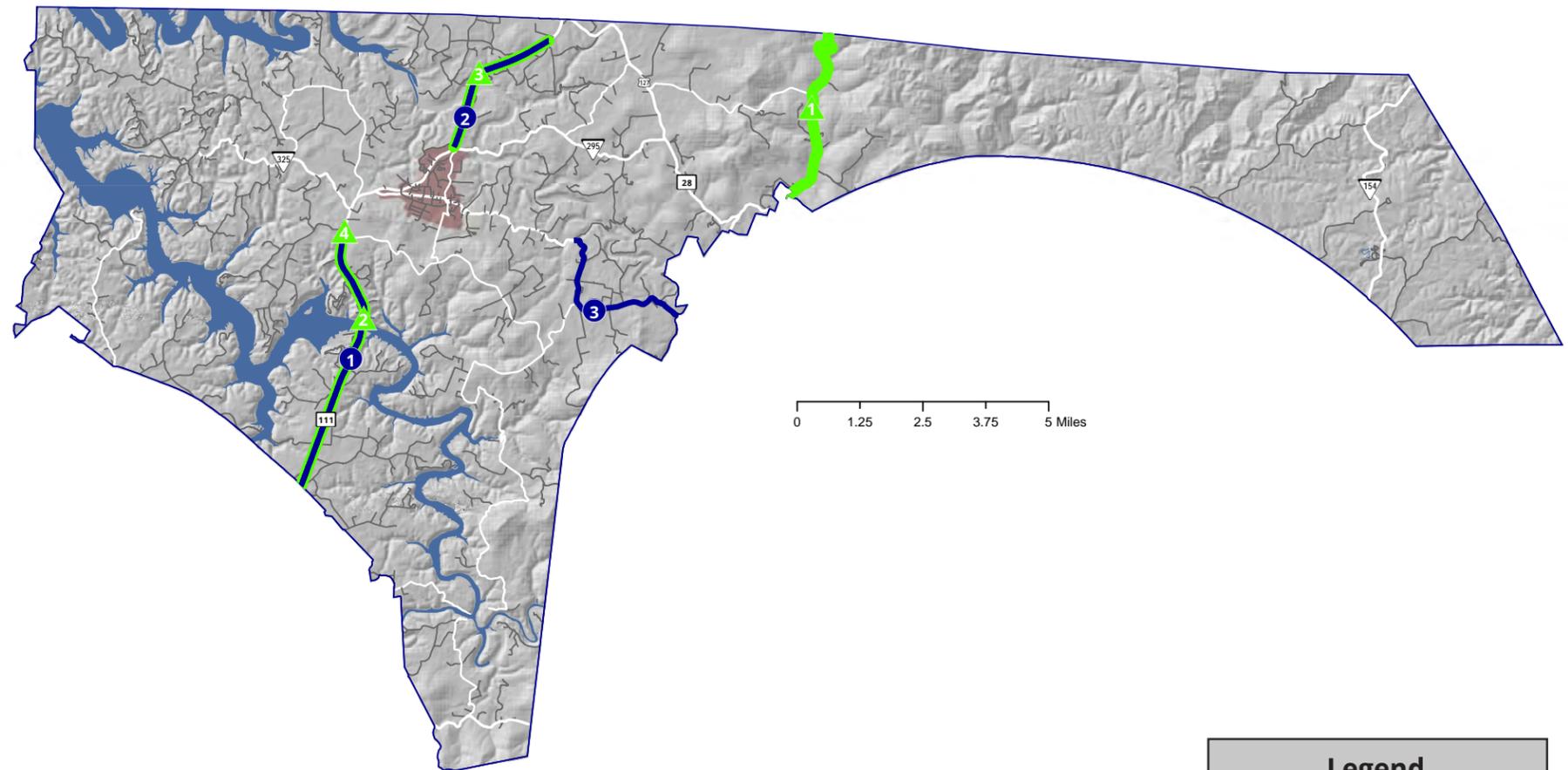
- 1 SR-111
- 2 SR-111
- 3 SR-185

Safety

- ? STID Projects Forthcoming

Other

- 1 Address tractor trailer rollover issues along SR-200 (Caney Creek Rd.)
- 2 County ferry across Dale Hollow lake for emergency services due to lack of connectivity between SR-52 and SR-111
 - » Short-term: TDOT has the power to operate a ferry service as a connection between state roads and currently are only operating ferries in Stewart, Montgomery, and Houston Counties
 - » Mid-term: No sufficient funds available for an additional ferry, however counties are authorized to operate and maintain their own ferry system on any of the navigable streams in the state
 - » Long-term: The U.S. Department of Transportation Federal Highway Administration, Fixing America's Surface Transportation Act (FAST Act), Ferry Boat Program; prohibits the construction or purchasing of a ferry boat and/or ferry boat terminal not currently in existence.
- 3 Add additional lane along SR-111 over the Wolf River.
- 4 Freight traffic issues along SR-111 coming from Fentress County
 - » Freight drivers using GPS
 - » Freight traffic unable to handle curves



Legend

Multimodal Projects

- Multimodal Analysis
- Public Input
- Both

Safety Projects

- STID
- Public Input
- Both

Other Projects

- ▲ Public Input

Map 5.6

Smith County Recommendations



Multimodal

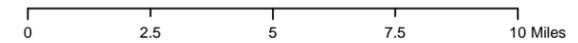
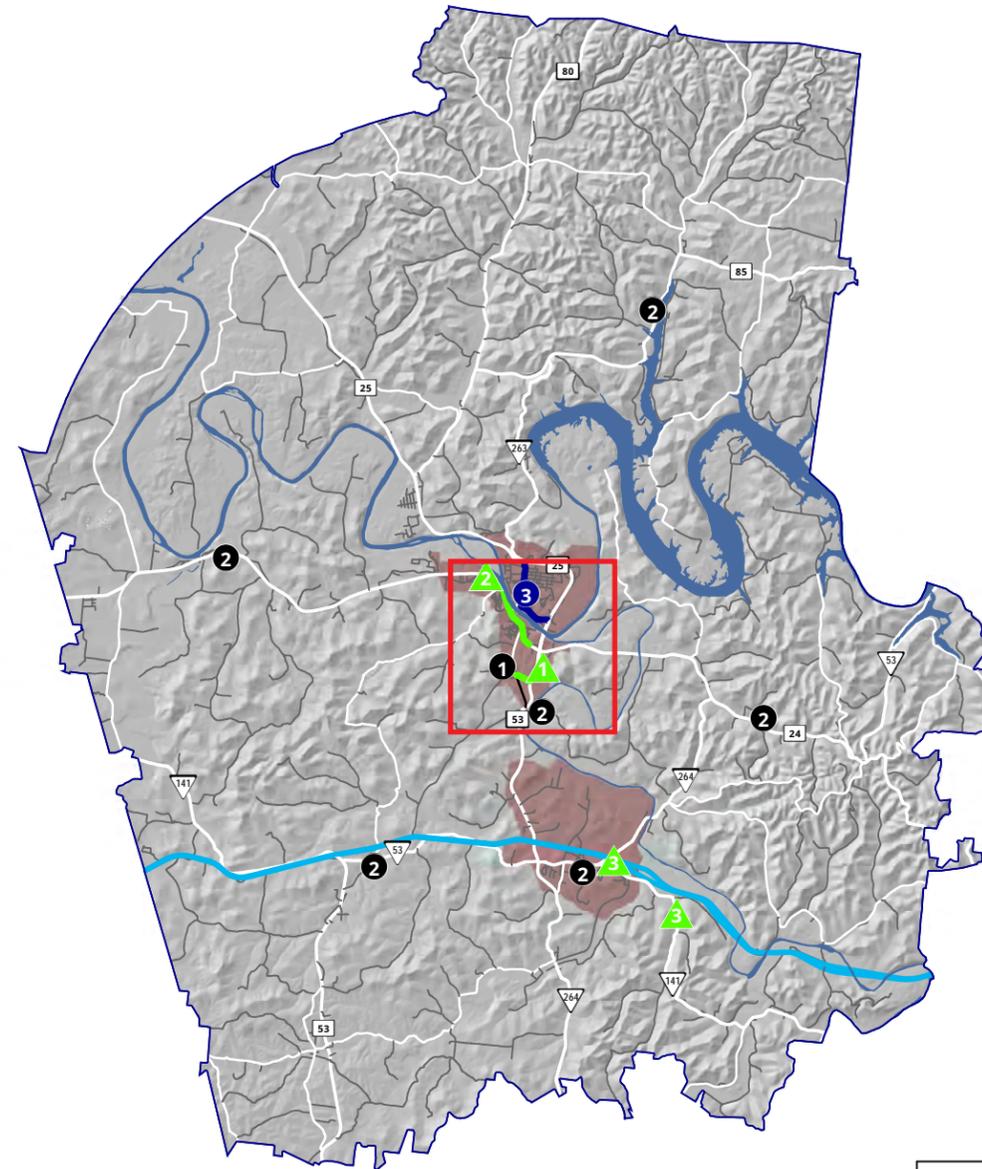
- ❶ Abandoned railroad line near SR-53 in Carthage, potential re-use and an opportunity for connectivity into existing greenway
 - » Long-term: Due to the location of the abandoned rail line and the State Route a bridge would need to be constructed to create connectivity
 - » Long-term: A potential option for funding would be a Transportation Alternatives grant
- ❷ Safe Routes to School projects for County schools
 - » Safe Routes to School program under the FAST Act is no longer funded. Currently TDOT utilizes the remaining funds for educational related purposes only. Another option for funding this request could be a Transportation Alternative grant.
- ❸ Main St. N./Upper Ferry Rd.

Safety

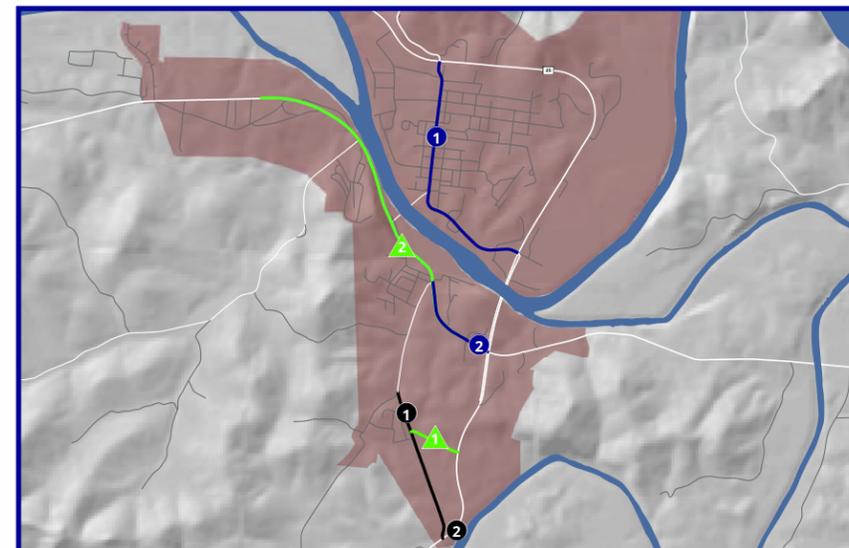
- ❓ STID Projects Forthcoming

Other

- ❶ Access road requested between Old State Hwy. 53 and Ashley Ave.
- ❷ Bluff in South Carthage is a concern for rock slides
 - » Short-term: Rock Fall Mitigation (Near Cordell Hull Bridge) is included in the Improve Act. Geotechnical report has been created.
 - » Mid-term: Engineering and design phase
 - » Long-term: TDOT developed a Rock Fall Mitigation Program to allocate funds annually.
- ❸ Railroad crossing are a concern
 - » Short-term: Tennessee Statewide Rail Plan update
 - » Mid-term: Local governments can partner with the rail companies and development districts for improvements.
 - » Long-term: Railway-Highway Crossings (Section 130) Program



Inset



Legend	
Multimodal Projects	
●	Multimodal Analysis
●	Public Input
●	Both
Safety Projects	
■	STID
■	Public Input
■	Both
Other Projects	
▲	Public Input

Map 5.7

Trousdale County Recommendations

Multimodal

- 1 Corridor study along SR-141
 - » Community noted that traffic is coming East, passing through Hartsville, specifically from near where Church Street and River Street split
 - » There have been pedestrian issues at this location, including fatalities.
 - » Community would like additional multimodal options.
 - » Widening at Church Street to accommodate sidewalks, as there are currently no sidewalk present

2 SR-10

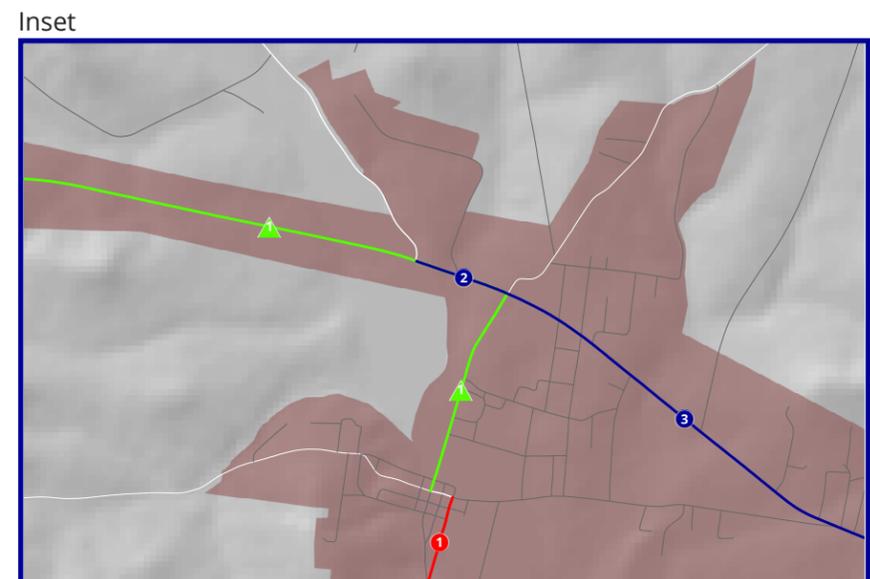
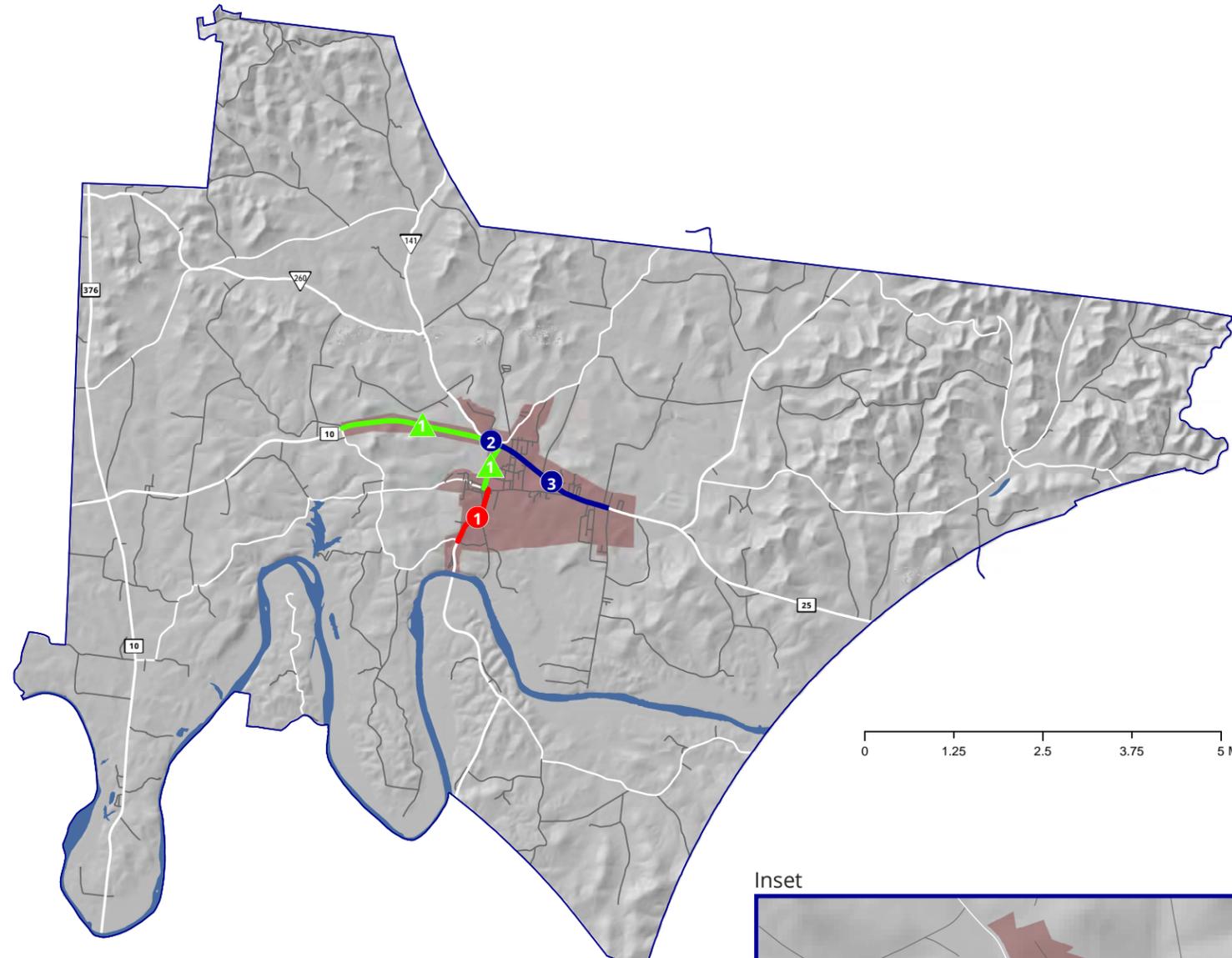
3 SR-10

Safety

? STID Projects Forthcoming

Other

- ▲ Congestion issues during peak hours near Trousdale County High School along SR-10 (W. McMurry Blvd.)
 - » SR-25 (W. McMurry Blvd and Broadway) major commuting corridor



Legend	
Multimodal Projects	
●	Multimodal Analysis
●	Public Input
●	Both
Safety Projects	
■	STID
■	Public Input
■	Both
Other Projects	
▲	Public Input

Map 5.8

6 REFERENCES & APPENDIX

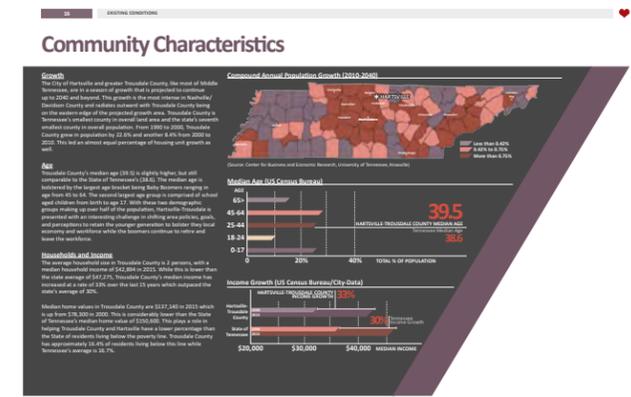
PREVIOUS PLANS

Name: CTPG Gordonsville SR 53/141 Corridor Study
 Author: Neel-Schaffer - For Long Range Planning Division
 Date: 2017
 Summary: The Gordonsville SR 53/141 Corridor Study is a comprehensive transportation plan that addresses capacity and safety while providing a framework to guide development and public investment.

Name: Downtown Hartsville Transportation Study
 Author: Kimley Horn - For Long Range Planning Division
 Date: October 2017
 Summary: The corridor transportation analysis was performed for the Town of Hartsville, Tennessee, to analyze the existing and future transportation conditions within the Town.

Name: Zoning Ordinance for Gordonsville, Tennessee
 Author: Ken Young, Staff Planner
 Local Planning Assistance Office
 Date: Amended and reprinted 2006
 Summary: Ordinance establishing comprehensive zoning regulations for the Town of Gordonsville.

Name: Red Boiling Springs Land Use and Transportation Policy Plan
 Author: Shannon Copas, Principal Planner
 Tennessee Department of Economic and Community Development
 Local Planning Assistance Office
 Date: June, 2011
 Summary: The purpose of the Land Use and Transportation Policy Plan is to produce an overall development plan and identify strategies for implementing the plan.



COMMUNITY TRANSPORTATION PLANNING GRANT
 SR 53/141 CORRIDOR STUDY

Name: Land Use and Transportation Policy Plan, Carthage Tennessee
 Author: James A. Mills, Principal Planner
 Tennessee Department of Economic and Community Development
 Local Planning Assistance Office
 Date: 1998-2008
 Summary: The purpose of the policy plan was to provide guidance for future development of land and transportation facilities.

Name: Macon County Land Use and Transportation Plan
 Author: Unknown
 Date: 2001
 Summary: The purpose of this plan is to ensure that future development in the county was accommodated in orderly, well-designated growth patterns.

Name: Lafayette Land Use and Transportation Policy Plan
 Author: Keith Scruggs, Building Inspector
 David Starnes, Contract Planner
 Lafayette Regional Planning Commission
 Date: December 2011
 Summary: The purpose of the plan was to provide a policy plan for the future development of its land and transportation facilities.

GIS METHODOLOGY

Activity Center Analysis

A GIS (Geographic Information Systems) spatial analyst model was developed in order to determine the areas with the highest concentration of activity in the Dale Hollow region. This methodology will be described in detail in order to fully understand how the location of Activity Centers were determined in this region. This analysis included selecting various geospatial datasets as criteria, and performing multiple spatial analyst geoprocessing tools to generate outputs.

The **Activity Center Model** includes the criteria listed in the table and diagram below. The scoring method indicates how the inputs were assigned ranking values. Each of the inputs were scored 1 - 5 based on density and proximity, and then assigned weighted multipliers to reflect the relative influence categories have on active living spaces. As illustrated in the table, each major category received equal weight in the scoring.

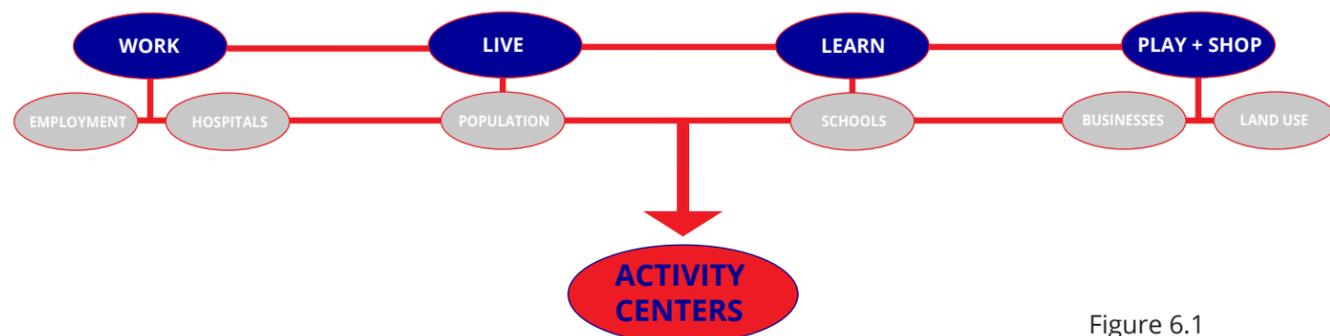


Figure 6.1

Table 6.1

Category	Input	Score Method	Score Range	Category Influence
Live	Total Population	Density of Population	1 - 5	25%
	Total Employment	Density of Employment	1 - 5	
Work	Hospitals	Proximity 0 - 1 mile	1 - 5	25%
	Elementary Schools	Proximity 0 - 1 mile	1 - 5	
Learn	Middle Schools	Proximity 0 - 1 mile	1 - 5	25%
	High Schools	Proximity 0 - 1 mile	1 - 5	
	Higher Education	Proximity 0 - 1 mile	1 - 5	
Play + Shop	Retail (NAICS 44, 45)	Proximity 0 - 1 mile	1 - 5	25%
	Accommodation and Food Services (NAICS 72)	Proximity 0 - 1 mile	1 - 5	
	Arts, Entertainment, and Recreation (NAICS 71)	Proximity 0 - 1 mile	1 - 5	
	Medium - High Intensity Developed Land	Proximity 0 - 1 mile	1 - 5	
	Commercial Land Use	Proximity 0 - 1 mile	1 - 5	
	Industrial Land Use	Proximity 0 - 1 mile	1 - 5	

Multimodal Suitability Index

The Multimodal Project Prioritization methodology seeks to combine multiple evaluation criteria to produce one *Multimodal Suitability Index* for each traffic segment across a region. This index was produced and applied in order to rank each roadway segment and prioritize multimodal project recommendations based on how those segments rank. This methodology, which is detailed below, is modeled after similar processes completed for the cities of Nashville and Memphis in their efforts to prioritize multimodal projects.

To calculate a *Multimodal Suitability Index* for each road segment, the four selected criteria were analyzed. The four criteria are the following:

- » Safety Analysis
- » Equity Analysis
- » Multimodal Demand Analysis
- » Multimodal Supply Analysis

Based on the outputs of the four analyses and how each roadway segment were scored, a list of potential multimodal projects were produced, detailing how it was ranked according to the list criteria. Road Diet candidates were also included in this study, but are considered as complementary projects.

Safety Analysis: This item of criteria involved collecting crash location data, more specifically, any crash that involved a bicyclist or pedestrian, regardless of the level of severity. Any segment that experienced a pedestrian or bicycle crash from years 2002 - 2017 received a score of 5, while segments that did not experience a crash received a score of 1.

Equity Analysis: This criterion sought to accommodate populations in need of equitable access to community resources. This equity analysis assigned an equity score to each segment depending on where it was located in census block groups in the region. This scoring was based on a composite scoring approach. Higher equity scores correspond to higher than average rates of one or more of the following groups:

- » Households living below the poverty line
- » Households without vehicles
- » Non-white populations
- » Population <18
- » Populations 65+

Demand Analysis: This set of criteria was based on the concept that denser urban environments containing higher concentrations of trip generators creates a more bicycle and pedestrian friendly environment. Therefore, the Activity Center Analysis (described earlier in the appendix) was utilized to score each segment 1 - 5 depending on where it was located on the range of values of low - high demand.

Supply Analysis: This criterion addresses roadway characteristics to determine the suitability for multimodal project development. The components of the supply analysis are as follows:

- » Presence of sidewalks: Segments were scored 1 or 5 for no sidewalk or sidewalk.
- » Presence of bike lanes: Segments were scored 1 or 5 for no bike lane or bike lane.
- » Posted speed limit: Segments were scored 1 - 5 for low - high posted speed.
- » Number of lanes: Segments were scored 1 - 5 depending on the number of lanes ranging from 2 - 4 or greater.
- » Pavement width: Segments were scored 1 - 5 based on low to high pavement width.

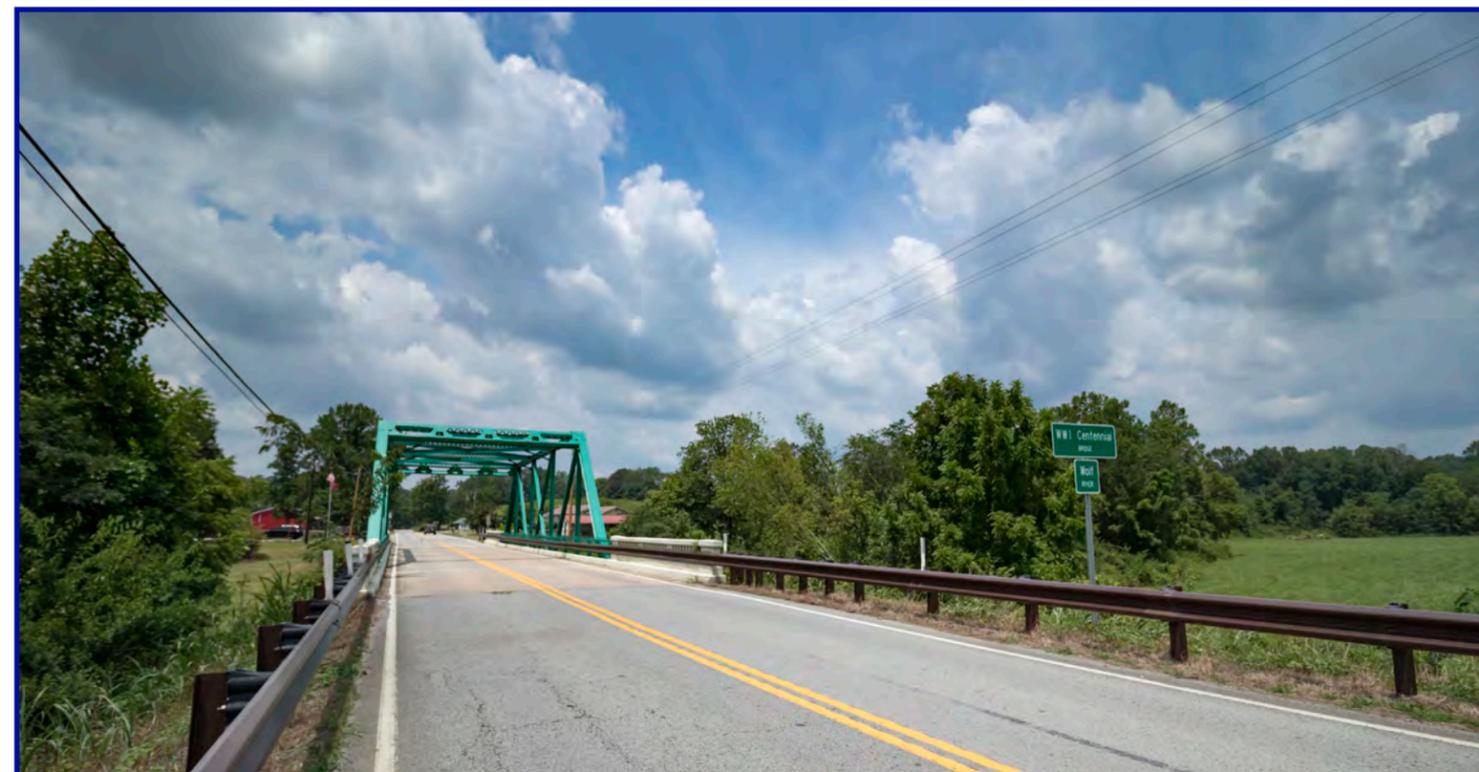
Criteria	Data	Score	Weight	
Safety	Bicycle and Pedestrian Crashes	1 or 5	25%	
Equity	Poverty Level	Sum of populations at the Census Block Group Level with the range of values 1 -5	25%	
	Non-white Populations			
	Zero Car Households			
	Populations Under 18			
Multimodal Demand	Populations 64+	Activity Centers values classified from 1 - 5	25%	
	LIVE - Population			
	WORK - Employment			
	LEARN - Schools			
Multimodal Supply	Posted Speed Limit	< = 25mph	1	25%
		30 - 35mph	3	
		> 35mph	5	
	Pavement Width (Curb to Curb)	< 22 ft	1	
		22 - 30 ft	3	
		> 30 ft	5	
	Number of Lanes	< 4 Lanes	1	
		> = 4 Lanes	5	
	Traffic Volume	< 5,000 AADT	1	
		5,000 - 10,000 AADT	3	
10,000 - 25,000 AADT		5		
Existing Sidewalks		Yes or No	1 or 5	
Existing Bicycle Lanes	Yes or No	1 or 5		

Table 6.2

Public Input Meetings

Date and Time	County	Location
Wednesday, June 21, 2017 9:00AM	Clay County	330 Dow Ave. Celina, TN 38551
Thursday, June 22, 2017 9:00AM	Fentress County	101 South Main St. Jamestown, TN 38556
Wednesday, June 21, 2017 11:00AM	Jackson County	402 East Hull Ave. Gainesboro, TN 38562
Tuesday, June 20, 2017 2:30PM	Macon County	200 East Locust St. Lafayette, TN 37083
Thursday, June 22, 2017 2:00PM	Overton County	317 East University St. Livingston, TN 38570
Thursday, June 22, 2017 4:00PM	Pickett County	79 Pickett Square Dr. Byrdstown, TN 38549
Tuesday, June 20, 2017 11:00AM	Smith County	63 East Main St. Gordonsville TN, 38563
Friday, June 16, 2017 10:00AM	Trousdale County	328 Broadway St. Hartsville TN, 37074

Table 6.3



Traffic Stations in Dale Hollow

Clay County

Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
003	Happy Springs Rd.	From Clay County Hwy. (SR 52) to Bakerton Rd.	308	295	372	288	-6.5	-2.4	-22.6
004	Clay County Hwy. (SR 52)	From Old Gamaliel Rd. to Mc Cormick Ridge Rd. (SR135)	1820	1770	2134	2053	12.8	16.0	-3.8
005	Bakerton Rd.	From Clay County Hwy. (SR 52) to Union Hill Rd.	270	238	244	228	-15.6	-4.2	-6.6
006	Union Hill -Moss Rd.	From Brimstone Creek Rd. to Mc Cormick Ridge Rd. (SR 135)	328	355	278	291	-11.3	-18.0	4.7
007	Brimstone Creek Rd.	From Jackson-Clay county line to Union Hill -Moss Rd.	282	300	284	267	-5.3	-11.0	-6.0
008	Clay County Hwy. (SR 52)	From Mc Cormick Ridge Rd. (SR 135) to Tompkinsville Hwy. (SR 51)	1736	1933	2049	1935	11.5	0.1	-5.6
009	Union Hill -Moss Rd.	From Clay County Hwy. (SR052) to Brimstone Creek Rd.	314	352	347	327	4.1	-7.1	-5.8
010	Tompkinsville Hwy. (SR 51)	From Clay County Hwy. (SR 52) to Tennessee/Kentucky state line.	1320	1542	1643	1387	5.1	-10.1	-15.6
011	Clay County Hwy. (SR 52)	From Tompkinsville Hwy. (SR 51) to Moss-Arcott Rd.	3601	4006	3805	3161	-12.2	-21.1	-16.9
012	Moss-Arcott Rd.	From Clay County Hwy. (SR 52) to Dry Creek Rd.	454	458	420	348	-23.3	-24.0	-17.1
013	Clay County Hwy. (SR 52)	From Moss-Arcott Rd. to Arcott Rd.	2966	3625	3518	2976	0.3	-17.9	-15.4
015	Neely Creek Rd.	From Free Hill Rd. to Tennessee/Kentucky state line.	195	140	107	104	-46.7	-25.7	-2.8
016	Dale Hollow Hwy. (SR 53)	From Holly Creek Rd. to Tennessee/Kentucky state line.	1750	1889	1670	1259	-28.1	-33.4	-24.6
017	Holly Creek Rd.	From Dale Hollow Hwy. (SR 53) to dead end.	593	628	611	443	-25.3	-29.5	-27.5
018	Willow Grove Rd. (SR 294)	From Phillips Rd. to Willow Grove Rd.	362	318	247	267	-26.2	-16.0	8.1
019	Willow Grove Rd. (SR 294)	From Phillips Rd. (SR 294) to Clay/Overton county line.	784	781	762	700	-10.7	-10.4	-8.1
023	Neely Creek Rd.	From Dale Hollow Hwy. (SR 53) to Free Hill Rd.	940	1032	726	644	-31.5	-37.6	-11.3
024	Dale Hollow Hwy. (SR 53)	From E. Lake Ave. to Neely Creek Rd.	4286	4157	4037	3140	-26.7	-24.5	-22.2
025	Old Livingston Hwy.	From Gainsboro Hwy. (SR 53) to Livingston Hwy. (SR 52)	2779	3032	3069	344	-87.6	-88.7	-88.8
027	Gainsboro Hwy. (SR 53)	From Old Livingston Hwy. to Baptist Ridge Rd. (SR 292)	2567	2921	2963	2272	-11.5	-22.2	-23.3
029	Baptist Ridge Rd. (SR 292)	From Gainsboro Hwy. (SR 53) to Perry Spivey Rd.	321	324	331	243	-24.3	-25.0	-26.6
033	Mc Cormick Ridge Rd. (SR 135)	From Clay County Hwy. (SR 52) to Union Hill- Moss Rd.	468	599	443	484	3.4	-19.2	9.3
034	Union Hill Rd.	From Bakerton Rd. to Mc Cormick Ridge Rd. (SR135)	578	518	532	480	-17.0	-7.3	-9.8
037	Bakerton Rd.	From Red Boiling Springs Rd. (SR 151) to Union Hill Rd.	400	503	391	347	-13.3	-31.0	-11.3
038	Red Boiling Springs Rd. (SR 151)	From Nimm Rd. to Bakerton Rd.	847	964	882	794	-6.3	-17.6	-10.0
040	Gainsboro Hwy. (SR 53)	From Baptist Ridge Rd. (SR 292) to the Clay/Jackson county line.	1386	1434	1422	1065	-23.2	-25.7	-25.1
043	Dale Hollow Hwy. (SR 53)	From Old Livingston Hwy. to River Rd.	3582	3437	4231	2895	-19.2	-15.8	-31.6
044	Proctor Creek Rd.	From Clay County Hwy. (SR 52) to dead end.	119	180	280	223	87.4	23.9	-20.4
045	E. Lake Ave.	From Brown St. (SR 52) to dead end.	6375	6147	5692	3636	-43.0	-40.8	-36.1
046	Mc Cormick Ridge Rd. (SR 135)	From Union Hill- Moss Rd. to Clay/Jackson state line.	764	662	650	610	-43.0	-40.8	-36.1
047	Arcott Rd.	From Clay County Hwy. (SR 52) to Dry Creek Rd.	433	697	564	480	-20.2	-7.9	-6.2
048	Brown St. (SR 52)	From Dale Hollow Hwy. (SR 53) to Dow Ave. (SR 52)	5262	7028	5286	4557	10.9	-31.1	-14.9
049	Dow Ave. (SR 52)	From Arcott Rd. to Brown St. (SR 52)	4156	5688	5454	4654	-13.4	-35.2	-13.8
051	Clements ville Ky.Rd.	From Clay County Hwy. (SR 52) to Clements ville Ky. Rd.	474	602	543	538	12.0	-18.2	-14.7
052	Clements ville Ky.Rd.	From Old Mulkey Rd. to the Tennessee/Kentucky state line.	327	363	412	326	13.5	-10.6	-0.9
053	Clay County Hwy. (SR 52)	From Old Gamaliel Rd. to the Clay/Macon county line.	1716	2008	2543	2141	-0.3	-10.2	-20.9
054	Old Gamaliel Rd.	From Macon/Clay County Border to Clay County Highway (SR 52)	307	352	401	368	24.8	6.6	-15.8
990	Dale Hollow Hwy. (SR 53)	From Neely Creek Rd. to Holly Creek Rd.	0	0	0	2815	19.9	4.5	-8.2

Fentress County

Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
003	N. York Hwy (SR 28)	From Old N. York Hwy. to Caney Creek Rd.	1366	1611	1432	1405	2.9	-12.8	-1.9
005	Squirrel Flat Rd.	From N. York Hwy (SR 28) to Double Top Rd./Crab Mountain Rd.	569	532	916	725	27.4	36.3	-20.9
006	Pickett Park Hwy (SR 154)	From Hensley Rd. to Leatherwood Ford Rd. (SR 297)	1170	1560	1580	1093	-6.6	-29.9	-30.8
008	Pickett Park Hwy (SR 154)	From N. York Hwy (SR 154) to Hensley Rd.	1964	1743	1683	1179	-40.0	-32.4	-29.9
009	Milsap Ave.	From West Cove Rd. (SR 154) to Pickett Park Hwy (SR 154)	5624	5706	4607	3209	-42.9	-43.8	-30.3
010	Livingston Hwy (SR 52)	From West Cove Rd. (SR 154) to Crabtree St.	2005	2290	2185	1741	-13.2	-24.0	-20.3
011	Crab Mountain Rd.	From Double Top Rd. to Livingston Hwy (SR 52)	446	240	358	191	-57.2	-20.4	-46.6
014	S. Main St/Old US-127 S	From S. York Hwy (SR 28) to Mcghee St	5846	5792	5717	4504	-23.0	-22.2	-21.2
015	E. Central Ave/Allardt Hwy (SR 52)	From Main St. to Round Mountain Rd.	6034	7149	7963	6957	15.3	-2.7	-12.6
016	Allardt Hwy (SR 52)	From Round Mountain Rd. to Memory Garden Rd.	4800	4994	5254	4649	-3.1	-6.9	-11.5
018	Allardt Hwy (SR 52)	From Memory Garden Rd. to Taylor Place Rd.	4150	4232	4598	4314	4.0	1.9	-6.2
019	Rugby Pk (SR 52)	From Pennsylvania Ave to Mt. Helen Rd.	2101	3613	4019	3560	69.4	-1.5	-11.4
022	Mt. Helen Rd.	From Stockton Rd. to Rugby Pk.	655	652	631	658	0.5	0.9	4.3
023	Rugby Pk (SR 52)	From Mt. Helen Rd. to Fentress/Morgan Boundary	795	1323	1436	1148	44.4	-13.2	-20.1
024	Gatewood Ford Rd.	From Old Turnpike Rd. to Banner Springs Rd.	567	660	999	1042	83.8	57.9	4.3
025	Taylor Place Rd. (SR 296)	From Pennsylvania Ave to S. York Hwy (SR 28)	3467	2874	3033	2390	-31.1	-16.8	-21.2
026	Tinchtown Rd.	From Owens Rd. to Taylor Place Rd.	1346	1692	1882	1571	16.7	-7.2	-16.5
027	Gatewood Ford Rd./Owens Rd.	From Banner Springs Rd. to S. York Hwy (SR 28)	833	1134	1381	1196	43.6	5.5	-13.4
028	S. York Hwy (SR 28)	From Owens Rd. to Banner-Roslin Rd.	5599	5807	6687	6673	19.2	14.9	-0.2
029	Banner-Roslin Rd.	From Banner Springs Rd/Roslin Rd. to S. York Hwy (SR 28)	1540	1343	1503	1409	-8.5	4.9	-6.3
030	Banner Springs Rd/Roslin Rd.	From Bicknell Rd./Hall Rd. to Gatewood Ford Rd.	850	909	864	716	-15.8	-21.2	-17.1
032	Wilder Rd. (SR 85)	From S. York Hwy (SR 28) to Vines Ridge Rd.	320	531	1113	1291	303.4	143.1	16.0
033	S. York Hwy (SR 28)	From W. Deer Lodge Hwy (SR 62) to Banner-Roslin Rd.	6163	6542	7170	7020	13.9	7.3	-2.1
035	Jonesville Rd./Roslin Rd.	From Deer Lodge Hwy (SR 62) to Bicknell Rd./Hall Rd.	609	905	763	551	-9.5	-39.1	-27.8

Fentress County

Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
036	W Deer Lodge Hwy (SR 62)	From S. York Hwy (SR 28) to Jonesville Rd.	1577	2250	2111	2126	34.8	-5.5	0.7
037	S. York Hwy (SR 28)	From W. Deer Lodge Hwy (SR 62) to Fentress/Cumberland Boundary	3500	5074	4969	4812	37.5	-5.2	-3.2
038	W. Deer Lodge Hwy (SR 62)	From S. York Hwy (SR 28) to Camp Ground Rd.	2711	3324	3806	3860	42.4	16.1	1.4
039	Camp Ground Rd.	From Fentress/Overton Boundary to W Deer Lodge Hwy (SR 62)	437	585	610	637	45.8	8.9	4.4
040	Leatherwood Ford Rd. (SR 297)	From Pickett Park Hwy (SR 154) to Obey Blevins Rd.	546	820	806	628	15.0	-23.4	-22.1
042	Livingston Hwy (SR 52)	From Manson Rd. to Little Crab Rd.	911	903	912	733	-19.5	-18.8	-19.6
043	S. Main Street	From Mcghee St. to E. Central Ave. (SR 52)	9283	8980	8149	5608	-39.6	-37.6	-31.2
044	N. Main St./Milsap Ave.	From Central Ave to West Cove Rd.(SR 154)	13295	13671	13378	9630	-27.6	-29.6	-28.0
045	S. York Hwy (SR 28)	From Owens Rd. to Old US-127 S.	5541	6405	7457	6800	22.7	6.2	-8.8
047	Stockton Rd.	From Round Mountain Rd./Memory Garden Rd. to Mt. Helen Rd.	147	238	210	108	-26.5	-54.6	-48.6
049	Allardt-Tinch Rd.	From Taylor Place Rd./Michigan Ave. to Gatewood Ford Rd.	1461	1350	1412	1185	-18.9	-12.2	-16.1
052	Red Hill Rd. (SR 325)	From Pickett/Fentress Boundary to Buck Mountain Rd.	196	276	253	264	34.7	-4.3	4.3
054	Old N. York Hwy	From N. York Hwy (SR 28) to Pickett Park Hwy (SR 154)	5743	2926	2897	2092	-63.6	-28.5	-27.8
055	Memory Garden Rd.	From Allardt Hwy to Stockton Rd./Round Mountain Rd.	918	861	804	706	-23.1	-18.0	-12.2
057	Martha Washington Rd.	From W. Deer Lodge Hwy (SR 62) to S. York Hwy (SR 28)	1103	1076	927	786	-28.7	-27.0	-15.2
058	Roslin Rd.	From Fentress/Morgan Boundary to Jonesville Rd.	486	497	613	340	-30.0	-31.6	-44.5
059	Country Club Rd./Ontario Ave.	From Michigan Ave to Memory Garden Rd.	388	441	334	284	-26.8	-35.6	-15.0
060	West Cove Rd. (SR 154)	From Milsap Ave/N. Main St. (SR 154) to Livingston Hwy (SR 52)	641	627	568	510	-20.4	-18.7	-10.2
061	Livingston Hwy (SR 52)	From Little Crab Rd. to West Cove Rd. (SR 154)	1410	1466	1390	1028	-27.1	-29.9	-26.0
062	Pickett Park Hwy (SR 154)	From Leatherwood Ford Rd. (SR 297) to Fentress/Pickett Boundary	329	478	410	358	8.8	-25.1	-12.7
063	W. Central Ave. (SR 52)	From Crabtree St. to Main St.	7367	6419	6438	4876	-33.8	-24.0	-24.3
064	S. York Hwy (SR 28)	From Old US-127 S. to E. Central Ave. (SR 52)	3064	4041	4804	5712	86.4	41.4	18.9
066	York Hwy (SR 28)	From E. Central Ave. (SR 52) to Old N. York Hwy	1671	3541	4006	3960	137.0	11.8	-1.1

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001	Hudson Creek Hwy (SR-151)	From Jackson/Clay County Border to Jennings Creek Hwy (SR-56)	442	454	480	545	23.3	20.0	13.5
006	Keeling Branch Hwy. (SR-135)	From Jennings Creek Hwy. (SR-56) to Clay/Jackson County Border	302	313	275	278	-7.9	-11.2	1.1
008	Jennings Creek Hwy. (SR-56)	From Old SR-85 Hwy. (SR-85) to Keeling Branch Hwy. (SR-135)	915	1040	1024	1084	18.5	4.2	5.9
009	Old SR-85 Hwy. (SR-85)	From Trace Creek Rd. to Jennings Creek Hwy. (SR-56)	196	200	137	106	-45.9	-47.0	-22.6
011	East Fork Rd./Haydenburg Rdige Rd.	From Wartrace Hwy. (SR-262) to Hix Hollow Rd.	80	111	93	115	43.8	3.6	23.7
013	Wartrace Hwy. (SR-262)	From Macon/Jackson County Border to Gladdice Hwy. (SR-85)	541	613	607	518	-4.3	-15.5	-14.7
014	Gladdice Hwy. (SR-85)	From Salt Lick Creek Rd. to Wartrace Hwy. (SR-262)	689	837	710	704	2.2	-15.9	-0.8
015	Smith Bend Ln.	From Gladdice Hwy. (SR-85) to end of Smith Bend Ln.	482	542	442	515	6.8	-5.0	16.5
016	Old SR-85 Hwy. (SR-85)	From Gladdice Hwy. (SR-85/SR-262) to Trace Creek Rd.	155	197	180	139	-10.3	-29.4	-22.8
017	Gladdice Hwy. (SR-262)	From Old SR-85 Hwy. (SR-85) to Trace Creek Rd.	1141	1278	1227	1180	3.4	-7.7	-3.8
019	Gladdice Hwy. (SR-262)	From Trace Creek Rd. to W. Hull Ave. (SR-53)	1377	1699	1689	1539	11.8	-9.4	-8.9
020	W. Hull Ave. (SR-53)	From Gladdice Hwy. (SR-262) to S. Main St. and N. Main St.	3100	3199	2937	2609	-15.8	-18.4	-11.2
024	Jennings Creek Hwy. (SR-56)	From N. Grundy Quarles Hwy. (SR-53) to Old SR-85 Hwy. (SR-85)	2636	2944	2469	2460	-6.7	-16.4	-0.4
025	N. Grundy Quarles Hwy. (SR-53)	From Jennings Creek Hwy. (SR-56) to River Rd. (SR-135)	6271	7336	6730	4120	-34.3	-43.8	-38.8
026	Big Bottom Rd.	From Jennings Creek Hwy. (SR-56) to Clay/Jackson County Border	231	359	312	315	36.4	-12.3	1.0
027	N. Grundy Quarles Hwy. (SR-53)	From York Hwy. (SR-85) to Harmony Rd.	3622	3825	4007	2369	-34.6	-38.1	-40.9
028	York Hwy. (SR-85)	From N. Grundy Quarles Hwy. (SR-53) to Old Antioch Rd.	1429	1693	1375	1248	-12.7	-26.3	-9.2
031	Greenwood Ridge Rd.	From York Hwy. (SR-85) to Roaring River Rd.	379	531	582	422	11.3	-20.5	-27.5
032	York Hwy. (SR-85)	From Old Antioch Rd. to Overton/Jackson	985	1111	1051	769	-21.9	-30.8	-26.8
033	Roaring River Rd./New Hope Rd.	From Greenwood Ridge Rd. to York Hwy. (SR-85)	340	433	500	305	-10.3	-29.6	-39.0
034	Chaffin Hill Rd./Freewill Ridge Rd./Blackburn Fork Rd./Lankford Hill Rd.	From Morrison Creek Rd. to Dodson Branch Hwy. (SR-135)	194	306	87	89	-54.1	-70.9	2.3
035	Dodson Branch Hwy. (SR-135)	From Cummins Mill Rd. (SR-477) to Lankford Hill Rd.	1512	2049	1756	2045	35.3	-0.2	16.5
036	Cummins Mill Rd. (SR-477)	From John Garrison Rd. to Dodson Branch Hwy. (SR-135)	571	838	652	973	70.4	16.1	49.2
037	Center Grove Cir./Seven Knobs Rd.	From S. Grundy Quarles Hwy. (SR-56) to Chaffin Hill Rd.	414	449	408	325	-21.5	-27.6	-20.3
038	Morrison Creek Rd.	From McCoinsville Rd. to Morrison Creek Rd.	85	86	93	131	54.1	52.3	40.9
039	New Salem Rd.	From S. Grundy Quarles Hwy. (SR-56) to Gibson Hollow Rd.	669	775	645	693	3.6	-10.6	7.4
040	New Salem Rd.	From Gibson Hollow Rd. to Granville Hwy. (SR-53)	275	220	210	189	-31.3	-14.1	-10.0
041	Ft. Blount Ferry Rd.	From Granville Hwy. (SR-53) to end of Ft. Blount Ferry Rd.	124	118	91	91	-26.6	-22.9	0.0
042	Granville Hwy. (SR-53)	From Shepardsville Hwy. (SR-290) to Flynns Creek Rd.	615	622	493	439	-28.6	-29.4	-11.0
043	Dry Fork Rd.	From Flynn's Creek Rd. to Shepardsville Hwy. (SR-290)	139	195	182	131	-5.8	-32.8	-28.0
048	Old Gainseboro Hwy. (SR-290)	From S. Grundy Quarles Hwy. (SR-56) to Putnam/Jackson County Border	3140	4770	4655	5225	66.4	9.5	12.2
050	Shepardsville Hwy. (SR-290)	From Union Ridge Ln. to S. Grundy Quarles Hwy. (SR-56)	900	897	921	970	7.8	8.1	5.3
051	River Rd. (SR-135)	From Anderson Ln. to N. Grundy Quarles Hwy. (SR-53)	1959	1695	1940	850	-56.6	-49.9	-56.2
053	S. Grundy Quarles Hwy. (SR-56)	From Old Gainesboro Hwy. (SR-290) to School Dr.	6618	6963	7139	5341	-19.3	-23.3	-25.2

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055	Dodson Branch Hwy. (SR-135)	From Putnam/Jackson County Border to Cummins Mill Rd. (SR-477)	2369	2151	2091	2438	2.9	13.3	16.6
057	Jennings Creek Hwy. (SR-56)	From Hudson Creek Hwy. (SR-151) and Skaggs Branch Rd. to Macon/Jackson County Border	111	136	65	69	-37.8	-49.3	6.2
058	Granville Hwy. (SR-53)	From Smith/Jackson County Border to Clover St. (SR-96)	650	740	686	619	-4.8	-16.4	-9.8
059	Trace Creek Rd.	From Gladdice Hwy. (SR-262) to Old SR-85 Hwy. (SR-85)	182	226	234	188	3.3	-16.8	-19.7
060	Flynn's Creek Rd.	From S. Grundy Quarles Hwy. (SR-56) to Rush Fork Rd.	480	574	376	551	14.8	-4.0	46.5
061	Flynn's Creek Rd.	From Rush Fork Rd. to Granville Hwy. (SR-53)	260	243	288	318	22.3	30.9	10.4
062	S. Grundy Quarles Hwy. (SR-56)	From Shepardsville Hwy. (SR-290) and County Line Rd. to Old Gainesboro Hwy. (SR-290)	4413	3896	3433	4115	-6.8	5.6	19.9
063	S. Grundy Quarles Hwy. (SR-56)	From School Dr. and S. Main St. to W. Hull Ave. (SR-53)	5417	7266	6393	5900	8.9	-18.8	-7.7
064	Dodson Branch Hwy. (SR-135)	From Lankford Hill Rd. to Rock Quarry Rd.	372	518	305	440	18.3	-15.1	44.3
065	Gladdice Hwy. (SR-85)	From Smith/Jackson County Border to Salt Lick Creek Rd.	500	689	608	518	3.6	-24.8	-14.8
067	Hunting Creek Rd./South Fork Rd./Hix Hollow Rd.	From Jennings Creek Hwy. (SR-56) to Old SR-85 Hwy. (SR-85)	55	100	51	47	-14.5	-53.0	-7.8
068	Jennings Creek Hwy. (SR-56)	From Keeling Branch Hwy. (SR-135) to Hudson Creek Hwy. (SR-151) and Skaggs Branch Rd.	582	657	604	655	12.5	-0.3	8.4
070	N. Grundy Quarles Hwy. (SR-53)	From Harmony Rd. to Old Antioch Rd.	1637	1753	1793	1311	-19.9	-25.2	-26.9
071	Granville Hwy. (SR-53)	From Flynn's Creek Rd. to Gladdice Hwy. (SR-262)	1377	1562	1429	1057	-23.2	-32.3	-26.0
072	McCoinsville Rd.	From Morrison Creek Rd. to S. Grundy Quarles Hwy. (SR-56)	932	946	1051	913	-2.0	-3.5	-13.1
073	Dodson Branch Hwy. (SR-135)	From Rock Quarry Rd. to Anderson Ln.	706	810	863	768	8.8	-5.2	-11.0
074	Old Antioch Rd.	From York Hwy. (SR-85) to N. Grundy Quarles Hwy. (SR-53)	426	395	398	256	-39.9	-35.2	-35.7
076	Martin's Creek Hwy. (SR-96)/Clover St. (SR-96)	From Putnam/Jackson County Border to Granville Hwy. (SR-53)	200	171	144	191	-4.5	11.7	32.6
077	Zion Rd.	From Dodson Branch Hwy. (SR-135) to Blackburn Fork Rd. and Lankford Hill Rd.	228	420	313	341	49.6	-18.8	8.9
080	Salt Lick Creek Rd.	From Smith/Jackson County Border to Gladdice Hwy. (SR-85)	215	179	182	156	-27.4	-12.8	-14.3
081	Shepardsville Hwy. (SR-290)	From Granville Hwy. (SR-53) to Spring Fork Rd.	89	119	89	99	11.2	-16.8	11.2
082	Spring Fork Rd.	From Shepardsville Hwy. (SR-290) to Putnam/Jackson County Border	63	69	73	71	12.7	2.9	-2.7
083	Dodson Branch Rd.	From Putnam/Jackson County Border to Dodson Branch Hwy. (SR-135)	272	308	345	391	43.8	26.9	13.3
084	Shepardsville Hwy. (SR-290)	From S. Grundy Quarles Hwy. (SR-56) to Spring Fork Rd.	592	432	479	474	-19.9	9.7	-1.0
085	N. Grundy Quarles Hwy. (SR-53)	From River Rd. (SR-135) to York Hwy. (SR-85)	4907	4685	4443	3443	-29.8	-26.5	-22.5
086	N. Grundy Quarles Hwy. (SR-53)	From W. Hull Ave. (SR-53) to Jennings Creek Hwy. (SR-56)	8762	8442	7729	5631	-35.7	-33.3	-27.1
087	W. Hull Ave. (SR-53)	From Gladdice Hwy. (SR-262) to N. Grundy Quarles Hwy. (SR-53) and S. Grundy Quarles Hwy. (SR-56)	4596	4774	4388	3426	-25.5	-28.2	-21.9
088	S. Grundy Quarles Hwy. (SR-56)	From Old Gainesboro Hwy. (SR-290) to Doe Creek Rd.	7137	7610	7638	6556	-8.1	-13.9	-14.2
090	Cummins Mills Rd. (SR-477)	From Old Gainesboro Hwy. (SR-290) to John Garrison Rd.	1317	1327	1208	1306	-0.8	-1.6	8.1
091	Jim Anderson Rd.	From Putnam/Jackson County Border to Old Gainsboro Rd. (SR-290)	0	535	466	443	N/A	-17.2	-4.9
092	Allens Chapel Rd.	From New Hope Rd. to Overton/Jackson County Border	0	493	427	404	N/A	-18.1	-5.4
093	School Dr./McCoinsville Rd.	From S. Grundy Quarles Hwy. (SR-56) to Morrison Creek Rd.	0	1720	965	719	N/A	-58.2	-25.5
094	Granville Hwy. (SR-53)	From Clover St. (SR-96) to Big Branch Rd. and Shepardsville Hwy. (SR-290)	0	0	527	472	N/A	N/A	-10.4
095	Gladdice Hwy. (SR-85)	From Wartrace Hwy. (SR-262) to Old SR-85 Hwy. (SR-85)	0	0	949	1055	N/A	N/A	11.2

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001	Gamaliel Rd. (SR-56)	From Winklers Rd. to Kentucky Border	916	1160	1044	977	6.7	-15.8	-6.4
003	Winklers Rd.	From Kentucky Border to Gamaliel Rd. (SR-56)	340	351	354	339	-0.3	-3.4	-4.2
004	Galen Rd. (SR-261)	From Pumpkintown Rd. to Kentucky Border	448	452	426	357	-20.3	-21.0	-16.2
007	Galen Rd. (SR-261)	From Liberty Rd. and Perrigo Ln. to E. Stinson Rd. and Pumpkin Rd.	1196	1235	1237	1254	4.8	1.5	1.4
009	Wheelely Springs Rd./Red Hill Rd./Green Valley Rd./Oak Knob Rd./Underwood Rd.	From Scottsville Rd. (SR-10) to Akersville Rd.	190	287	246	249	31.1	-13.2	1.2
010	Akersville Rd.	From Antioch Rd. to Kentucky Border	491	600	605	694	41.3	15.7	14.7
012	Scottsville Rd. (SR-10)	From Cold Springs Rd. to Kentucky Border	940	1058	1076	1004	6.8	-5.1	-6.7
013	Meador Rd./Hanestown Rd.	From Kentucky Border to Rocky Mound Rd.	411	453	476	448	9.0	-1.1	-5.9
014	Rocky Mound Rd.	From Hawkins Rd. to Kentucky Border	354	361	470	343	-3.1	-5.0	-27.0
015	Hawkins Rd.	From Sumner/Macon County Border to Rocky Mound Rd.	164	145	182	129	-21.3	-11.0	-29.1
016	Old Hwy. 52	From Siloam Church Rd. to Hwy. 52 W. (SR-52)	702	634	596	627	-10.7	-1.1	5.2
017	Leaths Branch Rd./Rocky Mound Rd.	From Hwy. 52 W. (SR-52) to Epperson Springs Rd. and West Fork Creed Rd.	1021	1139	1421	1399	37.0	22.8	-1.5
019	Green Grove Rd. (SR-141)	From Pleasant Valley Rd. to Hwy. 52 W. (SR-52)	616	876	1051	1065	72.9	21.6	1.3
021	Oakdale Rd./Cold Springs Rd.	From Hwy. 52. W. (SR-52) to Hirestown Rd.	473	602	675	686	45.0	14.0	1.6
022	Cold Springs Rd.	From Hirestown Rd. to Scottsville Rd. (SR-10)	680	848	984	849	24.9	0.1	-13.7
023	Cedar Bluff Rd.	From Pleasant Valley Rd. to Hwy. 52 W. (SR-52)	153	162	142	196	28.1	21.0	38.0
025	New Harmony Rd.	From Reed Kn and Pleasant Valley Rd. to Old Hwy. 52	727	774	840	1041	43.2	34.5	23.9
027	State Hwy. 10 (SR-10)	From Ferguson Hill Rd. to Hwy. 52 Bypass W. (SR-52)	2700	4440	4843	4140	53.3	-6.8	-14.5
029	Scottsville Rd. (SR-10)	From Sycamore St. and Akersville Rd. to Spring Creek Rd.	4562	5235	5181	5341	17.1	2.0	3.1
030	Akersville Rd.	From Scottsville Rd. (SR-10) to Williams Rd.	1689	1889	2235	2265	34.1	19.9	1.3
031	Galen Rd. (SR261)	From Sneed Blvd. to Coleytown Rd.	2386	2353	2925	2769	16.1	17.7	-5.3
035	Hwy. 52 Bypass E. (SR-52)/Hwy. 52 E.(SR-52)	From Oak St. and Sneed Blvd. to Browns Rd. (SR-262)	4906	6997	8774	9207	87.7	31.6	4.9
037	Sycamore Valley Rd.	From Smith County Border to Union Camp Rd. (SR-262)	250	252	237	243	-2.8	-3.6	2.5
039	Hwy. 52 E. (SR-52)/Lafayette Rd. (SR-52)	From Browns Rd. (SR-262) to Carthage Rd. (SR-56) and Lafayette Rd. (SR-56)	4669	4394	4926	4471	-4.2	1.8	-9.2
040	Lafayette Rd. (SR-56)	From Hwy. 52. E. (SR-52) to Market St. and E. Main St. (SR-151)	5552	5911	3966	3417	-38.5	-42.2	-13.8
041	Pumpkintown Rd./Jimtown Rd./Heady Ridge Rd./College St./McClure St.	From Galen Rd. (SR-261) to Main St. (SR-56)	257	305	327	407	58.4	33.4	24.5
042	Bennett Hill Rd. (SR-56)/Gamaliel Rd. (SR-56)	From Celina Rd. to Winklers Rd.	1522	1580	1742	1460	-4.1	-7.6	-16.2
043	Celina Rd.	From Bennett Hill Rd. (SR-56) to Hwy. 52. E. (SR-52)	1675	2085	579	506	-69.8	-75.7	-12.6
045	N. Springs Rd. (SR-151)/E. Main St. (SR-151)	From Clay County Border to Lafayette Rd. (SR-56) and Main St. (SR-56)	1266	1191	1198	553	-56.3	-53.6	-53.8
046	Carthage Rd. (SR-56)	From Oak Grove Rd. to Lafayette Rd. (SR-52) to Hwy. 52 E. (SR-52)	1860	1634	2127	1807	-2.8	10.6	-15.0
050	Carthage Rd. (SR-56)	From Willete Rd. (SR-56) and Union Camp Rd. (SR-262) to Oak Grove Rd.	1233	1258	1381	1192	-3.3	-5.2	-13.7
051	Union Camp Rd. (SR-262)	From Sycamore Valley Rd. to Carthage Rd. (SR-56/SR-80)	889	849	874	939	5.6	10.6	7.4
052	Willette Rd. (SR-56)	From Jennings Creek Rd. (SR-56) and Wartrace Rd. (SR-262) to Carthage Rd. (SR-56/SR-80)	1176	1223	1237	1111	-5.5	-9.2	-10.2
053	Wartrace Rd. (SR-262)	From Willette Rd. (SR-56) and Jennings Creek Rd. (SR-56) to Jackson County Border	589	579	536	447	-24.1	-22.8	-16.6
054	Defeated Creek Dr.	From Smith County Border to Carthage Rd. (SR-80)	389	340	321	311	-20.1	-8.5	-3.1
055	Carthage Rd. (SR-80)	From Smith County Border to Willette Rd. (SR-56) and Union Camp Rd. (SR-262)	852	879	989	760	-10.8	-13.5	-23.2
056	Old Bottom Rd.	From Smith County Border to Dixon Creek Rd. and S. Oldham Ln.	165	150	154	145	-12.1	-3.3	-5.8
057	Old Bottom Rd.	From Dixon Creek Rd. and S. Oldham Ln. to State Hwy. 10 (SR-10)	441	456	359	402	-8.8	-11.8	12.0
059	State Hwy. 10 (SR-10)	From Trousdale County Border to Taylor Branch Rd.	3348	3650	4093	4023	20.2	10.2	-1.7
060	New Harmony Rd.	From Trousdale County Border to Old Hwy. 52	635	623	695	747	17.6	19.9	7.5

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062	Pleasant Valley Rd.	From Green Grove Rd. (SR-141) to New Harmony Rd.	530	388	431	427	-19.4	10.1	-0.9
064	Long Creek Rd.	From Brattontown Cir. to Scottsville Rd. (SR-10)	526	733	807	1300	147.1	77.4	61.1
066	Hwy. 52 Bypass W. (SR-52)	From Church St. to State Hwy. 10 (SR-10) and College St. (SR-10)	7025	10747	12374	12849	82.9	19.6	3.8
069	Antioch Rd.	From Akersville Rd. to Galen Rd. (SR-261)	147	219	115	156	6.1	-28.8	35.7
070	Hwy. 52 Bypass W. (SR-52)	From Church St. to State Hwy. 10 (SR-10) and College St. (SR-10)	9756	13565	15487	16349	67.6	20.5	5.6
071	Scottsville Rd. (SR-10)	From Main St. (SR-10) to Akersville Rd. and Sycamore St.	13700	14030	12082	9989	-27.1	-28.8	-17.3
072	Oak Grove Rd.	From E. Main St. (SR-151) to Carthage Rd. (SR-56)	475	406	391	405	-14.7	-0.2	3.6
073	Hwy. 52 W. (SR-52)	From Brattontown Cir. to Cedar Bluff Rd.	4903	6674	7507	8377	70.9	25.5	11.6
074	College St. (SR-10)	From Church St. and Red Boilings Springs Rd. (SR-10) to Hwy. 52 Bypass W. (SR-52)	5140	6283	6051	5846	13.7	-7.0	-3.4
075	Highland Rd./Sunrise Rd.	From Galen Rd. (SR-261) to Jintown Rd.	135	113	65	66	-51.1	-41.6	1.5
076	Old Hwy. 52	From New Harmony Rd. to Hwy. 52 Bypass W. (SR-52)	2514	2436	2968	2887	14.8	18.5	-2.7
078	Galen Rd. (SR-261)	From Antioch Rd. to Pumpkintown Rd. and E. Stinson Rd.	568	687	687	641	12.9	-6.7	-6.7
079	Galen Rd. (SR-261)	From Coleytown Rd. to Perrigo Ln and Liberty Rd.	1596	1596	1773	1761	10.3	10.3	-0.7
080	West Fork Creek Rd./Wixtown Rd.	From Rocky Mound Rd. Oakdale Rd.	242	383	419	386	59.5	0.8	-7.9
081	Hirestown Rd./Clifty Rd./Westfork Creek Rd./Lambert Rd.	From Cold Springs Rd. Hanestown Rd.	39	95	65	52	33.3	-45.3	-20.0
083	Scottsville Rd. (SR-10)	From Spring Creek Rd. to Cold Springs Rd. and Scottsville Rd. (SR-10)	2815	3263	3670	3243	15.2	-0.6	-11.6
084	Lick Branch Rd./Spring Creek Rd.	From Akersville Rd. to Scottsville Rd. (SR-10)	574	641	692	714	24.4	11.4	3.2
085	Akersville Rd.	From Williams Rd. to Antioch Rd.	989	1284	1170	1287	30.1	0.2	10.0
086	Liberty Rd./Red Boilings Rd.	From Galen Rd. (SR-261) to Hwy. 52 E. (SR-52)	121	94	90	119	-1.7	26.6	32.2
087	Red Boiling Springs Rd.	From Ferguson Hill Rd. to Hwy. 52 Bypass W. (SR-52) and Hwy. 52 Bypass E. (SR-52)	4752	4167	3323	3574	-24.8	-14.2	7.6
088	Hwy. 52 Bypass W. (SR-52)	From State Hwy. 10. (SR-10) and College St. (SR-10) to Red Boiling Springs Rd. (SR-261)	9426	9828	11080	12432	31.9	26.5	12.2
089	Red Boiling Springs Rd. (SR-261)	From Hwy. 52 Bypass E. (SR-52) and Hwy. 52 Bypass W. (SR-52) to W. Locust St. (SR-10)	8787	8365	6380	5929	-32.5	-29.1	-7.1
091	Hwy. 52 Bypass W. (SR-52)	From Brattontown Cir. West and Old Hwy. 52 to Brattontown Rd. East	7421	11097	11356	11173	50.6	0.7	-1.6
095	Hwy. 52 Bypass E. (SR-52)	From Red Boiling Springs Rd. (SR-261) to Oak St. and Sneed Blvd.	9211	10461	13038	13062	41.8	24.9	0.2
096	Ferguson Hill Rd.	From Heather Ln. to State Hwy. 10 (SR-10)	1042	906	923	911	-12.6	0.6	-1.3
097	Akersville Rd.	From Scottsville Rd. (SR-10) to Coolidge Rd.	3508	3062	3292	3836	9.4	25.3	16.5
098	Galen Rd. (SR-261)	From Scottsville Rd. (SR-10) to Sneed Blvd.	2084	1973	2201	2187	4.9	10.8	-0.6
099	Hwy. 52 W. (SR-52)	From Clyde Wix Rd. to Green Grove Rd. (SR-141)	4805	7974	8469	8548	77.9	7.2	0.9
100	Hwy. 52 W. (SR-52)	From Green Grove Rd. (SR-141) to Cedar Bluff Rd.	0	6731	7756	8496	N/A	26.2	9.5
102	Parker Branch Rd./Dixon Creek Rd.	From Trousdale County Border to Old Bottom Rd.	0	47	66	26	N/A	-44.7	-60.6
103	Green Rd.	From Clay County Border to Gamaliel Rd. (SR-56)	0	229	235	290	N/A	26.6	23.4
106	Scottsville Rd. (SR-10)	From E. Locust St. and W. Locust St. (SR-10) to Main St. (SR-10) and College St. (SR-10)	0	8703	12115	9186	N/A	5.5	-24.2
107	Main St. (SR-10)	From Red Boiling Springs Rd. (SR-10) and Church St. to Scottsville Rd. (SR-10)	0	8271	9055	7881	N/A	-4.7	-13.0
110	Rocky Mound Rd.	From Epperson Springs Rd. and West Fork Creek Rd. to Hawkins Rd.	0	0	894	671	N/A	N/A	-24.9
111	Main St. (SR-56)/Bennett Hill Rd. (SR-56)	From Market St. and E. Main St. (SR-151) to Celina Rd. and Bennett Hill Rd. (SR-56)	0	0	3082	3322	N/A	N/A	7.8
112	Red Boiling Springs Rd. (SR-10)/W. Locust St. (SR-10)	From Main St. (SR-10) and College St. (SR-10) to Times Ave. and Scottsville Rd. (SR-10)	0	0	8621	7977	N/A	N/A	-7.5
113	Hwy. 52 E. (SR-52)	From Carthage Rd. (SR-56) and Lafayette (SR-56) to Clay County Border	0	0	2095	1942	N/A	N/A	-7.3

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Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
001	Lonesome Valley Rd. (SR-294)	From Old Stover Rd. to Clay/Overton County Border	1226	1535	1184	1117	-8.9	-27.2	-5.7
002	Oakley-Allons Rd.	From Independence Rd. to Lonesome Valley Rd. (SR-294)	999	928	924	853	-14.6	-8.1	-7.7
003	Old Stover Rd.	From Eagle Creek Rd. (SR-294)/Lonesome Valley Rd.(SR-294) to Taylors Crossings Rd./Leach Ln.	746	875	730	648	-13.1	-25.9	-11.2
005	Eastport Dock Rd.	From Pickett/Overton County Border to Byrdstown Hwy. (SR-111)	326	361	344	304	-6.7	-15.8	-11.6
008	Jay Bird Rd. /Taylors Crossing Rd.	From Old Stover Rd./ Leach Ln. to Byrdstown Hwy. (SR-111)	568	538	689	649	14.3	20.6	-5.8
010	Oakley-Allons Rd./ Old Celina Hwy.	From Garrett-Maynard Hwy. (SR-52) to Independence Rd.	1528	1297	1192	934	-38.9	-28.0	-21.6
012	Upper Hilham Rd.	From Ben Ogletree Ln. to Hilham Hwy. (SR-85)	177	243	267	204	15.3	-16.0	-23.6
014	Baptist Ridge Hwy. (SR-292)	From Clay/Overton County border to Standing Stone State Park Hwy. (SR-136)	341	425	421	344	0.9	-19.1	-18.3
015	Hilham Hwy. (SR-85)	From Turkey Town Rd. to State Hwy. 136 (SR-136)	883	1223	1297	1032	16.9	-15.6	-20.4
016	State Hwy. 136 (SR-136)	From Allen Chapel Rd./Campground Rd. to Baptist Ridge Hwy. (SR-292)	549	645	554	456	-16.9	-29.3	-17.7
017	Hilham Hwy. (SR-85)	From State Hwy. 136 (SR-136) to Campground Rd.	1438	1595	1762	1465	1.9	-8.2	-16.9
019	Windle Community Rd.	From Hardys Chapel Rd. to Hilham Hwy. (SR-85)	541	636	633	566	4.6	-11.0	-10.6
020	Hilham Hwy. (SR-85)	From Windle Community Rd. to W. Main St. (SR-111)	5297	5730	6666	3945	-25.5	-31.2	-40.8
021	Upper Hilham Rd.	From Bradford-Hicks Dr. (SR-111) to Ben Ogletree Ln.	819	902	817	831	1.5	-7.9	1.7
022	Garrett-Maynard Hwy. (SR-52)	From Bradford-Hicks Dr. (SR-111) to Hidden Valley Rd.	7175	7763	7781	7069	-1.5	-8.9	-9.2
023	E. Main St. (SR-294)	From Bradford-Hicks Dr. (SR-111) to Jamestown Hwy. (SR-52)	5074	5473	4535	4270	-15.8	-22.0	-5.8
024	Jamestown Hwy. (SR-52)	From E. Main St. (SR-294) to Fredonia Rd.	2834	2374	2780	2509	-11.5	5.7	-9.7
025	Dogwalk Rd.	From Byrdstown Hwy. (SR-111) to Jamestown Hwy. (SR-52)	391	513	345	310	-20.7	-39.6	-10.1
026	Jamestown Hwy. (SR-52)	From Wilder Hwy. (SR-85) to Bolestown Rd.	1087	1114	927	962	-11.5	-13.6	3.8
028	Wilder Hwy. (SR-85)	From Jamestown Hwy. (SR-52) to Shiloh Rd.	472	492	391	299	-36.7	-39.2	-23.5
029	State Hwy. 84 (SR-84)	From Highland Mountain Rd. to W. Main St. (SR-111)	6642	4125	3857	3654	-45.0	-11.4	-5.3
030	Rickman Rd.	From E. McCormick Rd. to State Hwy. 84 (SR-84)	3472	3698	3461	2078	-40.1	-43.8	-40.0
033	State Hwy. 136 (SR-136)	From Putnam/Overton County Boundary to Hardys Chapel Rd.	1521	1614	1451	1491	-2.0	-7.6	2.8
035	Rickman-Monterey Hwy. (SR-293)	From Cookeville Hwy. (SR-111) to Rickman Rd.	1419	1771	2037	2136	50.5	20.6	4.9
036	Rickman Rd.	From Putnam/Overton County Boundary to Bethlehem Rd.	1579	1543	1320	861	-45.5	-44.2	-34.8
038	State Hwy. 84 (SR-84)	From Rickman-Monterey Hwy. (SR-293)/Dry Hollow Rd. to Highland Mountain Rd. (North of Oak Ln.)	2838	2153	2462	2280	-19.7	5.9	-7.4
039	Highland Mountain Rd.	From State Hwy. 84 (SR-84) (North of Jeff Ave.) to State Hwy. 84 (SR-84) (South of Bailey Stockton Rd.)	163	203	185	209	28.2	3.0	13.0
040	Rickman-Monterey Hwy. (SR-293)	From Oak Hill Rd. to State Hwy. 84 (SR-84)	600	645	584	581	-3.2	-9.9	-0.5
041	State Hwy. 84 (SR-84)	From Putnam/Overton County Border to Rickman-Monterey Hwy. (SR-293)/Dry Hollow Rd.	1794	2181	2467	2204	22.9	1.1	-10.7
042	Dry Hollow Rd.	From State Hwy. 84 (SR-84) to Shiloh Rd.	577	626	566	484	-16.1	-22.7	-14.5
043	Sunk Cane Rd.	From Shiloh Rd. to Hanging Limb Rd. (SR-164)	170	189	148	225	32.4	19.0	52.0
044	Hanging Limb Rd. (SR-164)	From Putnam/Overton County Border to Vine Ridge Rd.	1043	1287	1209	1141	9.4	-11.3	-5.6
046	Hanging Limb Rd. (SR-164)	From Vine Ridge Rd. to Wilder Hwy. (SR-85)	359	378	399	285	-20.6	-24.6	-28.6
047	Wilder Hwy (SR-85)	From Hanging Limb Rd. (SR-164) to Fentress/Overton County Border	386	330	385	309	-19.9	-6.4	-19.7
048	Shiloh Rd.	From Dry Hollow Rd./ Sunk Cane Rd. to Wilder Hwy. (SR-85)	131	93	68	18	-86.3	-80.6	-73.5
049	Rickman Rd.	From W. Main St. (SR-111) to State Hwy. 84 (SR-84)	9573	8236	7935	3251	-66.0	-60.5	-59.0
050	Byrdstown Hwy. (SR-111)	From Eagle Creek Rd. (SR-294)/Big Springs Rd. to Pickett/Overton County Border	4389	5100	5716	5300	20.8	3.9	-7.3
051	Eagle Creek Rd. (SR-294)	From Byrdstown Hwy. (SR-111) to Old Stover Rd.	1566	1555	1599	1398	-10.7	-10.1	-12.6

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052	E. Main St. (SR-52)	From E. Broad St. (SR-52) to Jamestown Hwy. (SR-52)	12759	13405	8737	8135	-36.2	-39.3	-6.9
053	W. Main St. (SR-85)	From W. Broad St. (SR-85) to S. Church St./N. Church St.	7072	8032	7151	6504	-8.0	-19.0	-9.0
054	Jamestown Hwy. (SR-52)	From Fredonia Rd. to Wilder Hwy. (SR-85)	1655	1750	1657	1445	-12.7	-17.4	-12.8
056	Hardys Chapel Rd.	From State Hwy. 136 (SR-136) to Windle Community Rd.	398	254	415	333	-16.3	31.1	-19.8
057	Bradford-Hicks Rd. (SR-111)	From N. Church St. (SR-52)/Garrett-Maynard Hwy. (SR-52) to E. Main St (SR-294)/E. Main St. (SR-111)	4787	6034	6723	5811	21.4	-3.7	-13.6
058	Bradford-Hicks Dr. (SR-111)	From W. Main St. (SR-85)/W. Main St. (SR-111) to N. Church St. (SR-52)/Garrett-Maynard Hwy. (SR-52)	8302	10815	12113	11839	42.6	9.5	-2.3
059	W. Broad St. (SR-85)	From W. Main St. (SR-85) to N. Church St. (SR-52)	6039	7311	6829	5633	-6.7	-23.0	-17.5
060	N. Church St. (SR-52)	From Bradford-Hicks Dr. (SR-111) to W. Main St. (SR-85)/E. Main St. (SR-52)	3558	4337	3667	3464	-2.6	-20.1	-5.5
062	Tommy Dotson Hwy. (SR-293)	From State Hwy. 136 (SR-136) to Cookeville Hwy. (SR-111)	752	1024	1101	1405	86.8	37.2	27.6
063	Rickman-Monterey Hwy. (SR-293)	From Rickman Rd. to Oak Hill Rd.	1179	1397	1628	1856	57.4	32.9	14.0
064	Garrett-Maynard Hwy. (SR-52)	From Clay/Overton County Border to Andrew Cover Rd./Old Celina Hwy.	2833	3293	3544	3572	26.1	8.5	0.8
065	Standing Stone State Park Hwy. (SR-136)/ Timothy Rd. (SR-136)	From Baptist Ridge Hwy. (SR-292) to Garrett-Maynard Hwy. (SR-52)	240	350	478	260	8.3	-25.7	-45.6
067	Collins Rove Rd./Fredonia Rd.	From State Hwy. 84 (SR-84) to Jamestown Hwy. (SR-52)	309	484	421	227	-26.5	-53.1	-46.1
068	Allen Chapel Rd.	From Jackson/Overton County Border to State Hwy. 136 (SR-136)	986	1106	1024	1043	5.8	-5.7	1.9
069	Garrett-Maynard Hwy. (SR-52)	From Andrew Cove Rd./Old Celina Hwy. to Hidden Valley Rd.	5079	5511	5534	5230	3.0	-5.1	-5.5
070	Byrdstown Hwy. (SR-111)/ E. Main St. (SR-111)	From Bradford-Hicks Dr. (SR-111) to Big Springs Rd./Eagle Creek Rd. (SR-294)	6687	6997	7643	6814	1.9	-2.6	-10.8
071	Campground Rd.	From State Hwy. 136 (SR-136) to Hilham Hwy. (SR-85)	704	842	644	665	-5.5	-21.0	3.3
072	State Hwy. 136 (SR-136)	From Hardys Chapel Rd. to Allen Chapel Rd./Campground Rd.	1131	1212	1075	968	-14.4	-20.1	-10.0
073	Hilham Hwy. (SR-85)	From Campground Rd. to Walnut Grove Rd./Windle Community Rd.	3486	4157	4026	3877	11.2	-6.7	-3.7
074	Rickman Rd.	From Bethlehem Rd. to E. McCormick Rd.	2380	1927	1818	1476	-38.0	-23.4	-18.8
075	Windle Community Rd.	From Tommy Dotson Hwy. (SR-293) to Hardys Chapel Rd.	334	308	307	320	-4.2	3.9	4.2
076	Wilder Hwy. (SR-85)	From Shiloh Rd. to Hanging Limb Rd. (SR-164)	133	171	155	118	-11.3	-31.0	-23.9
077	Cliff Springs Rd.	From Hanging Limb Rd. (SR-164) to Muddy Pond Rd.	153	188	122	89	-41.8	-52.7	-27.0
078	W. Main St. (SR-111)	From Hilham Hwy. (SR-85) to Bradford-Hicks Dr. (SR-111)	23293	22557	24609	23606	1.3	4.7	-4.1
079	Cookeville Hwy. (SR-111)/ W. Main St. (SR-111)	From Tommy Dotson Hwy. (SR-293) to Rickman Rd.	8164	11099	12712	14383	76.2	29.6	13.1
080	Cookeville Hwy. (SR-111)	From W. Paron Rd./E. Paron Rd. to Tommy Dotson Hwy. (SR-293)	7242	11792	13111	15731	117.2	33.4	20.0
081	Lonesome Valley Rd.	From Clay/Overton County Border to Lonesome Valley Rd. (SR-294)	0	323	330	312	N/A	-3.4	-5.5
082	Livingston Boat Dock Rd.	From Clay/Overton County Border to	0	177	164	231	N/A	30.5	40.9
083	State Hwy. 136 (SR-136)	From Putnam/Overton County Border to Masters Rd./Tommy Dotson Hwy. (SR-293)	0	2082	1812	2021	N/A	-2.9	11.5
084	W. Paron Rd./E. Paron Rd.	From Boatman Rd. to Old SR-42	0	461	433	589	N/A	27.8	36.0
085	E. Broad St. (SR-52)	From N. Church St. (SR-52) to E. Main St. (SR-52)	0	5323	6318	4397	N/A	-17.4	-30.4
086	W. Main St. (SR-85)	From Bradford-Hicks Dr. (SR-111) to W. Broad St. (SR-85)	0	13778	14177	14251	N/A	3.4	0.5
087	E. Main St. (SR-52)	From N. Church St. (SR-52)/S. Church St. to E. Broad St. (SR-52)/Windle St.	0	0	5365	4534	N/A	N/A	-15.5
088	W. Main St. (SR-111)	From Rickman Rd. to Hilham Hwy. (SR-85)	0	0	21310	18629	N/A	N/A	-12.6

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002	US-127 (SR 28)	From Hwy.111 to SR 325	1400	2286	1911	1420	1.4	-37.9	-25.7
004	Koger Mountain Rd.	From US-127 (SR 28) to Caney Creek Rd.	234	317	267	206	-12.0	-35.0	-22.8
005	Caney Creek Rd.	From Fentress/Pickett county line to the Tennessee/Kentucky state line.	260	349	327	237	-8.8	-32.1	-27.5
006	US-127 (SR 28)	From SR325 to the Pickett/Fentress Boundary	1021	1007	1341	1089	6.7	8.1	-18.8
007	Parker Rd. (SR 295)	From US-127 (SR 28) to Harlen Lee Rd.	139	235	231	231	66.2	-1.7	0.0
008	Harlen Lee Rd.	From Parker Rd. (SR 295) to US-127 (SR 28).	182	203	154	105	-42.3	-48.3	-31.8
009	Hwy. 111 (SR111)	From N. Main St. (SR 295) to Red Hill Church Rd.	4292	4447	5163	4543	5.8	2.2	-12.0
011	Lovelady Rd.	From Livingston Hwy. (SR 111) to Turney Groce Rd.	665	1005	766	821	23.5	-18.3	7.2
012	Cordell Hull Memorial Dr. (SR 325)	From Eagles Cove Rd. to Smyrna Rd.	1061	1162	1359	1110	4.6	-4.5	-18.3
013	Cordell Hull Memorial Dr. (SR 325)	From Smyrna Rd.to Livingston Hwy. (SR 111)	1421	1539	1704	1587	11.7	3.1	-6.9
015	Livingston Hwy. (SR 111)	From Pendergrass Rd. to Cordell Hull Memorial Dr. (SR 325)	5688	5814	6839	5824	2.4	0.2	-14.8
016	Pendergrass Rd.	From Clark Mountain Rd. to Livingston Hwy. (SR 111)	253	400	492	459	81.4	14.8	-6.7
017	Clark Mountain Rd.	From Pendergrass Rd. to Sunset Dr.	322	491	500	334	3.7	-32.0	-33.2
018	Moodyville Rd. (SR 325)	From S. Main St. (SR 325) to west of South Ford Rd.	922	1135	1012	793	-14.0	-30.1	-21.6
019	Moodyville Rd. (SR 325)	From west of South Ford Rd. to the Pickett/Fentress Boundary	434	576	553	455	4.8	-21.0	-17.7
020	Faix Rd./Robbinstown Rd.	From Clark Mountain Rd. to Robbinstown Cemetery Rd.	214	304	270	206	-3.7	-32.2	-23.7
023	Barnes Bridge Rd.	From the Overton/Pickett Boundary to Barnes Ridge Rd.	176	216	174	158	-10.2	-26.9	-9.2
024	Pickett Park Rd. (SR 154)	From Watson Branch Rd. to Pickett/Scott Boundary	120	58	114	94	-21.7	62.1	-17.5
025	Clark Mountain Rd.	From Pendergrass Rd. to Faix Rd.	407	650	687	764	87.7	17.5	11.2
026	Livingston Hwy. (SR 111)	From Cordell Hull Memorial Dr. (SR 325) to W. Main St. (SR 325)	6110	8211	9282	7742	26.7	-5.7	-16.6
027	Jamestown Hwy. (SR 52)	From Overton/Pickett county line to Pickett/Fentress Boundary	760	704	779	651	-14.3	-7.5	-16.4
030	N. Main St.	From Parker Rd. (SR 295) to W. Main St. (SR 325)	2134	1728	1547	910	-57.4	-47.3	-41.2
031	Eastport Rd.	From Jamestown Hwy. (SR 52) to Sabre Park Dr.	200	152	170	171	-14.5	12.5	0.6
032	W. Main St. (SR 325)	From Livingston Hwy. (SR111) to N. Main St. (SR 325)	2729	4133	3248	2790	2.2	-32.5	-14.1
033	Hwy. 111 (SR 111)	From W. Main St.(SR 325) to N. Main St. (SR 295)	3476	5331	5471	5248	51.0	-1.6	-4.1
034	Parker Rd. (SR 295)	From N. Main St. to Harlen Lee Rd.	660	679	651	586	-11.2	-13.7	-10.0
035	Jones Chapel Rd.	From Cordell Hull Memorial Dr. (SR 325) to Turney Groce Rd.	140	150	166	115	-17.9	-23.3	-30.7
036	Faix Rd.	From Clark Mountain Rd. to Moodyville Rd. (SR 325)	0	256	338	217	N/A	-15.2	-35.8
037	N. Main St. (SR 325)	From E. Main St. (SR 325) to S. Main St.	0	0	2561	1683	N/A	N/A	-34.3
038	E. Main St.	From N. Main St. (SR 325) to S. Main St. (SR 325)	0	0	1647	1125	N/A	N/A	-31.7
990	Livingston Hwy. (SR 111)	From Pendergrass Rd. to the Pickett/Overton Boundary	0	0	0	4622	N/A	N/A	N/A

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Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
001	Pleasant Shade Hwy (SR-80)	From Little Creek Rd North to Carthage Rd (SR-80)	867	912	1006	731	-15.7	-19.8	-27.3
002	Little Creek Rd.	From Pleasant Shade Hwy (SR-80) to Big Creek Rd	421	392	381	341	-19.0	-13.0	-10.5
004	Sloan Branch Rd./Green Hill Rd.	From Pleasant Shade Hwy (SR-80) to Difficult Rd	223	299	227	236	5.8	-21.1	4.0
005	Difficult Rd.	From Little Salt Lick Creek Rd to Carver Loop	524	531	440	347	-33.8	-34.7	-21.1
007	Gladice Rd.	From Kempville Hwy (SR-85) to Little Salt Lick Creek Rd	241	320	273	272	12.9	-15.0	-0.4
008	Buffalo Rd.	From Reece Hollow Rd to Kempville Hwy (SR-85)	157	247	228	193	22.9	-21.9	-15.4
009	Kempville Hwy (SR-85)	From Defeated Creek Hwy (SR-85)/Difficult Rd to Gladice Rd/Buffalo Rd	1008	1118	1082	1015	0.7	-9.2	-6.2
010	Difficult Rd.	From Defeated Creek Hwy (SR-85)/Kempville Hwy (SR-85) to Little Salt Lick Creek Rd	795	784	918	669	-15.8	-14.7	-27.1
013	McClures Bend Rd./Lakeside Dr./Buffalo Rd.	From Reece Hollow Rd South to McClures Bend Ln	220	190	156	168	-23.6	-11.6	7.7
015	Defeated Creek Hwy (SR-85)	From Turkey Creek Hwy (SR-263) to Kempville Hwy (SR-85)/Difficult Rd	2884	3135	2869	2680	-7.1	-14.5	-6.6
016	Defeated Creek Hwy (SR-85)	From Pleasane Shade Hwy (SR-80) to Turkey Creek Hwy (SR-263)	2117	2328	2331	2000	-5.5	-14.1	-14.2
017	Pleasant Shade Hwy (SR-80)	From Defeated Creek Hwy (SR-85) to Little Creek Rd	1469	1775	2023	1663	13.2	-6.3	-17.8
019	Peytons Creek Rd.	From Dixon Springs Hwy (SR-25) to Pleasant Shade Hwy (SR-80)	331	319	375	283	-14.5	-11.3	-24.5
020	Beasleys Bend Rd.	From Rome Rd to Dixon Springs Hwy (SR-25)	368	395	453	413	12.2	4.6	-8.8
022	Young Branch Rd.	From Dixon Springs Hwy (SR-25) from Scanty Branch Rd/Toetown Rd	686	812	502	500	-27.1	-38.4	-0.4
023	Rome Rd.	From Beasleys Bend Rd to Dixon Springs Hwy (SR-25)	213	289	252	228	7.0	-21.1	-9.5
024	Hiwassee Rd.	From Sparmine Rd North to Cedar Bluff Rd	415	411	597	463	11.6	12.7	-22.4
025	Hiwassee Rd.	From Sparmine Rd South to Lebanon Hwy (SR-24)	564	834	911	791	40.2	-5.2	-13.2
027	Lebanon Hwy (SR-24)	From Carthage Hwy (SR-24) to Rome Rd	3528	4027	4367	4018	13.9	-0.2	-8.0
029	Flat Rock Rd.	From just North of Trousdale Ferry Pk (SR-141) to Lebanon Hwy (SR-24)	212	322	332	420	98.1	30.4	26.5
030	Lock Seven Ln	From Lebanon Hwy (SR-24) North for 3.12 miles	474	323	407	492	3.8	52.3	20.9
032	Turkey Creek Hwy (SR-263)	From Hartsville Pike to Corps Ln	1286	1666	1556	1450	12.8	-13.0	-6.8
033	Main St. N./Upper Ferry Rd.	From Dixon Springs Hwy (SR-25) North to Dixie Springs Hwy (SR-25)	19543	11217	11247	5956	-69.5	-46.9	-47.0
034	Lebanon Hwy (SR-24)	From Cookeville Hwy (SR-24)/Old SR-25 to Old Lebanon Rd	6751	7282	7313	5591	-17.2	-23.2	-23.5
035	Hogans Creek Rd.	From Ballenger Rd to Lebanon Hwy (SR-24)	641	676	604	676	5.5	0.0	11.9
037	Main St. S.	From Gordonsville Hwy (SR-53) to Cookeville Hwy (SR-24)	2281	2298	2925	1889	-17.2	-17.8	-35.4
038	Cookeville Hwy (SR-24)	From Main St. S. to Dixon Springs Hwy (SR-25)	2570	3511	3186	6775	163.6	93.0	112.6
039	Maggart Rd.	From Cookeville Hwy (SR-24) to Grisham Hollow Ln	276	298	344	373	35.1	25.2	8.4
041	Granville Hwy (SR-53)	From Cookeville Hwy (SR-24) to Dillard Creek Rd/Cowan Hollow Ln	800	912	830	755	-5.6	-17.2	-9.0
042	Enigma Rd.	From Cookeville Hwy (SR-24) to Granville Hwy (SR-53)	122	114	111	56	-54.1	-50.9	-49.5
043	Cookeville Hwy (SR-24)	From Granville Hwy (SR-53) to Nashville Hwy (SR-24)	626	932	628	693	10.7	-25.6	10.4
045	Pea Ridge Rd.	From Club Springs Rd to Cookeville Hwy (SR-24)	186	233	270	275	47.8	18.0	1.9
046	Club Springs Rd.	From Stonewall Hwy (SR-264) to Saint Marys Rd	336	482	457	433	28.9	-10.2	-5.3
047	Stonewall Hwy (SR-264)	From Club Springs Rd to Cookeville Hwy (SR-24)	556	479	531	529	-4.9	10.4	-0.4
048	E. Main St. (SR-141)/Lancaster Hwy (SR-141)	From Trousdale Ferry Pk (SR-264) to Hackett Valley Rd	1177	975	988	811	-31.1	-16.8	-17.9
050	Hickman Hwy (SR-264)/Hatton Wauford Pkwy (SR-264)	From Sykes Rd to New Middleton Hwy (SR-53)/E. Main St (SR-141)	1226	1985	1921	1836	49.8	-7.5	-4.4
051	New Middleton Hwy (SR-53)	From Alexandria Hwy (SR-53)/Grant Hwy (SR-141) to Gordonsville Hwy (SR-53)/ Hatton Wauford Pkwy (SR-264)	800	845	969	994	24.3	17.6	2.6
052	Mulherrin Rd./Dyer Branch Rd./Hogans Creek Rd.	From New Middleton Hwy (SR-53) to Ballenger Rd	283	286	392	397	40.3	38.8	1.3
054	Alexandria Hwy (SR-53)	From Brush Creek Rd/Blue Bird Dr to New Middleton Hwy (SR-53)	2127	3078	3142	3265	53.5	6.1	3.9
056	Brush Creek Rd.	From Alexandria Hwy (SR-53) to Kyle Hollow Ln/Sykes Rd	399	386	365	410	2.8	6.2	12.3
057	Sykes Rd.	From Brush Creek Rd/Kyle Hollow Ln to Hickman Hwy (SR-264)/Temperance Hall Hwy (SR-264)	562	715	598	570	1.4	-20.3	-4.7

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Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
058	Temperance Hall Hwy (SR-264)	From Jenkins Hill Rd to Sykes Rd	436	849	829	783	79.6	-7.8	-5.5
059	Lancaster Hwy (SR-141)	From Hackett Valley Rd to Temperance Valley Rd	452	513	570	432	-4.4	-15.8	-24.2
061	I-40	From Grant Hwy (SR-141) to Gordonsville Hwy (SR-53)	29605	33539	41969	37553	26.8	12.0	-10.5
063	Dixon Springs Hwy (SR-25)	From Pleasant Shade Hwy (SR-80) South to Main St N (SR-263)	8949	9323	9562	7710	-13.8	-17.3	-19.4
064	Dixon Springs Hwy (SR-25)	From Pleasant Shade Hwy (SR-80) to Hallie Ln	3043	3855	3430	3180	4.5	-17.5	-7.3
065	Lebanon Hwy (SR-24)	From Rome Rd to Old Lebanon Rd	4681	4511	5108	4092	-12.6	-9.3	-19.9
066	Cookeville Hwy (SR-24)	From Gordonsville Hwy (SR-53) to Stonewall Hwy (SR-264)	3373	4506	3544	3501	3.8	-22.3	-1.2
067	Cookeville Hwy (SR-24)	From Stonewall Hwy (SR-264) to Granville Hwy (SR-53)	1827	2251	2029	1766	-3.3	-21.5	-13.0
068	Grant Hwy (SR-141)	From S.P.McClanahan Rd to New Middleton Hwy (SR-53)/Alexandria Hwy (SR-53)	408	797	635	636	55.9	-20.2	0.2
070	Pleasant Shade Hwy (SR-80)	From Dixon Springs Hwy (SR-25) to Defeated Creek Hwy (SR-85)	3111	3966	4291	3585	15.2	-9.6	-16.5
071	Gordonsville Hwy (SR-53)	From Main St S. to Cookeville Hwy (SR-24)	8223	9206	8295	10343	25.8	12.4	24.7
072	Horseshoe Bend Ln	From Cookeville Hwy (SR-24) North for 5.48 miles	353	298	319	329	-6.8	10.4	3.1
073	Gordonsville Hwy (SR-53)	From E Main St (SR-141)/New Middleton Hwy (SR-53) to Main St S	8635	10921	10748	10970	27.0	0.4	2.1
074	Temperance Valley Rd	From Old Lancaster Rd to Lancaster Hwy (SR-141)	88	120	109	112	27.3	-6.7	2.8
076	Big Creek Rd	From Little Creek Rd to Fox Ln	238	212	190	183	-23.1	-13.7	-3.7
077	Little Salt Lick Creek Rd	From Difficult Rd to Gladice Rd	162	107	90	88	-45.7	-17.8	-2.2
078	Toetown Rd	From Scanty Branch Rd to Little Creek Rd	60	63	89	89	48.3	41.3	0.0
080	Brush Creek Cir.	From Alexandria Hwy (SR-53) North 3.76 miles to Alexandria Hwy (SR-53)	250	381	254	201	-19.6	-47.2	-20.9
081	Trousdale Ferry Pk/Stonewall Hwy (SR-264)	From E. Main St (SR-141) to Club Springs Rd	906	1337	1340	1360	50.1	1.7	1.5
082	Turkey Creek Hwy (SR-263)	From Corps Ln to Defeated Creek Hwy (SR-85)	734	880	859	868	18.3	-1.4	1.0
083	Lancaster Hwy (SR-141)	From Temperance Valley Rd to Lancaster Rd (SR-141)	447	0	516	390	-12.8	N/A	-24.4
084	Old SR-25	From Lebanon Hwy (SR-24)/Cookeville Hwy (SR-24) to Upper Ferry Rd	7846	8584	8130	5951	-24.2	-30.7	-26.8
085	Gladice Rd.	From Little Salt Lick Creek Rd to Salt Lick Creek Rd just West of Dean Hill Rd	150	187	188	169	12.7	-9.6	-10.1
086	Dixon Springs Hwy (SR-25)	From Cookeville Hwy (SR-24) to Upper Ferry Rd	8076	9134	9701	13757	70.3	50.6	41.8
089	Dixon Springs Hwy (SR-25)	From Upper Ferry Rd to Main St. N. (SR-263)	0	5649	5918	6470	N/A	14.5	9.3
091	Bonnell Ln		0	1027	1189	1295	N/A	26.1	8.9
092	Buffalo Valley Hwy (SR-96)	From Medley Ammonett Rd (SR-96) North to Medley Ammonett Rd (SR-96) just South of Nashville Hwy (SR-24)	0	214	262	231	N/A	7.9	-11.8
093	E. Main St. (SR-141)	From Hatton Wauford Pkwy (SR-264)/Gordonsville Hwy (SR-53) to Trousdale Ferry Pk (SR-264)	0	5355	5191	4725	N/A	-11.8	-9.0
094	Hickman Rd.	From Hatton Wauford Pkwy (SR-264) to E. Main St. (SR-141)	0	510	537	354	N/A	-30.6	-34.1
095	Scanty Branch Rd.	From Toetown Rd/Young Branch Rd to just South of Rome Gregory Ln	0	39	27	47	N/A	20.5	74.1
096	Holmes Gap Rd./Blue Bird Dr.	Blue Bird Rd from Alexandria Hwy (SR-53) to Brush Creek Cir; Holmes Gap Rd from Brush Creek Cir West for 2.32 miles	0	588	544	501	N/A	-14.8	-7.9
097	Webster Rd.	From Enigma Rd East 0.87 miles to just South of Ensor Hollow Rd	0	89	67	97	N/A	9.0	44.8
098	Main St. N. (SR-263)	From Dixon Springs Hwy (SR-25) to Hartsville Pk	0	1753	1912	1821	N/A	3.9	-4.8
099	Holmes Gap Rd.	From Holmes Gap Rd three-way intersection South for 1.97 miles	0	59	52	52	N/A	-11.9	0.0
100	Cookeville Hwy (SR-24)	From Old SR-25 to Main St. S.	0	0	6163	6343	N/A	N/A	2.9
101	Dixon Springs Hwy (SR-25)	From Hwy 25 E. (SR-25) to Riddleton Cir/Hallie Ln	0	0	3372	3309	N/A	N/A	-1.9
103	Grant Hwy (SR-141)	From East of Trousdale Ferry Pk (SR-141) to S.P. McClanahan Rd	0	0	609	694	N/A	N/A	14.0
990	Alexandria Hwy (SR-53)	From Blue Bird Dr/Brush Creek Rd South to Brush Creek Rd (SR-53)	0	0	0	2233	N/A	N/A	N/A
991	I-40	From Gordonsville Hwy (SR-53) to just West of Medley Ammonett Rd (SR-96)	28500	35774	36403	41249	44.7	15.3	13.3

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Trousdale County

Station Number	Route	Termini	1995 AADT	2000 AADT	2005 AADT	2015 AADT	1995 - 2015 Percent Change	2000 - 2015 Percent Change	2005 - 2015 Percent Change
002	Fort Blount Rd./Dixon Creek Rd./Parker Branch Rd.	From Lick Creek Rd. to Macon/Trousdale County Border	232	296	206	242	4.3	-18.2	17.5
003	Dog Branch Rd./Pumpkin Branch Rd.	From Dixon Creek Rd. to Macon/Trousdale County Border	103	130	59	103	0.0	-20.8	74.6
005	Hwy. 231 S. (SR-10)(US-231)	From Wilson/Trousdale County Border to Canoe Branch Rd./Oldham Rd.	5058	6020	6551	7735	52.9	28.5	18.1
006	Fort Blount Rd.	From Hwy. 10 (SR-10) to Lick Creek Rd.	805	987	934	751	-6.7	-23.9	-19.6
007	Hwy. 10 (SR-10)	From Hwy. 25 E. (SR-25) to Fort Blount Rd.	4032	4673	4637	4714	16.9	0.9	1.7
009	Hwy. 25 E. (SR-10)	From Sam Beasley Rd. to Hwy. 10 (SR-10)	6190	6896	7008	7584	22.5	10.0	8.2
011	River St. (SR-141)/River Rd. (SR-141)	From River Valley Dr./Puryears Bend Rd. to Lebanon Pike (SR-141)/Cedar Bluff Rd.	1713	1799	2205	2350	37.2	30.6	6.6
012	Puryears Bend Rd./Boat Dock Rd.	From River St. (SR-141) to Old Hwy. 25	792	733	718	982	24.0	34.0	36.8
013	W. Main St./Old Hwy. 25	From Broadway (SR-141)/Church St. to Boat Dock Rd.	914	940	1013	1010	10.5	7.4	-0.3
014	Hwy. 141 N. (SR-141)	From Browning Branch Rd. (SR-260) to McMurry Blvd. W. (SR-10)	2008	2069	2261	2646	31.8	27.9	17.0
015	Halltown Rd.	From McMurry Blvd. (SR-10) to New Halltown Rd.	837	893	1065	1318	57.5	47.6	23.8
018	Browning Branch Rd. (SR-260)	From Templow Rd. to Hwy. 141 N. (SR-141)	508	654	649	660	29.9	0.9	1.7
019	Honeysuckle Rd.	From Browning Branch Rd. (SR-260) to Hwy. 141 N. (SR-141)	596	661	815	714	19.8	8.0	-12.4
020	Hwy. 141 N. (SR-141)	From Macon/Trousdale County Border to Browning Branch Rd. (SR-260)	870	991	1108	1195	37.4	20.6	7.9
022	Browning Branch Rd. (SR-260)	From Hwy. 231 N. (SR-376) (US-231) to Templow Rd.	274	397	342	317	15.7	-20.2	-7.3
023	Templow Rd.	From Hwy. 231 N. (SR-376) (US-231) to Browning Branch Rd. (SR-260)	770	838	979	962	24.9	14.8	-1.7
024	Hwy. 231 N. (SR-376)(US-231)	From Hwy. 25 W. (SR-25) to Echols Rd./Templow Rd.	3165	3386	3977	4409	39.3	30.2	10.9
025	Hwy. 25 W. (SR-25)	From Sumner/Trousdale County Border to Hwy. 231 N. (SR-376)(US-231)	4490	5732	5366	5938	32.2	3.6	10.7
026	Hwy. 231 S. (SR-10)(US-231)	From Canoe Branch Rd./Oldham Rd. to Hwy. 25 W. (SR-25)	4906	5878	6991	7955	62.1	35.3	13.8
029	Sulphur College Rd.	From Old Hwy. 25 to Hwy. 25 W. (SR-10)	131	143	163	192	46.6	34.3	17.8
032	Cedar Bluff Rd.	From Lebanon Pike (SR-141) to Kelley Ln.	219	224	201	220	0.5	-1.8	9.5
034	McMurry Blvd. E. (SR-10)	From Broadway (SR-141)/Halltown Rd. to Sam Beasley Rd.	7036	7764	8117	9369	33.2	20.7	15.4
035	Hwy. 25 W. (SR-10)/McMurry Blvd. W. (SR-10)	From Hwy. 231 (SR-376)(US-231) to Hwy. 141 N. (SR-141)	6215	6595	7522	7226	16.3	9.6	-3.9
036	Broadway (SR-141)/W. Main St. (SR-141)	From McMurry Blvd. (SR-10) to River St. (SR-141)/Front St. Intersection	6047	7290	6383	5764	-4.7	-20.9	-9.7
037	Hwy. 10 (SR-10)	From Fort Blount Rd. to Macon/Trousdale County Border	3139	3729	3809	4396	40.0	17.9	15.4
038	Scanty Branch Rd.	From Smith/Trousdale County Border to Dixon Creek Rd.	139	143	148	143	2.9	0.0	-3.4
040	Hwy. 25 E. (SR-25)	From Hwy. 10 (SR-10) to Smith/Trousdale County Border	3417	3641	3824	3370	-1.4	-7.4	-11.9
042	Oldham Rd.	From Old Hwy. 25 to Hwy. 231 S. (SR-10)(US-231)	331	300	387	455	37.5	51.7	17.6
043	Old Hwy. 25	From Oldham Rd. to Boat Dock Rd.	818	814	879	1019	24.6	25.2	15.9
045	River St. (SR-141)	From E Main St. (SR-141) to Puryears Bend Rd./River Valley Rd.	3064	3536	3126	3277	7.0	-7.3	4.8
046	Beasleys Bend Rd.	From Wilson/Trousdale County Border to End of Beasleys Bend Rd.	0	112	120	87	N/A	-22.3	-27.5
047	McMurry Blvd. W. (SR-10)	From Hwy. 141 N. (SR-141) to Broadway (SR-141)/Halltown Rd.	0	0	9508	11228	N/A	N/A	18.1

Safety Projects

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.79	Clay	Old Gamaliel Rd.	From Macon/Clay County border to Clay County Hwy. (SR-52)	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	2.540
115370.79	Clay	Bakerton Rd.	From Red Boiling Springs Hwy. (SR-151) to Clay County Hwy. (SR-52)	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	9.570
115370.79	Clay	Neeley Creek Rd.	From Dale Hollow Hwy. (SR-53) to Kentucky/Tennessee state border	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	7.080
115370.79	Clay	Moss-Arcott Rd., Henry Boyd Rd.	From Intersection at Rogers Rd./Clay County Hwy (SR-52) and intersection at Lonnie Reecer Rd./Clay County Hwy (SR-52)	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	11.130
115370.79	Clay	Wet Mill Creek Rd.	From Gainesboro Hwy. (SR-53) to Overton/Clay county border	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	8.580
115370.79	Clay	Free Hill Rd.	From Neeley Creek Rd. to 2.56 miles west on Free Hill Rd.	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	2.557
115370.79	Clay	Leonard Rd., Mack Bean Rd.	From Macon/Clay county border to Bakerton Rd.	LRSI	Signs, Pavement Markings, Guard-rail	12/6/2016	Construction Complete	4.348
125450.74	Clay	N/A	Various Local Roads in Clay County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
119807.00	Clay	Tomkinsville Hwy. (SR-51)	Intersection at SR-51 (RSAR)	RSA	Flashing Beacons	9/30/2017	Construction Complete	0.120
119807.00	Clay	Clay County Hwy. (SR-52)	Intersection at SR-52 (RSAR)	RSA	Flashing Beacons	9/30/2017	Construction Complete	0.050
115370.66	Fentress	Banner Springs Rd.,	From Banner-Roslin Rd. to Gatewood Ford Rd.	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	7.210
115370.66	Fentress	Banner-Roslin Rd.	From S. York Hwy. (SR-28) to Banner Springs Rd.	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	2.920
115370.66	Fentress	Mt. Helen Rd.	From Stockton Rd. to Rugby Pk. (SR-52)	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	0.730
115370.66	Fentress	Mt. Helen Rd.	From Stockton Rd. to Old Mt. Helen Rd.	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	4.290
115370.66	Fentress	Mt. Helen Rd.	From Old Mt. Helen Rd. to Albert Bow Rd.	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	1.540
115370.66	Fentress	Albert Bow Rd., Honey Creek Loop Rd.	From Mt. Helen Rd. to Fentress/Scott county border	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	2.776
115370.66	Fentress	Squirrel Flat Rd.	From Buck Mountain Rd. to N. York Hwy. (SR-28)	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	2.470
115370.66	Fentress	Round Mountain Rd.	From Allardt Hwy (SR-52) to Stockton Rd.	LRSI	Various Local Roads in Fentress County (Local Roads Safety Initiative) - Signing, Pavement Marking, Guardrail	12/11/2017	Construction Complete	4.140
115370.66	Fentress	Gatewood Ford Rd.	From Owens Rd. to Fentress/Morgan county border	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	6.640
115370.66	Fentress	Martha Washington Rd.	From W. Deer Lodge Hwy. (SR-62) to S. York Hwy. (SR-28)	LRSI	Signing, Pavement Marking, Guard-rail	12/11/2017	Construction Complete	5.460
125450.61	Fentress	N/A	Various Local Roads in Fentress County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
120091.00	Fentress	Picket Park Hwy. (SR-154)	From Near SR-28 Interchange to SR-297 (RSAR)	RSA	Miscellaneous Safety Improvements	9/30/2017	Construction Complete	5.000
121584.00	Fentress	N. York Hwy. (SR-28)	From Near the Jamestown City Limits to the Pickett County Line	RSA	Signs, Pavement Marking, Guard-rail, and Turn Lane	10/31/2018	Let	12.580

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PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.80	Jackson	Free State Rd.	From Gladdice Hwy. (SR-262) to Murray Ave.	LRSI	Signs, Pavement Markings, Guardrails	7/9/2017	Construction Complete	6.310
115370.80	Jackson	Big Bottom Rd.	From Jennings Creek Hwy (SR-56) to Clay/Jackson county border	LRSI	Signs, Pavement Markings, Guardrails	7/9/2017	Construction Complete	10.340
125450.75	Jackson	N/A	Various Local Roads in Jackson County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
118542.00	Jackson	Cummins Mill Rd. (SR-477)	From Old Gainesboro Hwy. (SR-290) to Dodson Branch Hwy. (SR-135)	RSA	Project involves: signing, pavement markings, and guardrail.	7/2/2015	Closed	5.370
118836.00	Jackson	Dodson Branch Hwy. (SR-135)	From Putnam/Jackson County Line to Lankford Hill Road	RSA	Signing, Pavement Marking	7/9/2017	Construction Complete	3.790
115370.80	Jackson	Free State Rd.	From Gladdice Hwy. (SR-262) to Murray Ave.	LRSI	Signs, Pavement Markings, Guardrails	7/9/2017	Construction Complete	6.310
115370.80	Jackson	Big Bottom Rd.	From Jennings Creek Hwy (SR-56) to Clay/Jackson county border	LRSI	Signs, Pavement Markings, Guardrails	7/9/2017	Construction Complete	10.340
125450.75	Jackson	N/A	Various Local Roads in Jackson County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
118542.00	Jackson	Cummins Mill Rd. (SR-477)	From Old Gainesboro Hwy. (SR-290) to Dodson Branch Hwy. (SR-135)	RSA	Project involves: signing, pavement markings, and guardrail.	7/2/2015	Closed	5.370
118836.00	Jackson	Dodson Branch Hwy. (SR-135)	From Putnam/Jackson County Line to Lankford Hill Road	RSA	Signing, Pavement Marking	7/9/2017	Construction Complete	3.790
115370.71	Macon	Akersville Rd.	From Double Wide Ln. to Kentucky/Tennessee Border	LRSI	Signing and Pavement Marking	12/21/2017	Let	6.421
115370.71	Macon	Heady Ridge Rd.	Heady Ridge Rd., From Jimtown Rd. to 1.3 miles east on Heady Ridge Rd.	LRSI	Signing and Pavement Marking	12/21/2017	Let	1.329
115370.71	Macon	New Harmony Rd.	New Harmony Rd., From Pleasant Valley Rd. to Old Hwy. 52	LRSI	Signing and Pavement Marking	12/21/2017	Let	5.030
115370.71	Macon	Cold Springs Rd.	Cold Springs Rd., From SR-52 to SR-10	LRSI	Signing and Pavement Marking	12/21/2017	Let	7.880
115370.71	Macon	Rocky Mound Rd.	Rocky Mound Rd., From SR-52 to Hanestown Rd.	LRSI	Signing and Pavement Marking	12/21/2017	Let	6.460
115370.71	Macon	Pleasant Valley Rd.	Pleasant Valley Rd., From Cedar Bluff Rd. to New Harmony Rd.	LRSI	Signing and Pavement Marking	12/21/2017	Let	2.460
115370.71	Macon	Hanestown Rd.	Hanestown Rd., From Rocky Mound Rd. to Lambert Rd.	LRSI	Signing and Pavement Marking	12/21/2017	Let	0.630
115370.71	Macon	Long Creek Rd.	Long Creek Rd., From Johnson Rd. to New Bethel Rd.	LRSI	Signing and Pavement Marking	12/21/2017	Let	2.196
125450.66	Macon	N/A	Various Local Roads in Macon County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
103773.02	Macon	SR-10	SR-10, South of Goose Creek to SR-52 in Lafayette	RSA	Widen	8/15/2017	Let	1.800
116865.00	Macon	SR-10	Intersection at Akersville Road/Sycamore Street in Lafayette	RSA	Project involves: Right-of-Way, pavement ap-purtenances, signing, pavement markings, and signalization.	5/1/2015	Closed	0.010
117527.00	Macon	Scottsville Rd.	Scottsville Rd. (SR-10), From East Locust Street to Maple Grove Road	RSA	Project involves: signing and pavement mark-ings.	5/1/2015	Closed	2.860
119534.00	Macon	Carthage Rd.	Carthage Rd. (SR-56), From SR-262 to SR-52 (RSAR)	RSA	project involves: pavement removal, paving, landscaping, signing, pavement markings, signal-ization, and guardrail.	5/26/2016	Construction Complete	5.390
121617.00	Macon	Jimtown Rd.	Jimtown Road, From Heady Ridge Road to SR-52 (RSAR)	RSA	Miscellaneous Safety Improvements	N/A	Active	4.090
122434.00	Macon	Hwy. 52 Bypass W.	Intersection at Ellington Drive in Lafayette (RSAR)	RSA	Safety	N/A	Active	0.010
125478.00	Macon	Hwy. 52 W.	Green Grove Rd (SR-141) to Old Hwy 52, LM 3.39	RSA	Safety Improvements	N/A	Active	0.330
115749.00	Macon	Scottsville Rd. (SR-52)	Scottsville Rd. (SR-10) Intersection at Cold Springs Road, LM 12.83	Spot Safety	Overhead flashing beacon at the intersection of SR-10 @ Cold Springs Rd, LM 12.83	1/10/2014	Closed	0.010

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PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.65	Overton	Rickman Rd.	Rickman Rd., From Overton/Putnam County border to Spicer Rd.	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	9.750
115370.65	Overton	Oakley-Allons Rd.	Oakley-Allons Rd., From near intersection with Old Celina Hwy. to Lonesome Valley Rd. (SR-294)	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	5.900
115370.65	Overton	Jay Bird Rd.	Jay Bird Rd., From Taylor Crossroads Rd. to Byrdstown Hwy. (SR-111)	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	4.200
115370.65	Overton	Jay Bird Rd.	Jay Bird Rd., From Taylors Crossroads Rd. to Overton/Pickett county border	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	1.610
115370.65	Overton	Dry Hollow Rd.	Dry Hollow Rd., From State Hwy. 84 (SR-84) to Shiloh Rd.	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	6.250
115370.65	Overton	Campground Rd.	Campground Rd., From State Hwy. 136 (SR-136) to Hilham Hwy (SR-85)	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	4.160
115370.65	Overton	Windle Community Rd.	Windle Community Rd., From Double Tree Ln. to Tommy Dotson Hwy. (SR-293)	LRSI	Signs, Pvmt Marking & Guardrail	12/11/2017	Construction Complete	7.760
125450.60	Overton	N/A	Various Local Roads in Overton County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
118541.00	Overton	Cookeville Hwy. (SR-111)	Cookeville Hwy. (SR-111), Intersections at SR-293, LM's 3.09 and 3.18 (RSAR)	RSA	Miscellaneous Safety Improvements (J-turn)	N/A	Active	0.090
119983.00	Overton	W. Main St. (SR-85)	W. Main St. (SR-85), From Near Bilbrey Street to SR-52 in Livingston (RSAR)	RSA	Signing and Pavement Marking	10/17/2016	Construction Complete	0.570
118835.00	Overton, Putnam	State Hwy. 136 (SR-136)	State Hwy. 136, From Overton/Putnam County border to Hilham Hwy. (SR-85)	RSA	Paving, Signing, Pavement Marking and Guardrail	10/17/2016	Construction Complete	9.210
118835.00	Overton, Putnam	State Hwy. 136 (SR-136)	State Hwy. 136 (SR-136), State Hwy. 136, From Near SR-293 to SR-85 (RSAR)	RSA	Paving, Signing, Pavement Marking and Guardrail	10/17/2016	Construction Complete	0.390
118835.00	Overton, Putnam	Hilham Rd. (SR-136)	Hilham Rd. (SR-136), From Noel Dr. to Tommy Dodson Hwy. (SR-293) and from near Spring Creek to near Curtis Rd.	RSA	Paving, Signing, Pavement Marking and Guardrail	10/17/2016	Construction Complete	1.360
115370.77	Pickett	Clark Mountain Rd.	From Pendergrass Rd. to Faix Rd.	LRSI	Miscellaneous Safety Improvements	12/11/2017	Construction Complete	3.350
115370.77	Pickett	Pendergrass Rd.	From Livingston Hwy. (SR-111) to Clark Mountain Rd.	LRSI	Signs, Pavement Markings, Guardrail	12/11/2017	Construction Complete	2.430
115370.77	Pickett	Caney Creek Rd.	From Kentucky/Tennessee State border to Pickett/Fentress County border	LRSI	Signs, Pavement Markings, Guardrail	12/11/2017	Construction Complete	4.140
115370.77	Pickett	Koger Mountain Rd.	From US-127 (SR-28) to Caney Creek Rd.	LRSI	Signs, Pavement Markings, Guardrail	12/11/2017	Construction Complete	3.760
115370.77	Pickett	Jones Chapel Rd., Lovelady Rd.	From Cordell Hull Memorial Dr. to Livingston Hwy. (SR-111)	LRSI	Signs, Pavement Markings, Guardrail	12/11/2017	Construction Complete	5.340
125450.72	Pickett	N/A	Various Local Roads in Pickett County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
118538.00	Pickett	Livingston Hwy. (SR-111)	From the Overton County Line to Near Kentucky State Line (RSAR)	RSA	Signing, pavement markings, guardrail, and signalization.	4/12/2015	Closed	11.400
121585.00	Pickett	US-127 (SR-28)	From Parker Rd. SR-295 to the Kentucky/Tennessee State border	RSA	Miscellaneous Safety Improvements	N/A	Let	3.670

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PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.78	Smith	Hiwassee Rd.	Hiwassee Rd., From Lebanon Hwy. to 4.35 miles North on Hiwassee Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	4.350
115370.78	Smith	Beasleys Bend Rd.	Beasleys Bend Rd., From Rome Rd. to Dixon Springs Hwy. (SR-25)	LRSI	Signing, Pavement Marking	12/31/2017	Let	3.120
115370.78	Smith	Horseshoe Bend Ln.	Horseshoe Bend Ln., From Cookeville Hwy. (SR-24) to 5.48 miles North on Horseshoe Bend Ln.	LRSI	Signing, Pavement Marking	12/31/2017	Let	5.480
115370.78	Smith	Pea Ridge Rd.	Pea Ridge Rd., From Stonewall Hwy. (SR-264) to Cookeville Hwy. (SR-24)	LRSI	Signing, Pavement Marking	12/31/2017	Let	5.760
115370.78	Smith	Hogans Creek Rd.	Hogans Creek Rd., From Dyer Branch Rd. to 4.31 miles Northwest on Hogans Creek Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	4.306
115370.78	Smith	Buffalo Rd.	Buffalo Rd., From McClures Bend Rd. to Harris Hollow Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	2.506
115370.78	Smith	Bradford Hill Rd. N.	Bradford Hill Rd. N., From New Middleton Hwy. to 3.95 miles Northwest on Bradford Hill Rd. N.	LRSI	Signing, Pavement Marking	12/31/2017	Let	3.945
115370.78	Smith	Lakeside Dr.	Lakeside Dr., From Defeated Creek Hwy. (SR-85) to McClures Bend Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	2.522
125450.73	Smith	N/A	Various Local Roads in Smith County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
117484.00	Smith	Grant Hwy. (SR-141)	Grant Hwy. (SR-141), From East of House Cemetery to East of Mile Marker 3	RSA	Project involves: signing, pavement markings, and guardrail.	5/27/2014	Closed	0.400
117489.00	Smith	Dixon Springs Hwy. (SR-25)	Dixon Springs Hwy. (SR-25), From West of and to Pleasant Shade Hwy. (SR-80)	RSA	Project involves: signalization, signing, pavement markings, and guardrail.	5/5/2014	Closed	0.120
117811.00	Smith	Dixon Springs Hwy. (SR-25)	Dixon Springs Hwy. (SR-25), Intersection Near Upper Ferry Road/Myers Street	RSA	Turn Lane, Guardrail, Signs, Pvmt Mkg, Flashing Beacons	8/14/2015	Closed	0.640
118548.00	Smith	Hatton Wauford Pkwy. (SR-264), Hickman Hwy. (SR-264), Temperance Hall Hwy. (SR-264)	Hatton Wauford Pkwy. (SR-264), Hickman Hwy. (SR-264), Temperance Hall Hwy. (SR-264), From Smith/Dekalb County border to E. Main St. SR-141 (RSAR)	RSA	Project Involves: Pavement Removal, paving, signing, pavement markings, and guardrail.	5/6/2015	Closed	5.300
124927.00	Smith	Turkey Creek Hwy. (SR-263)	Turkey Creek Hwy. (SR-263), From Dixon Springs Hwy. (SR-25) to Defeated Creek Hwy. (SR-85)	RSA	High friction surface treatment	N/A	Active	5.120
110543.00	Smith	Main St. (SR-141)	Main St. (SR-141), From Marshall Ave. to Meadow Dr.	Spot Safety	Replace unrepairable wiring and lights at both ends of Gordonsville Elementary School	5/15/2011	Closed	0.480
115370.42	Trousdale	Halltown Rd.	From McMurry Blvd. E. (SR-10) to the Trousdale/Macon County border	LRSI	Signing, Pavement Marking	12/31/2017	Let	3.850
115370.42	Trousdale	Old Hwy., W. Main St.	From Oldham Rd. to Broadway (SR-141)	LRSI	Signing, Pavement Marking	12/31/2017	Let	2.560
115370.42	Trousdale	Oldham Rd.	From Hwy 231 S. (SR-10) to Carey Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	1.572
115370.42	Trousdale	Honeysuckle Rd.	From Browning Branch Rd. (SR-260) to Hwy. 141 N. (SR-141)	LRSI	Signing, Pavement Marking	12/31/2017	Let	3.160
115370.42	Trousdale	Templow Rd.	From Hwy. 231 N. (SR-376) to Browning Branch Rd. (SR-260)	LRSI	Signing, Pavement Marking	12/31/2017	Let	2.350
115370.42	Trousdale	Hawkins Branch Rd.	From Honeysuckle Rd., to the North then West, reintersecting Honeysuckle Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	3.452
115370.42	Trousdale	Stubblefield Rd.	From Halltown Rd. to Old Lafayette Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	1.284
115370.42	Trousdale	Starlite Rd.	From Lock Six Rd. to Hwy. 25 E. (SR-25)	LRSI	Signing, Pavement Marking	12/31/2017	Let	3.566
115370.42	Trousdale	Old Hwy. 25	From Hwy. 25 W. (SR-10) to Oldham Rd.	LRSI	Signing, Pavement Marking	12/31/2017	Let	1.752
125450.38	Trousdale	N/A	Various Local Roads in Trousdale County (Local Roads Safety Initiative)	LRSI	Safety	N/A	Active	N/A
101293.01	Trousdale	Lebanon Pk. (SR-141)	Wilson County Line to Hartsville Pike / Cedar Bluff Intersection (including SR-260 Connector from SR-141 to South of the Cumberland River Bridge)	RSA	Reconstruction	11/30/2015	Closed	1.540
116021.00	Trousdale	Broadway, E. Main St., River St., River Rd., Lebanon Pk. (SR-141)	From McMurry Blvd. (SR-10) to the Trousdale/Wilson County border	RSA	Install Bi-directional raised yellow pavement markers, remove and re-place signs, install rumble stripes, etc.	2/10/2012	Let	5.735

