

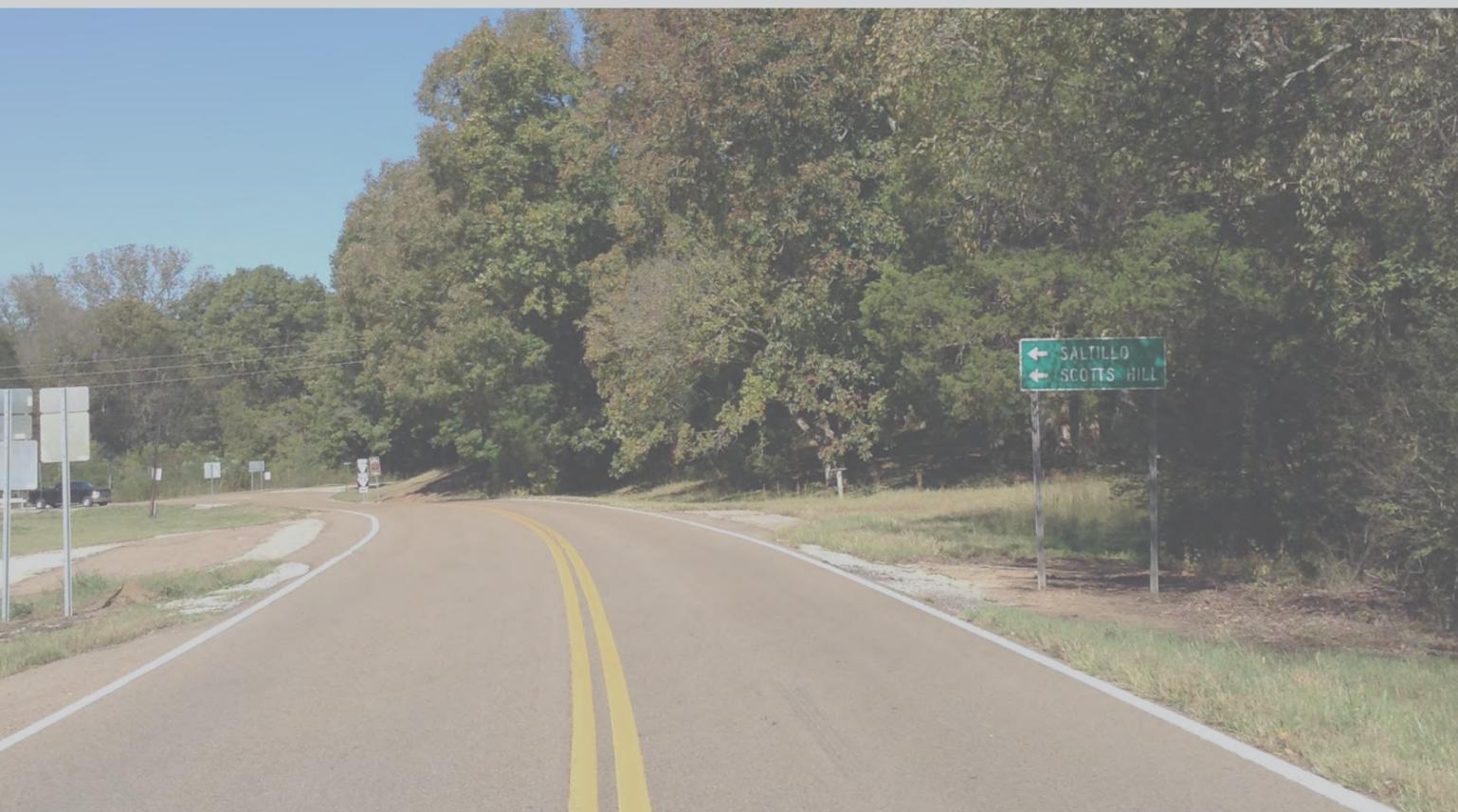
Rural Regional Transportation Plan:

Southwest Rural Planning Organization

Tennessee Department of Transportation



TDOT
Department of
Transportation

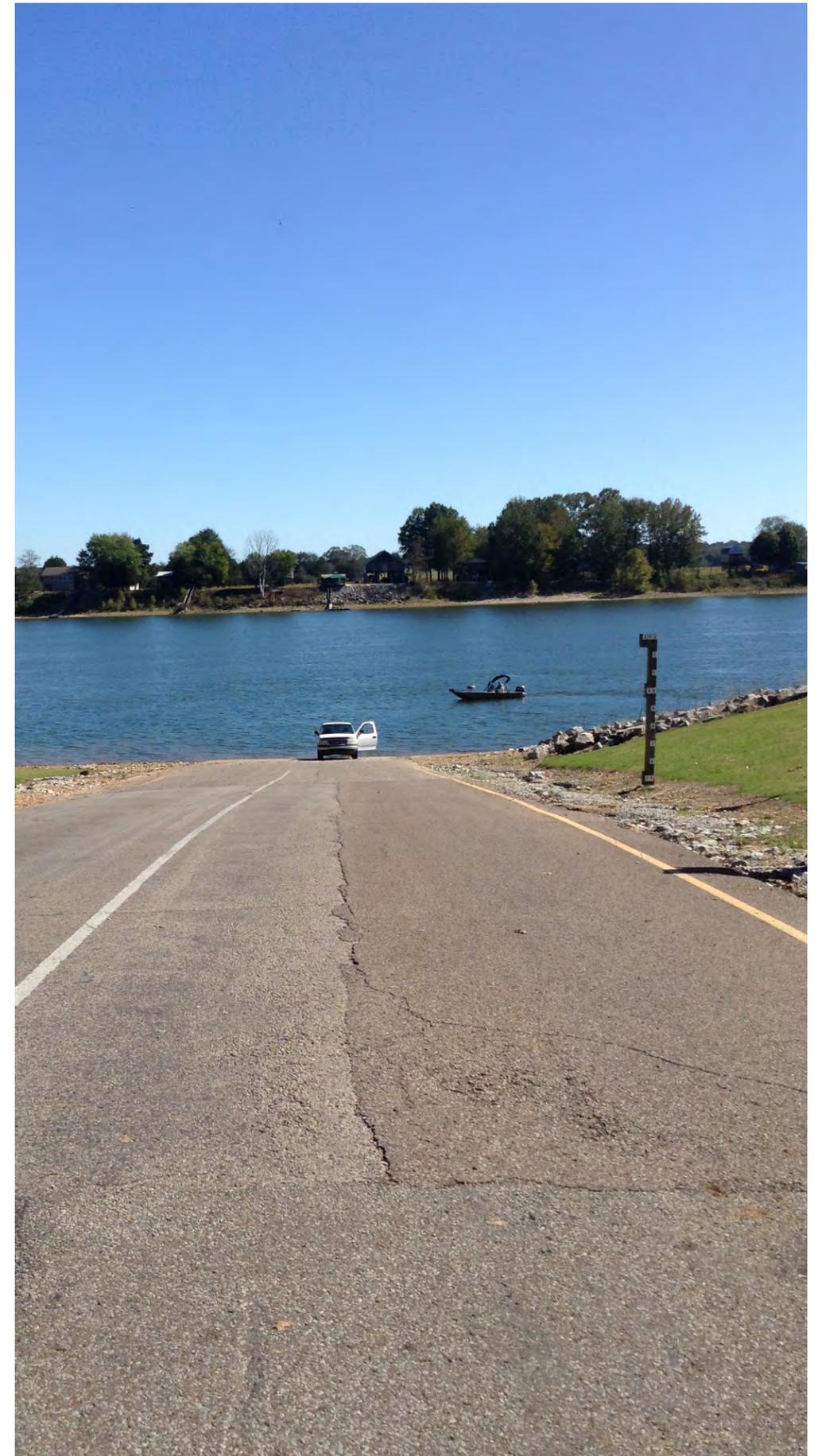


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Southwest Tennessee Development District
Comptroller of the Treasury, Office of Local Governments
Southwest Human Resource Agency

Resolution to Approve and Recommend

RESOLUTION 05-19

RESOLUTION ADOPTING THE RURAL REGIONAL TRANSPORTATION PLAN PREPARED FOR THE SOUTHWEST RURAL PLANNING ORGANIZATION

WHEREAS, the members of the Southwest Rural Planning Organization have committed to supporting and improving the area's transportation system for mobility and accessibility of present and future generations of citizens; and,

WHEREAS, the Tennessee Department of Transportation via the University of Tennessee has prepared a Rural Regional Transportation Plan for the Southwest Rural Planning Organization; and,

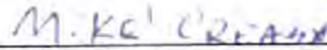
WHEREAS, the Southwest Rural Planning Organization members received an oral presentation on the Southwest Rural Regional Transportation Plan during their meeting held on Wednesday, May 8, 2019; and,

WHEREAS, the members of the Southwest Rural Planning Organization hereby acknowledges receipt of the Rural Regional Transportation Plan prepared for the Southwest Rural Planning Organization for use in sustaining guidance and compatibility with the planning of future development of the transportation network within the study area;

NOW, THEREFORE BE IT RESOLVED by the members of the Southwest Rural Planning Organization, this 8th day of May 2019, that the Southwest Rural Planning Organization does hereby adopt the Rural Regional Transportation Plan prepared for the Southwest Rural Planning Organization as a guiding document to be considered in future planning decisions.

READ, ADOPTED, AND APPROVED IN OPEN PUBLIC MEETING THIS 8th Day of May 2019.

Signed:


Mike Creasy, Chair

Attest:


Shelton Merrell, Southwest RPO Coordinator

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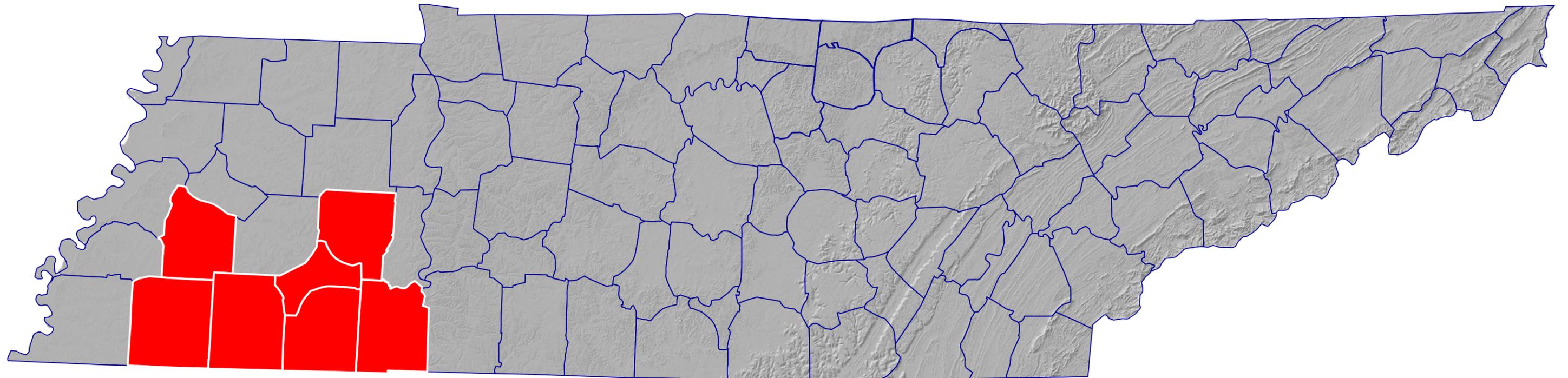
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Executive Summary

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the Southwest Rural Planning Organization (RPO). The planning effort was led by the Tennessee Department of Transportation (TDOT), Long Range Planning Division; the University of Tennessee (UT), Center for Transportation Research; and the Southwest Tennessee Development District (SWTDD). The development of this plan allows local elected officials, citizens, and TDOT to define a collaborative approach to evaluating transportation in the region. The four main goals for the region are:

- » **Monitoring the region's freight traffic while supporting the movement of goods through the region**
- » **Provide multimodal access**
- » **Improve safety throughout the region**
- » **Revitalize collaborative efforts with resurfacing and repaving undertakings**

The goals outlined above were identified as a result of the public engagement process, in order to address the region's most prevalent issues. The recommendations are directly based upon the community concerns identified during the community engagement process. While these projects have been analyzed and reviewed within TDOT's Long Range Planning Division, the recommendations do not mitigate nor circumvent the Community Transportation Planning Request process, as well as the Strategic Transportation Investments Division (STID)'s 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 Southwest Rural Planning Organization (RPO) and the Southwest Tennessee Development District (SWTDD) to develop the Southwest Rural Regional Transportation Plan. The purpose of the plan is to increase the efficiency and effectiveness of the state’s rural transportation infrastructure investments, as well as 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. The plan addresses streets, highways, transit, bike, and sidewalks. The plan brings together various stakeholders from Haywood, Hardeman, McNairy, Hardin, Decatur, Henderson, and Chester 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 that each RPO uses these plans to identify transportation priorities and needs.

OVERVIEW OF THE REGION

Description of the Southwest Rural Planning Organization

The Southwest RPO is located west of the Tennessee River and to its southern border the State of Mississippi. Four of the counties within the RPO are bordered by Madison County which is part of the Jackson MPO, the remainder of the Southwest RPO borders the West TN RPO and to the north the Northwest RPO. A portion of Haywood County is located on the southeastern edge of the New Madrid Seismic Zone. Henderson County is located in the Tennessee Valley Divide, therefore water in this county flows into the Tennessee and Mississippi Rivers. The Tennessee River flows from north to south through Hardin County, bisecting it.



Stantonville

Jackson Metropolitan Planning Organization

The Jackson MPO is the primary entity responsible for transportation planning activities in Madison County, Tennessee, including the cities of Jackson, Medon, and Three Way. Although the Jackson MPO Planning Area aligns with the jurisdictional boundaries of Madison County, the MPO is entirely surrounded by rural communities. Because the counties in the Southwest RPO border Madison County, it is essential that planning efforts in the RPO are responsive and complementary to trends in the Jackson MPO.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required that States utilize a Planning Approach that is performance and outcome-based, focused on the following national goals: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays.

Per the requirements and goals outlined by MAP-21, the Jackson 2045 Long Range Transportation Plan was finalized in 2017. This plan identifies transportation deficiencies and needs within the region, and prioritizes investment opportunities to steer future expenditures. In order to ensure that shifting conditions and priorities in the Jackson MPO Planning Area are considered in this plan, the Jackson 2045 Long Range Transportation Plan was analyzed, and key relevant findings are indicated below.

The Jackson MPO is anticipating significant growth by 2045. Between 2015 and 2045, the population is expected to grow by 22.3 percent, while employment is expected to grow by 43.1 percent. Anticipated growth of this magnitude may have substantial implications for the surrounding rural communities. Because growth in population may inevitably lead to more commuters, it is imperative that roadways and additional infrastructure are in a state of good repair. Additionally, if new jobs in the Jackson MPO are increasingly filled by commuters from the Southwest RPO, additional ridesharing and Transportation Demand Management (TDM) strategies may be desired. Finally, growth in the Jackson MPO may spur additional development opportunities along the I-40 corridor, particularly in Haywood, Henderson, and Decatur Counties. Should this development occur, supporting infrastructure should be adequate and sufficiently available.

Multimodal options are essential for large Environmental Justice (EJ) populations. Environmental Justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. It ensures that no one group disproportionately bears the burden of potential environmental consequences resulting from a defined action, activity, or policy. In the Southwest RPO, ensuring that diverse multimodal options are readily available, particularly to EJ populations, is critical.

Transportation Network Overview

Interstate (I)-40 passes through Haywood, Henderson and Decatur Counties, the northern portion of the Southwest RPO. The primary corridors running east to west are State Route (SR)-1; SR-100; SR-16 and SR-20. The primary corridors running north and south include SR-22; SR-5 and SR-18. There is one public transit agency that serves the Southwest RPO, the Southwest Human Resource Agency. There are currently 231.62 miles of designated bike routes, and 84.65 miles of bike lanes. There are 6.75 miles of greenways within the Southwest RPO. There are four airports. Six railroad companies- CSX; Mississippi Central Railroad; Mississippi Tennessee Railroad; Norfolk Southern; West Tennessee Railroad; and Kansas City Southern Railroad – operate 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.

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Southwest Rural Planning Organization

Introduction & Overview

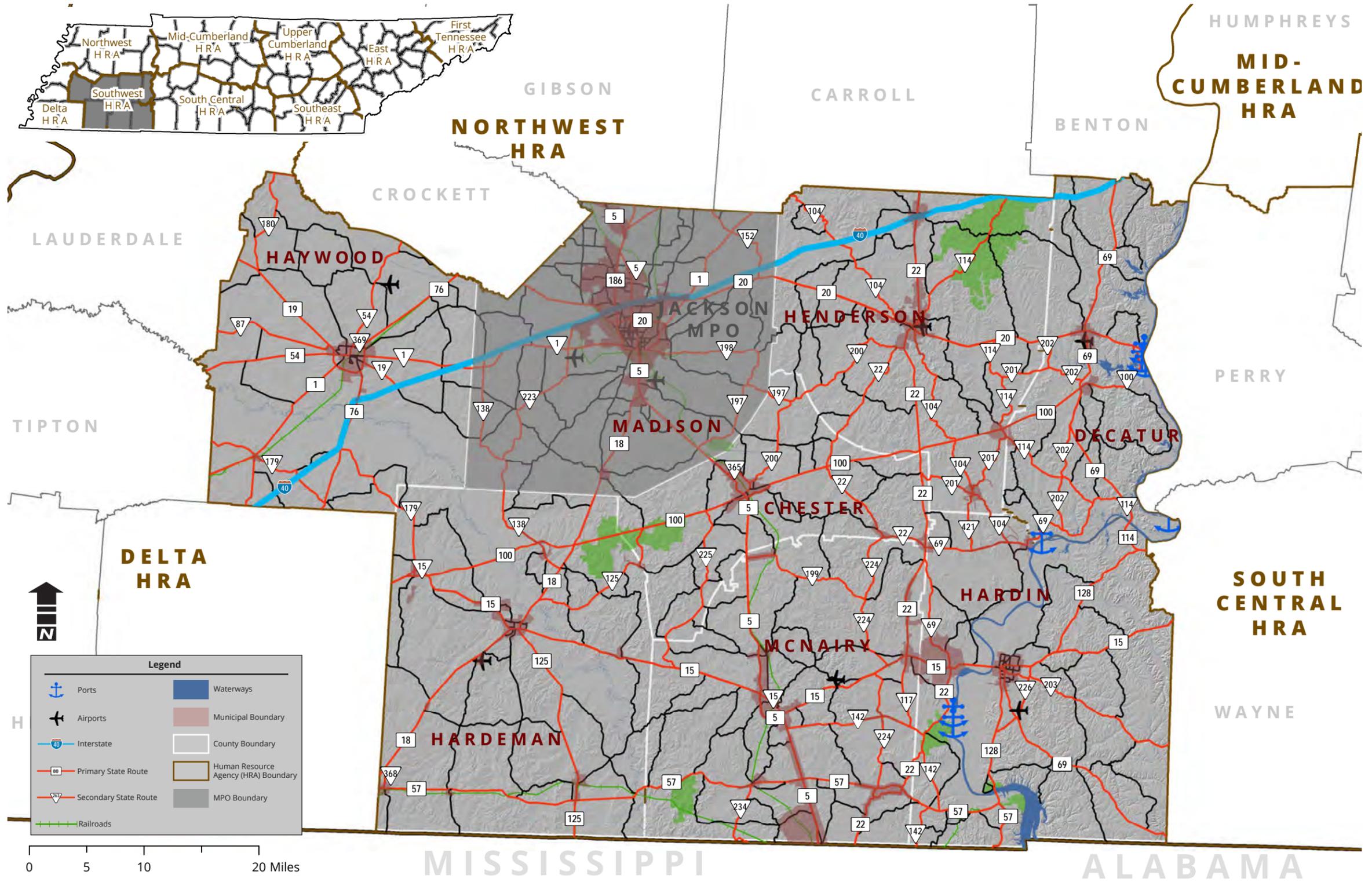
Demographic & Land Use Trends

Regional Transportation System

Goals & Objectives

Recommendations

References & Appendix



Map 1.1

Statewide Transportation Long Range Plan Goals

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

- » 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

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 meetings that took place with representatives from each county. The goals listed below were the most commonly shared throughout the region. It should be noted each county had individual goals as well, which are also listed. However, the priority of the Rural Regional Transportation Plan is to address and strategize for the Southwest RPO's regional transportation network.

GOAL 1 *Monitoring the region's freight traffic while supporting the movement of goods through the region*



GOAL 2 *Provide multimodal access*



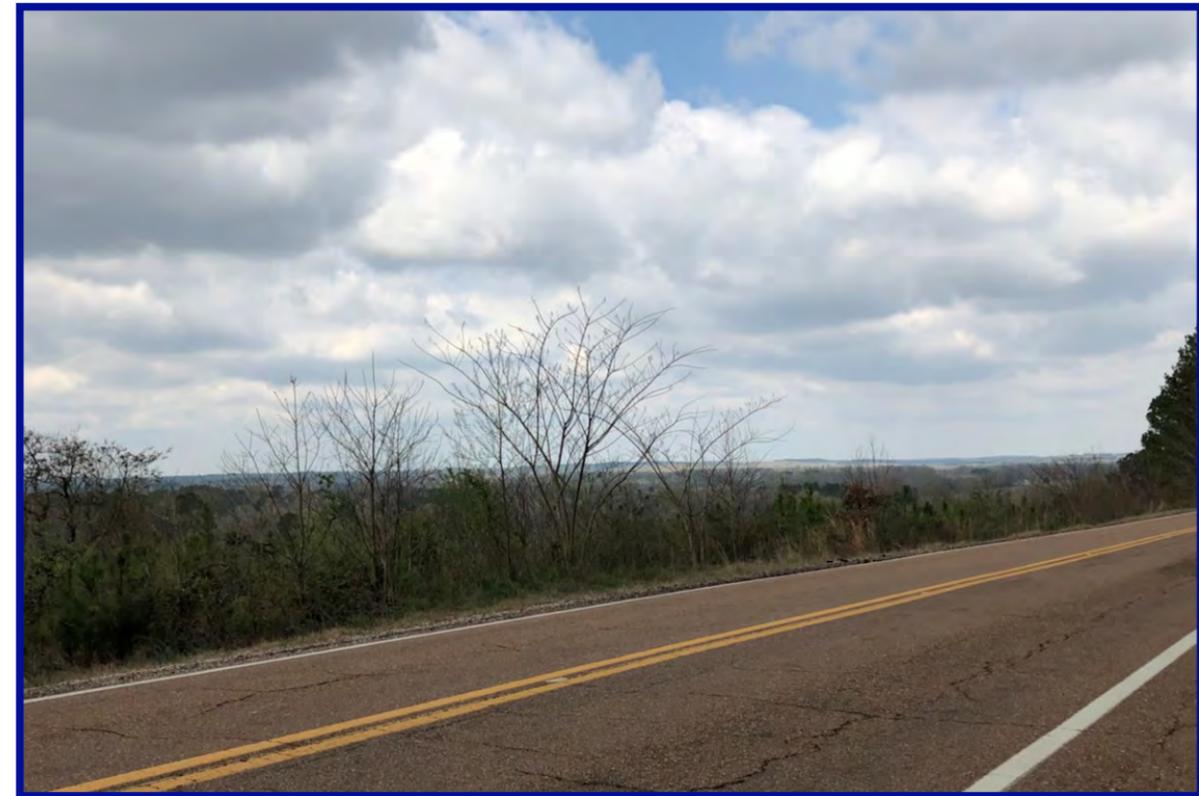
GOAL 3 *Improve safety throughout the region*



GOAL 4 *Revitalize collaborative efforts with resurfacing and repaving undertakings*



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2 DEMOGRAPHIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the Southwest RPO. The analysis takes into consideration future projections for 2017 through 2050. These plans do evaluate minority and low-income populations in each county within the RPO, in addition to other demographic factors, including age, disability, educational attainment, employment, and income. All data collected for this section came from the University of Tennessee's Boyd Center for Business & Economics Research, as well as the U.S. Census Bureau.

Population Trends

The population for the Southwest RPO is currently 152,153, and is projected to fall to 143,453 by the year 2050. This is nearly a six percent decline in population. In comparison, the State of Tennessee is expected to experience a 24 percent change (growth) in population by 2050. Chester and Henderson Counties are expected to see a 14.2 and 7.5 percent increase in population, respectively, while the remaining counties in the RPO are anticipated to experience a decline in population size. The counties declining in population are expected to see between one and 26 percent decreases in population size.

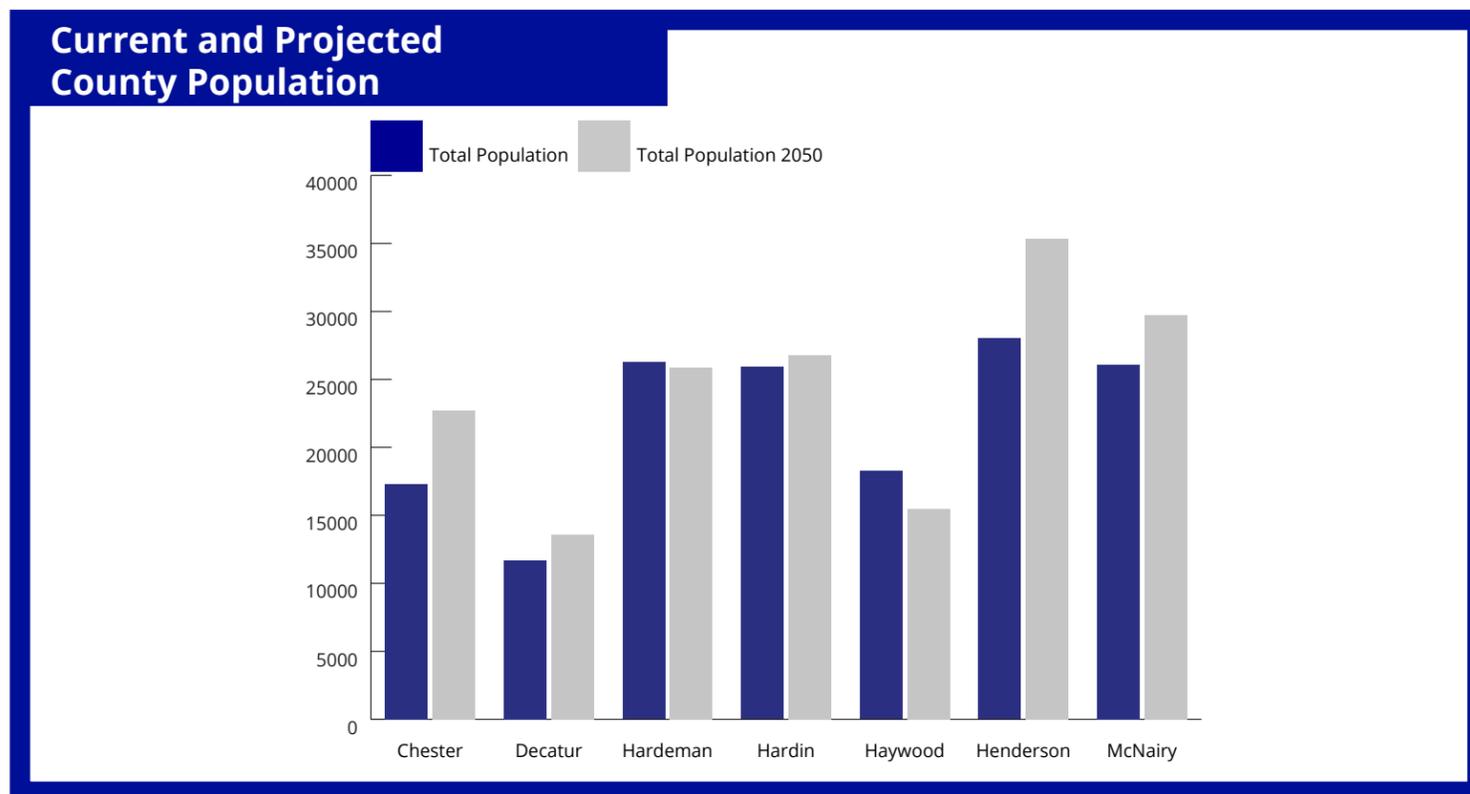


Figure 2.1

Age

The largest age group in both the United States, as well as in Tennessee, is ages 20 to 64 year olds. The state and national averages for ages 20 to 64 are both 59 percent. The Southwest RPO is similar to these state and national averages. Hardeman County has the highest portion of 20 to 64 year olds, at 61.2 percent, while Decatur County has the least, at just over 54 percent. Decatur County has the largest population over 65 in the RPO, with nearly 23 percent of the county's overall population being over 65. In contrast, Chester, Hardeman, Haywood, and Henderson Counties have the smallest proportion of people over 65, each comprising between 16 to 17 percent of the total population. Each of the seven counties has relatively comparable Under 20 populations, ranging from 22 to 28 percent of the population.



Bufford Pusser Festival - McNairy County

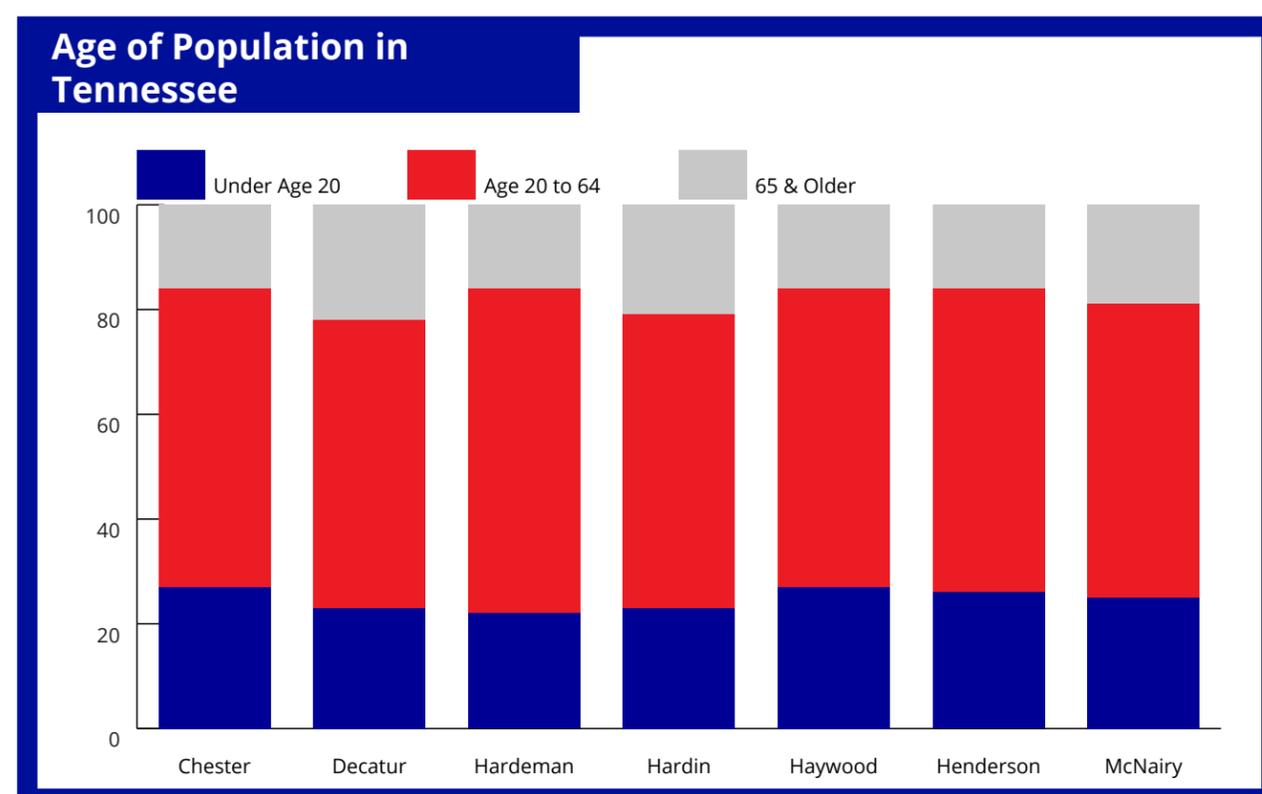


Figure 2.2

Race and Ethnicity

The Hispanic or Latino ethnic group makes up five percent of Tennessee's total population, and nearly 18 percent of the United States' total population. The Southwest RPO is predominately White, with some exceptions. Haywood and Hardeman Counties have the highest populations of African Americans, at 50 and nearly 42 percent, respectively. The remaining five counties have African American populations making up less than 10 percent of each county's total population. Haywood County also has the highest Hispanic population, at four percent. Hardeman and McNairy Counties both have Hispanic populations making up less than two percent of the total population.

Disability

On average, 15 percent of Tennessee's population is disabled. The counties of the Southwest RPO generally have slightly higher disability rates than those of Tennessee as a whole, ranging from 13 to 22 percent. In addition to having the largest portion of the population above 65, Decatur County also has the highest disability rate in the RPO. Chester County has the lowest disability rate, at nearly 13 percent. All counties, except for Chester County, experience an elevated disability rate, when compared with state and national averages.

Disability

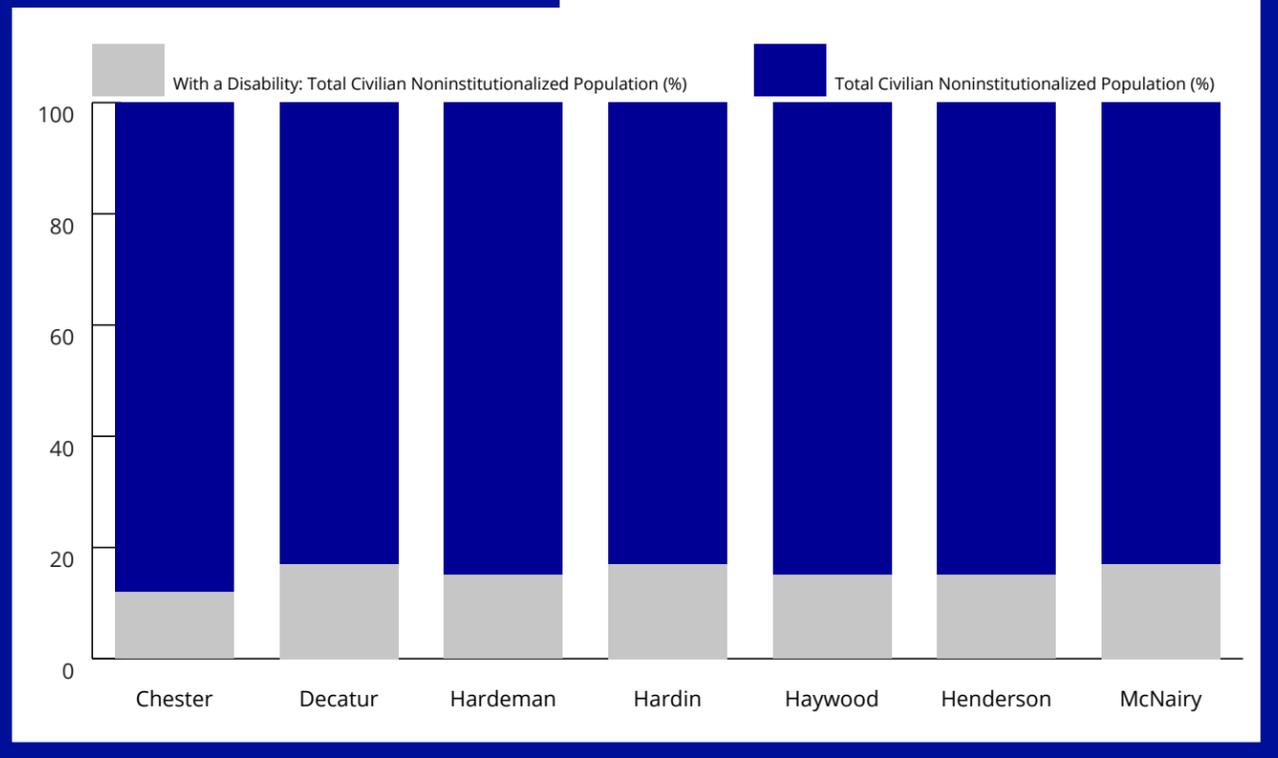


Figure 2.4

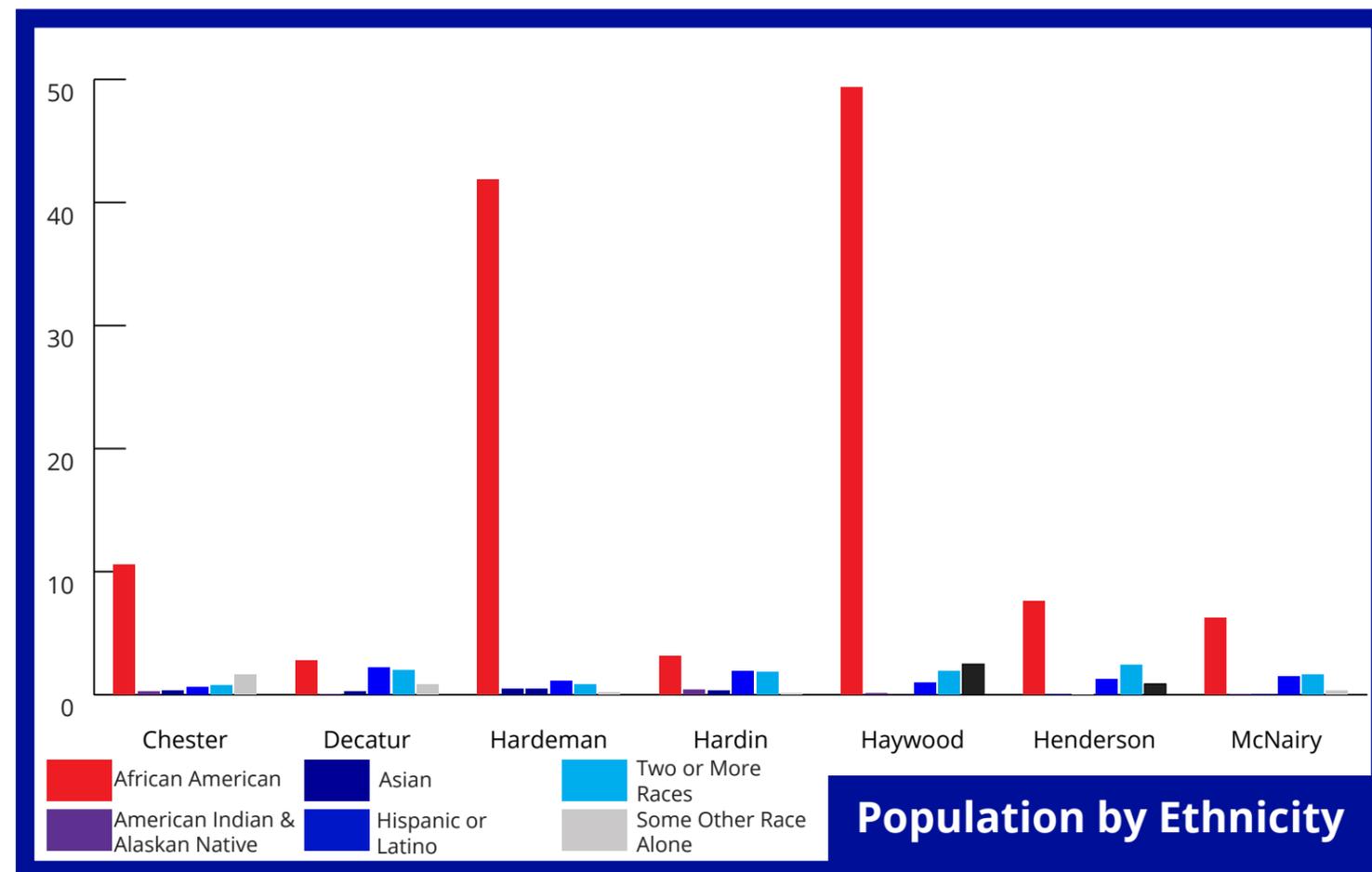


Figure 2.3



Saltillo River Day Festival

Education

The state and national averages for high school graduation (traditional high school diploma or GED) are nearly 33 and 27 percent, respectively. These averages are much higher for each county within the Southwest RPO, as high school graduation rates are between 40 and nearly 48 percent. Higher Education attainment percentages for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, are lower in each of these counties when compared to the state and national averages. Decatur County has the highest percentage of individuals with Some College, No Degree, at about 22 percent. Henderson County has the highest percentage of the population with Associate's Degrees, as well as Bachelor's Degrees, around seven percent and ten percent, respectively. Chester County has the highest percentage of those with Graduate or Professional Degrees, at approximately seven percent.



Selmer Freedom Festival

Chester County BBQ Festival



Festival of the Lakes

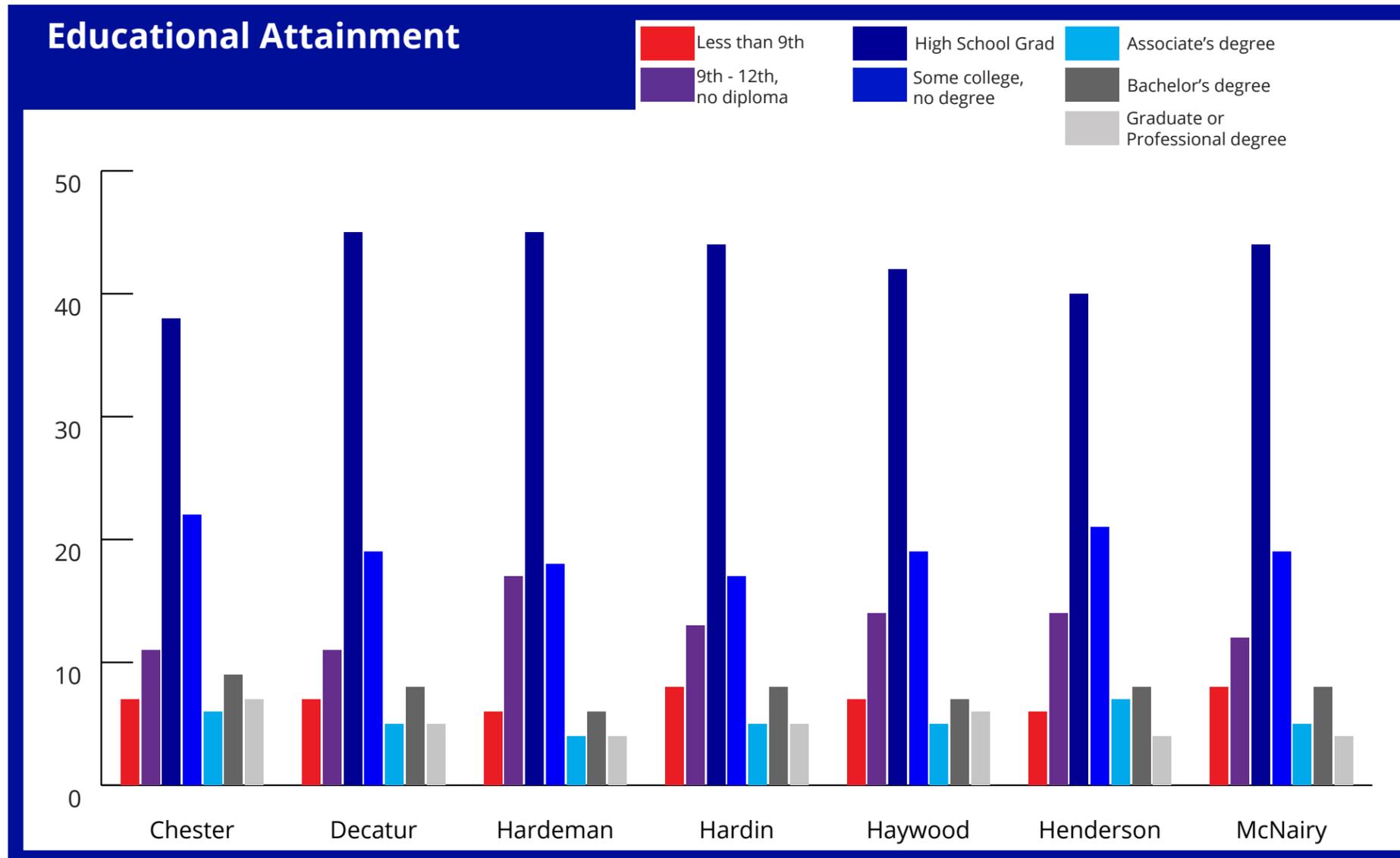


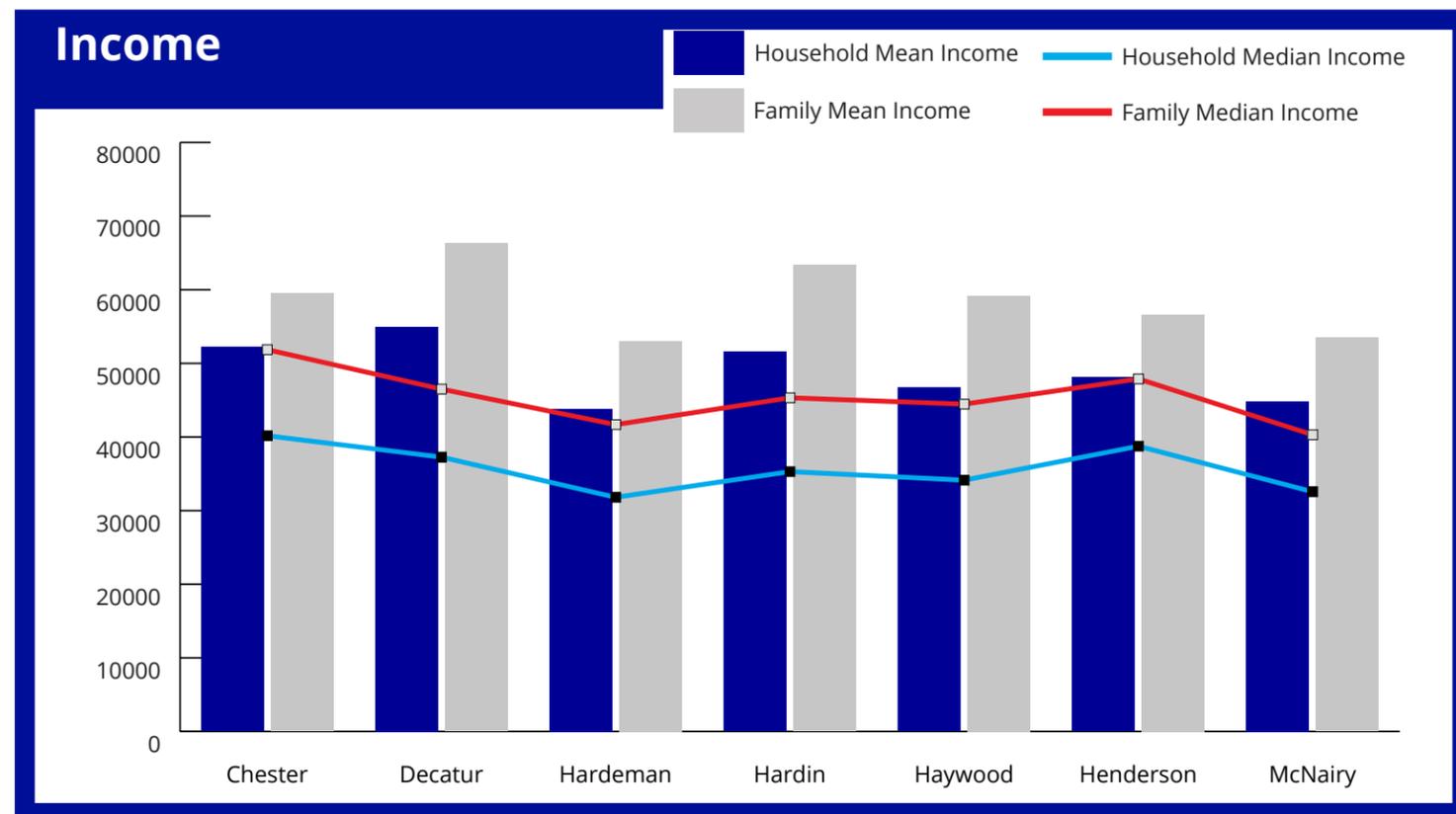
Figure 2.5

Income

This section of the plan provides an overview of the income distribution within the Southwest RPO. It is important to note that “Household” and “Family” were both analyzed. A “Household”, as defined by the U.S. Census Bureau, may consist of all people who occupy a housing unit, regardless of relationship; a “Household” can also simply include an individual living alone. A “Family”, as defined by the U.S. Census Bureau, includes one or more people living in the same household, who are related by birth, marriage, or adoption. When discussing income, “Household” and “Family” are differentiated, to provide a more accurate depiction of the population’s income within the RPO.

Household Mean Income and Family Mean Income throughout the Southwest RPO are correlated. Hardeman and McNairy Counties have the lowest Household Mean Incomes (\$46,012 and \$46,660, respectively) and Family Mean Incomes (\$55,586 and \$56,444, respectively). Hardin County has the highest Household Mean Income at \$56,340, and Family Mean Income at \$70,220. Tennessee’s Household Mean Income is \$65,368, and Family Mean Income is \$77,112. The national Household Mean Income is \$77,866, and the Family Mean Income is \$90,960. The Southwest RPO’s Household Mean Income and Family Mean Income are lower than both state and national averages.

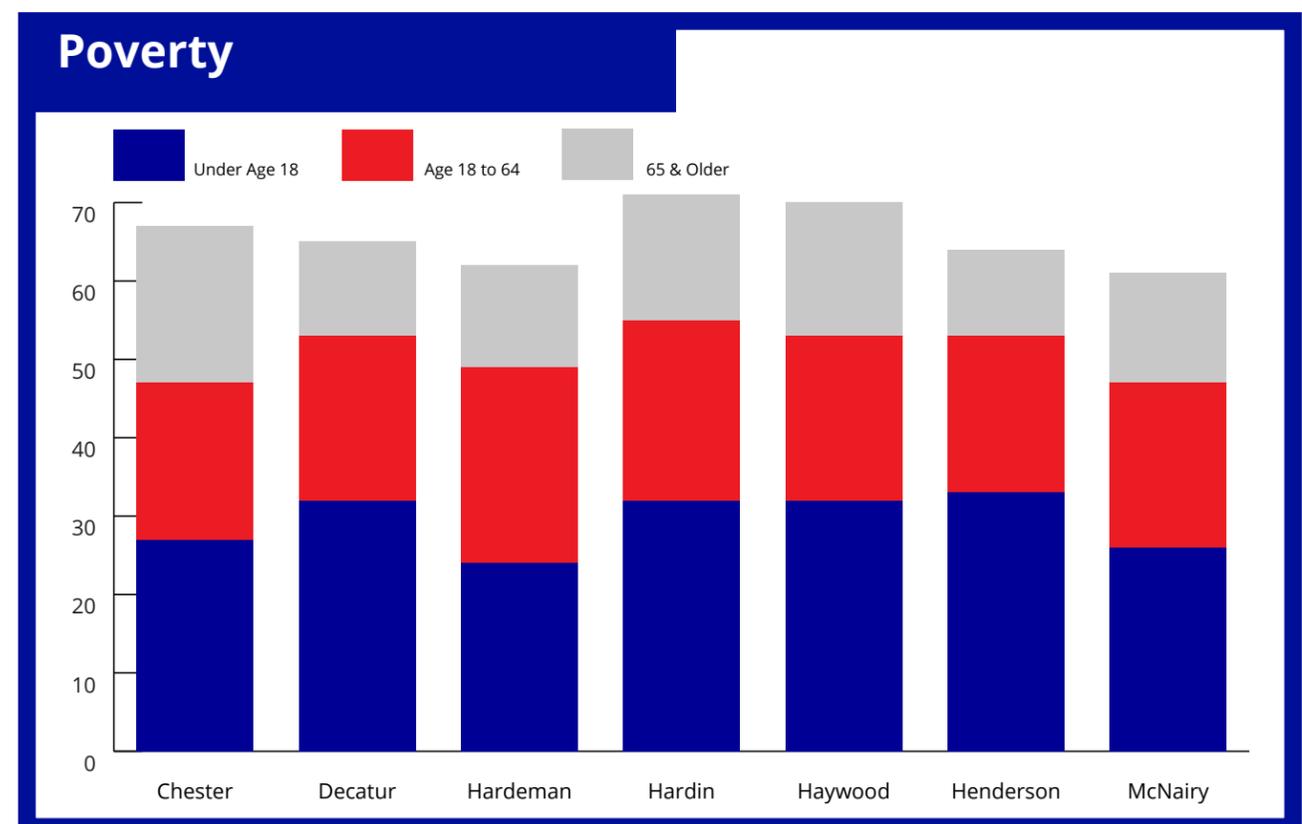
Figure 2.6



Poverty

Poverty is defined by measuring the following: family size of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of householder; Consumer Price Index (CPI) for all items; and gross income before taxes. If the income is below this defined poverty measure, then a family is considered to be living in poverty. The chart for the Southwest RPO is broken into three age groups: 1) Under 18; 2) Ages 18-64; and 3) 65+. This provides, respectively, an indication of the percentage of children living in poverty, percentage of working age group living in poverty, and percentage of elderly and aging populations living in poverty within the area. The largest population of those living in poverty is children. In each of the seven counties, the percent of children living in poverty ranges from 21 to 33 percent. The state and national averages for those 18 and under living in poverty are 25 and 21 percent, respectively. Within the Southwest RPO, 17 to nearly 24 percent of those ages 18 to 64 are living in poverty. For this same age group, the state average is 16 percent, and the national average is 14 percent. The state and national averages for those over 65 living in poverty are between nine and 10 percent, while in the Southwest RPO, these rates are between nine and 18 percent.

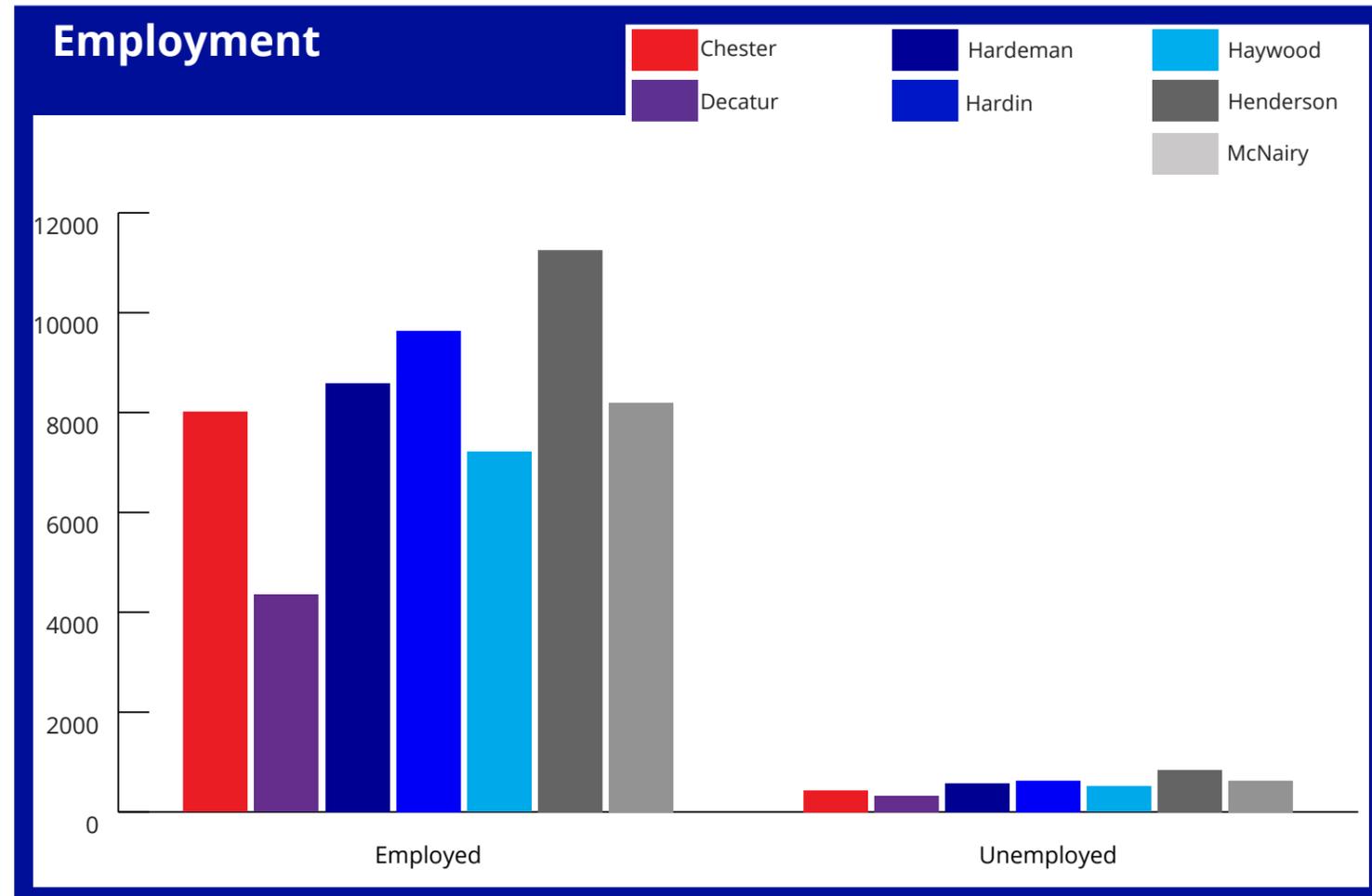
Figure 2.7



Employment

Unemployment is defined by the U.S. Census Bureau as “any civilian 16 years old and over who is 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, but very comparable, as both are slightly higher than seven percent. All counties within the Southwest RPO experience higher or comparable unemployment rates, when compared to state and national averages. The unemployment rates within the Southwest RPO range from 7.2 to 18.2 percent; Haywood County exhibits the lowest unemployment rate, and Hardeman County experiences the highest.

Figure 2.8



Demographic Summary

Demographic trends have implications on the transportation network within a region. Although population within the RPO is projected to decrease, there are still several segments of the general population that should be given additional consideration when transportation decisions are being made. These groups within the Southwest RPO include low-income, disabled, and aging populations. Due to the Rural Regional Transportation Plan examining these communities at a regional level, specific communities and locations were not identified; however, it should be noted that these populations do live within these rural communities. These groups have historically needed improved access to social services and other forms of assistance.

They are also more dependent on fixed-route or demand-responsive transit in rural areas. From the analyses conducted, the Southwest RPO has been determined to have elevated poverty and disability rates, compared to state and national averages. When making long-range planning decisions with long-term implications, these populations should be considered significantly.

Table 2.1

Southwest Unemployment Status	
County	% Unemployment
Chester	4%
Decatur	3.9%
Hardeman	4.6%
Hardin	2.8%
Haywood	3.4%
Henderson	4.4%
McNairy	2.7%
Tennessee	7.5%
National	7.4%

Sources:

Tennessee and National Unemployment according to the Bureau of Labor Statistics

County Unemployment according to State of Tennessee Bureau of Labor Statistics May 2017 data

Chester County BBQ Festival



Industries and Freight Movement

The prevalence of industry and freight movement within a region greatly 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:

- » The locations of transportation infrastructure investments can steer industry growth and freight flow to certain geographical areas.
- » Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

Manufacturing is a predominant industry in each county within the Southwest RPO. The Manufacturing Location Quotient for each county within the Southwest RPO is higher than Tennessee's Manufacturing Location Quotient. In Hardeman, Hardin, Haywood, and McNairy Counties, the Manufacturing Location Quotient is two to three times higher than Tennessee's. Three of the counties receive 50 percent of their total quarterly wages from the Manufacturing industry. Additionally, the highest average weekly wages come from Manufacturing in four of the counties in the RPO. Because Manufacturers typically move large volumes of freight, they often require vital transportation arteries to move goods and inventory.

The Southwest RPO also shows a prevalence of Natural Resources and Mining industries. Decatur, Hardeman, and Haywood Counties all have a Natural Resources and Mining Location Quotient much higher than Tennessee's. Decatur County's highest average weekly wage comes from Natural Resources and Mining. The Natural Resources and Mining industry is often also frequently a user of freight networks and arteries to transport materials.

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

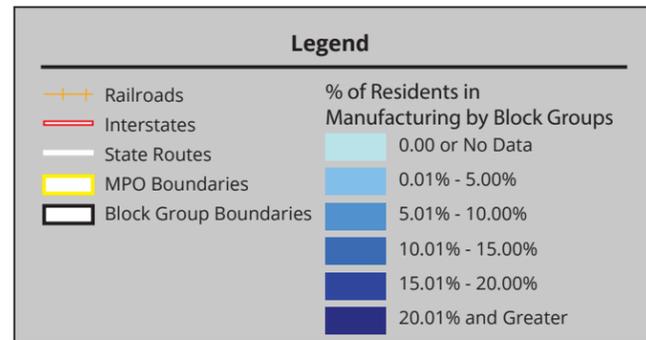
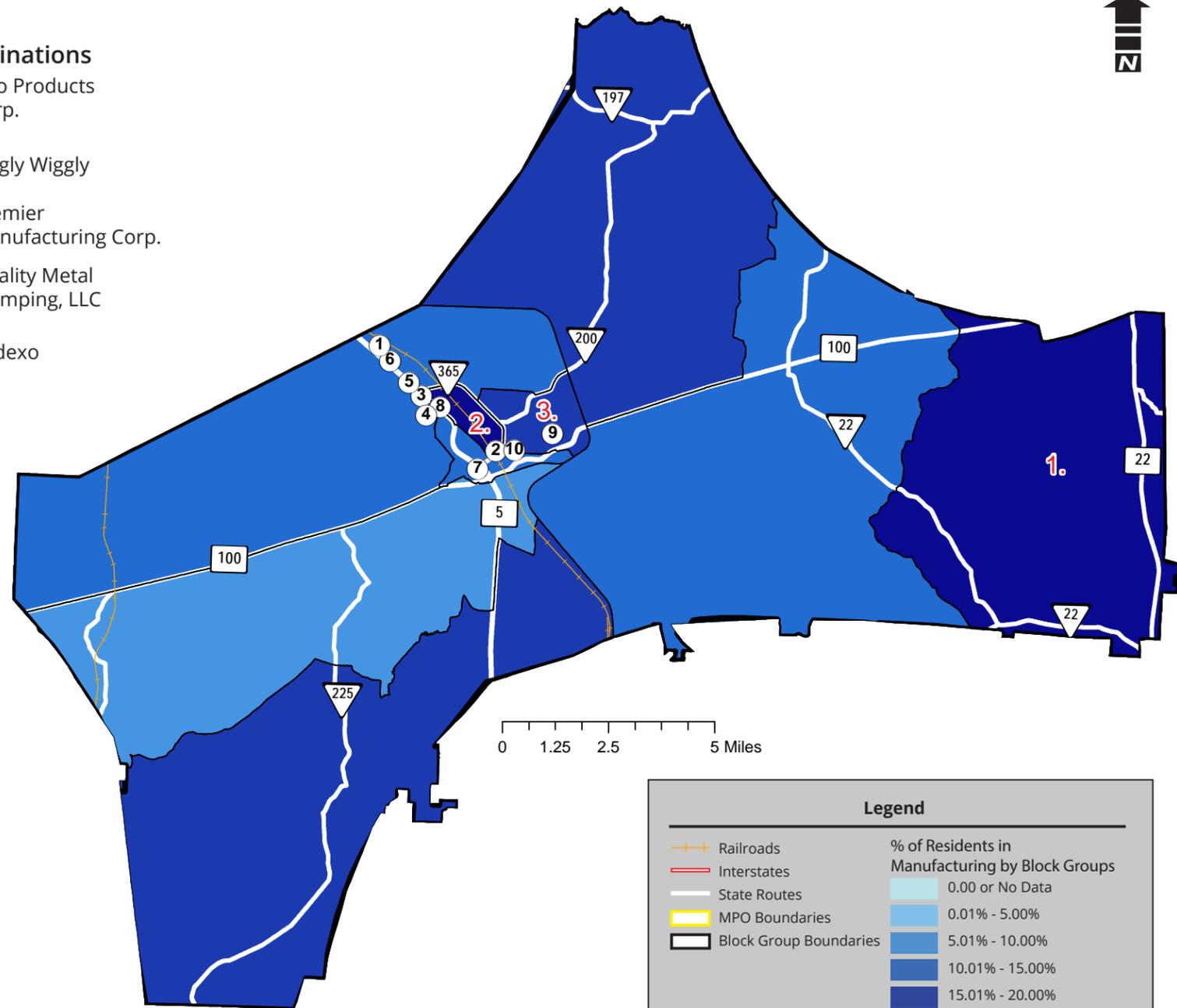
- | | |
|--|---|
| » Anvil International (Chester County) | » Savannah Millwork Fab & Stone (Hardin County) |
| » Premier Manufacturing Corp. (Chester County) | » Dynametal Technologies (Haywood County) |
| » Manitowoc Refrigeration Group (Decatur County) | » MTD Products Inc. (Haywood County) |
| » Vulcan Materials Co. (Decatur County) | » AutoZone Distribution Center (Henderson County) |
| » B&C Trucking Inc. (Hardeman County) | » Manufacturers Industrial Group (Henderson County) |
| » Thyssen Krupp Elevator (Hardeman County) | » General Electric (McNairy County) |
| » Clayton Homes (Hardin County) | » Ripley Industries Inc. (McNairy County) |



Chester County Economic Profile

Major Freight Destinations

- ① Anvil International
- ② Gleaner's House
- ③ Henderson Stamping Inc.
- ④ Lofton Chevrolet Inc.
- ⑤ Lonnie Cobb Ford
- ⑥ Neo Products Corp.
- ⑦ Piggly Wiggly
- ⑧ Premier Manufacturing Corp.
- ⑨ Quality Metal Stamping, LLC
- ⑩ Sodexo



Map 2.1

Table 2.2

Chester County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Manufacturing	\$836
2	Education and Health Services	\$824
3	Financial Activities	\$651
4	Trade, Transportation, and Utilities	\$552
N/A	Natural Resources and Mining	No Data

Chester County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	71
2	Professional and Business Services	31
3	Construction	27
7	Manufacturing	21
10	Natural Resources and Mining	1

Table 2.3

Employment Location Quotients (LQ)*

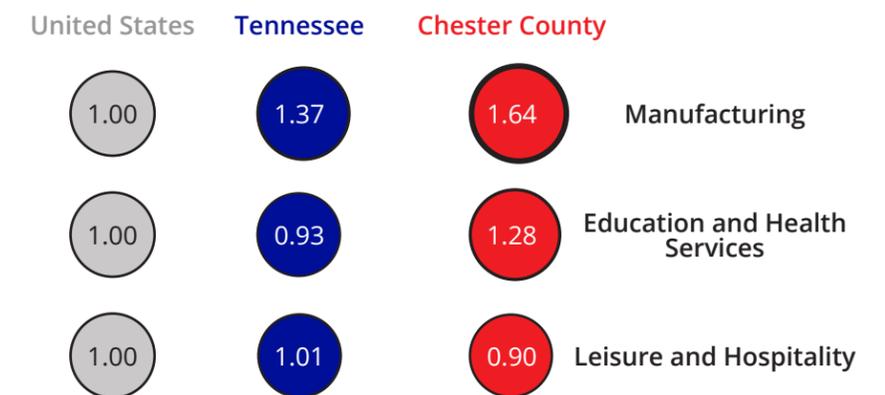


Table 2.4

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Education and Health Services	33.13%	1	33.62%
Manufacturing	25.08%	3	17.03%

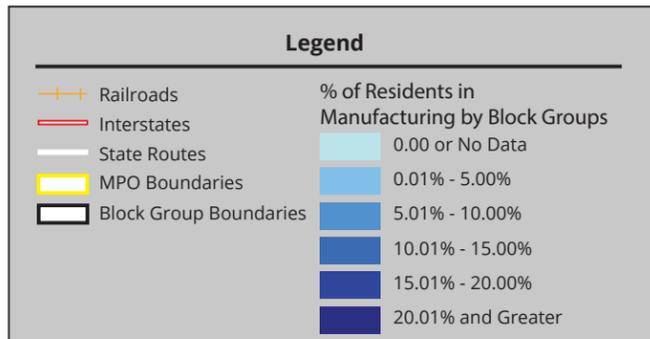
*Total Quarterly Wages

Table 2.5

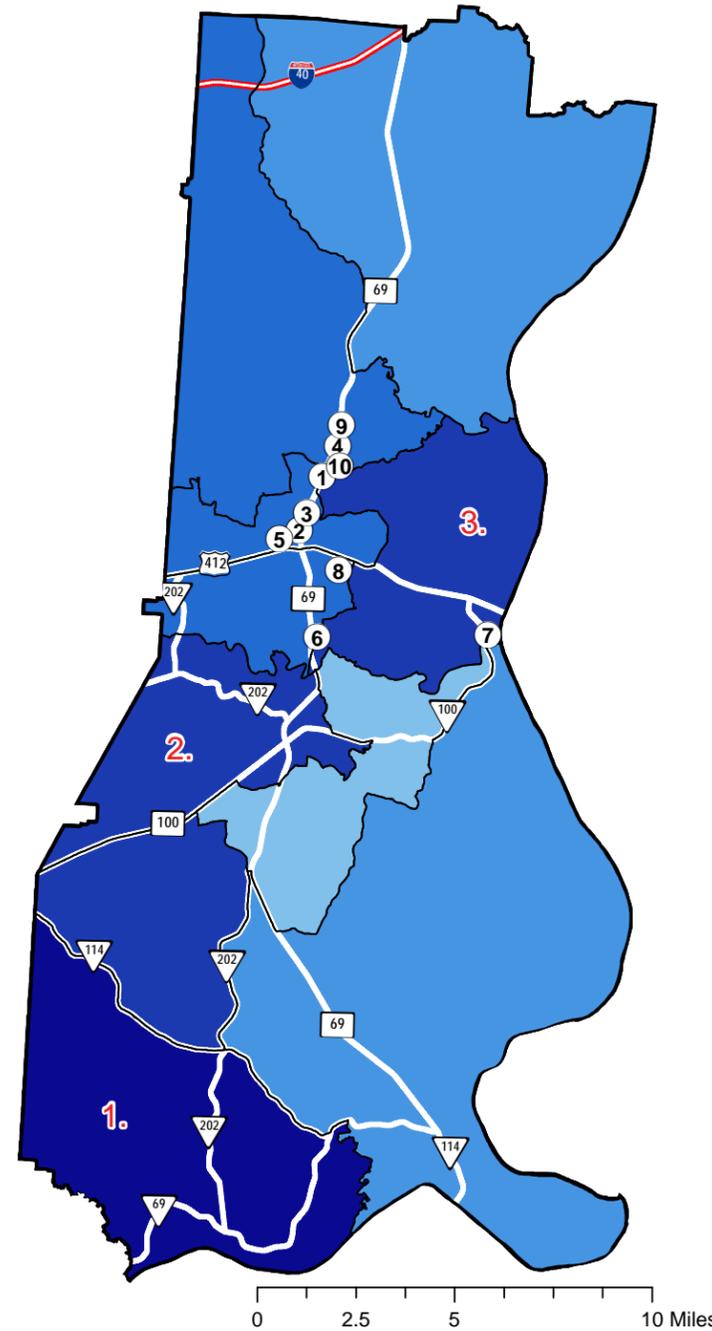
- Sources:
- Quarterly Census of Employment Wages, Bureau of Labor Statistics, 2015-2016
 - American Community Survey, US Census Bureau, 2015
 - InfoGroup, 2016
 - Tennessee Department of Transportation

*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 Chester 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.

Decatur County Economic Profile



Map 2.2



Major Freight Destinations

- ① Ampharm Inc.
- ② Food Giant
- ③ Fred's Super Dollar
- ④ Manitowoc Refrigeration Group
- ⑤ Piggly Wiggly
- ⑥ Quinn Construction Group
- ⑦ Tinker Sand & Gravel Scales
- ⑧ Townsend Chevrolet-Buick
- ⑨ Vulcan Materials Co.
- ⑩ Wally Mo Trailers

Table 2.8

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Education and Health Services	43.25%	1	21.68%
Manufacturing	22.57%	3	18.83%

*Total Quarterly Wages

Table 2.9

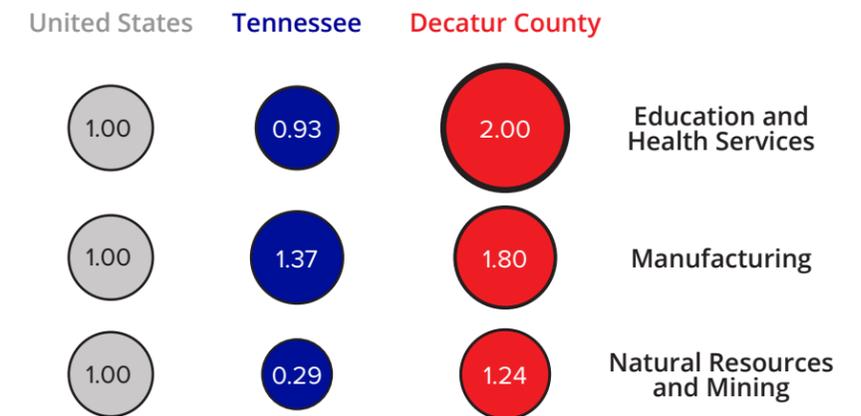
Table 2.6

Decatur County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Construction	\$923
2	Natural Resources and Mining	\$876
3	Manufacturing	\$868
8	Trade, Transportation, and Utilities	\$607

Decatur County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	58
2	Professional and Business Services	24
3	Education and Health Services	23
5	Manufacturing	17
9	Natural Resources and Mining	7

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 Decatur 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

Hardeman County Economic Profile

Introduction & Overview

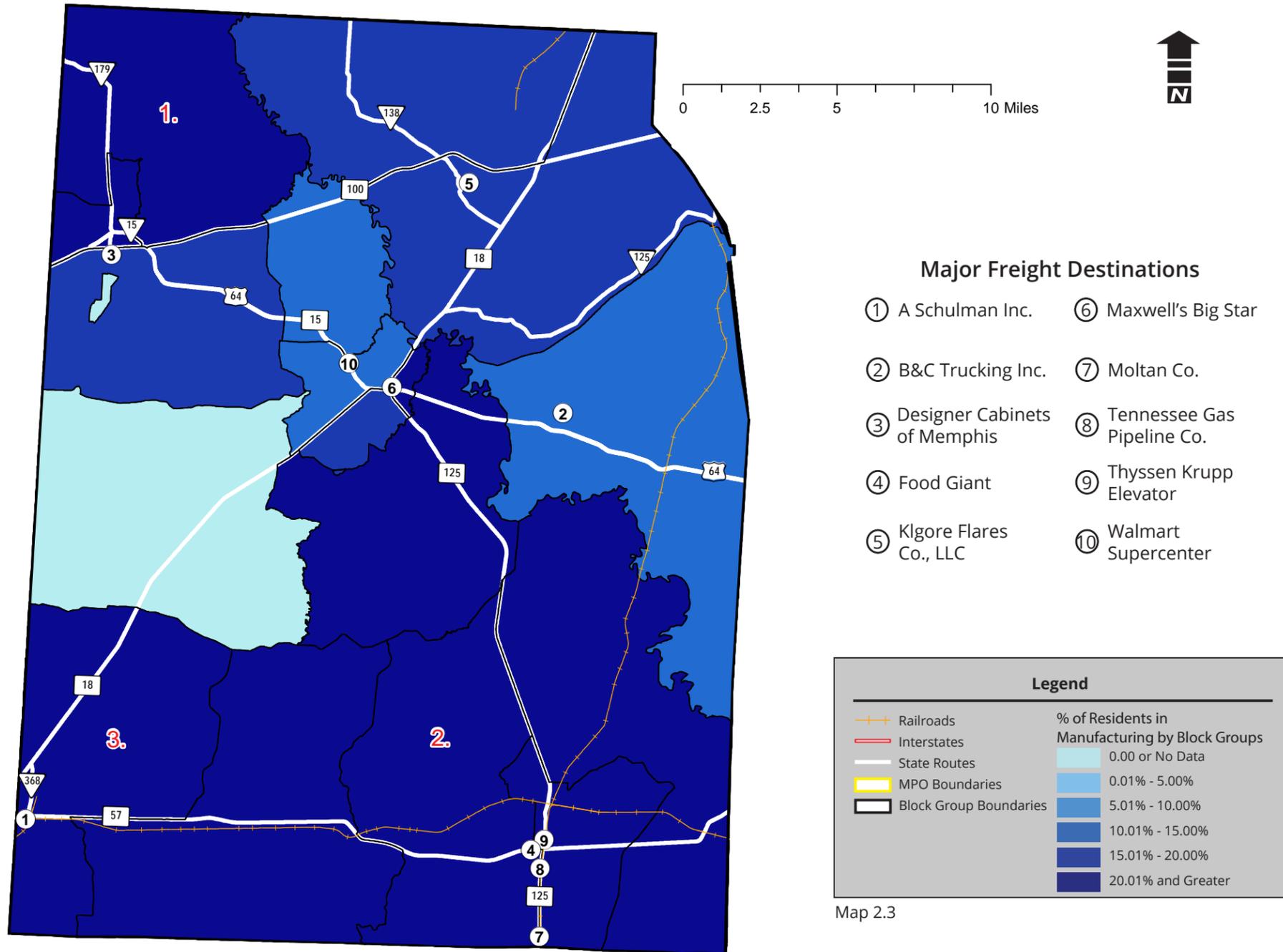
Demographic & Land Use Trends

Regional Transportation System

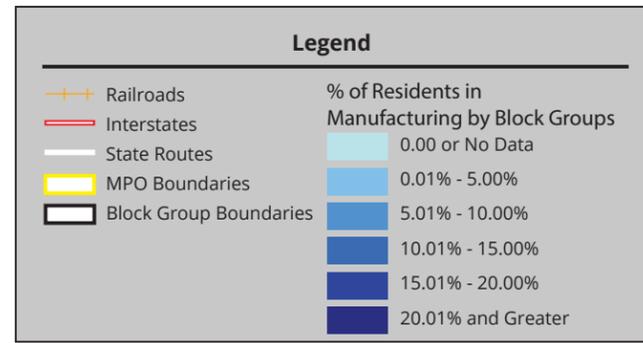
Goals & Objectives

Recommendations

References & Appendix



- ### Major Freight Destinations
- ① A Schulman Inc.
 - ② B&C Trucking Inc.
 - ③ Designer Cabinets of Memphis
 - ④ Food Giant
 - ⑤ Klgore Flares Co., LLC
 - ⑥ Maxwell's Big Star
 - ⑦ Moltan Co.
 - ⑧ Tennessee Gas Pipeline Co.
 - ⑨ Thyssen Krupp Elevator
 - ⑩ Walmart Supercenter



Map 2.3

Table 2.10

Hardeman County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Unclassified	\$1,299
2	Professional and Business Services	\$1,202
3	Natural Resources and Mining	\$859
8	Manufacturing	\$637
10	Trade, Transportation, and Utilities	\$572

Hardeman County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	130
2	Education and Health Services	51
3	Professional and Business Services	49
8	Manufacturing	27
9	Natural Resources and Mining	12

Table 2.11

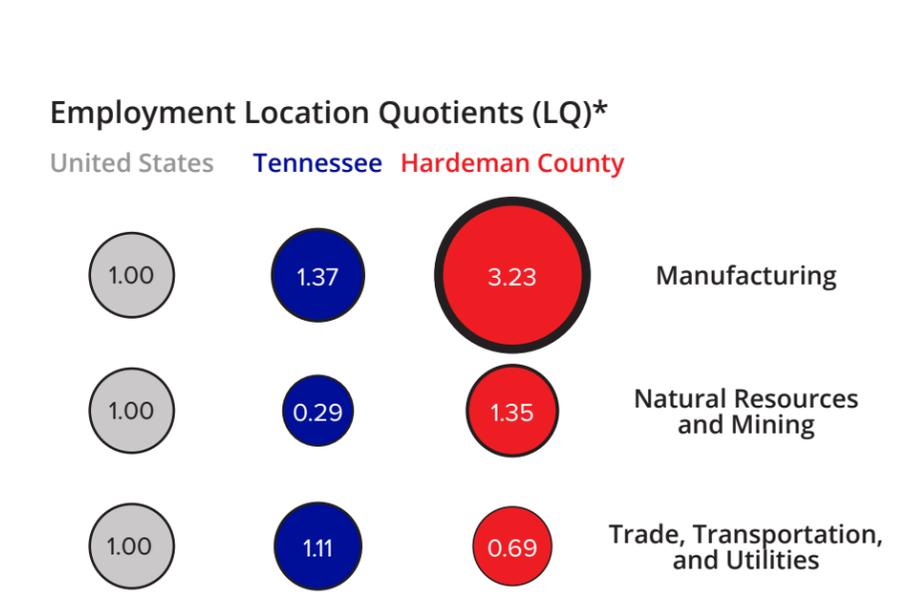


Table 2.12

Major Industry	
Industry	% of TQW*
Manufacturing	50.14%
Trade, Transportation, and Utilities	13.63%

*Total Quarterly Wages

Table 2.13

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	33.02%
2	27.06%
3	26.84%

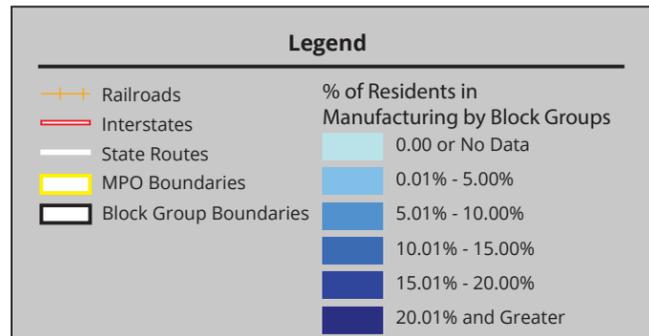
*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Hardeman County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to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

Hardin County Economic Profile

Major Freight Destinations

- ① Clayton Homes
- ② Design Team Sign Co.
- ③ Durham School Services
- ④ Jones Motor Company
- ⑤ Kroger
- ⑥ Packaging Corp. of America
- ⑦ Praxis Co., LLC
- ⑧ Savannah Food Co.
- ⑨ Savannah Millwork Fab & Stone
- ⑩ Walmart Supercenter



Map 2.4

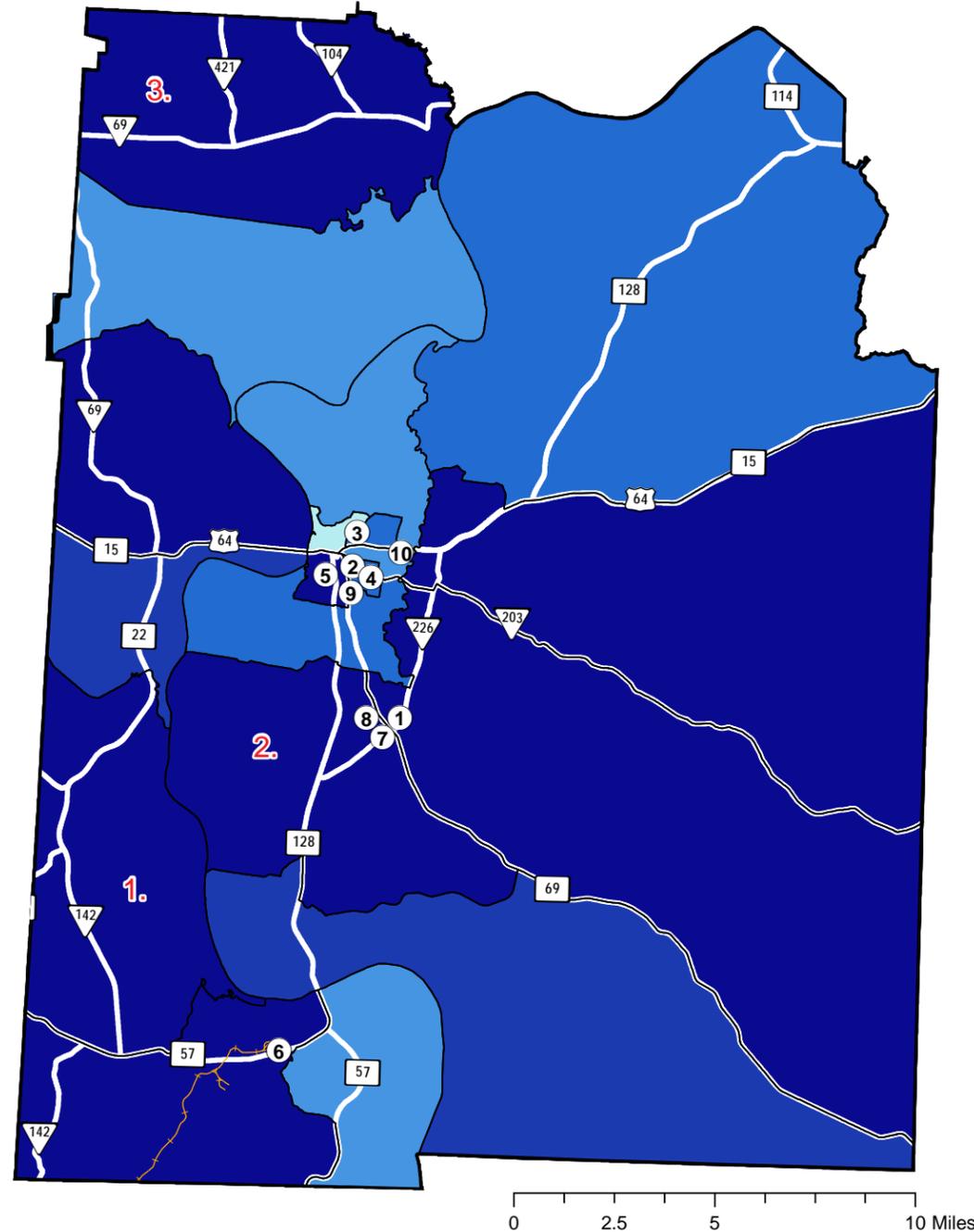


Table 2.14

Hardin County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Manufacturing	\$1,157
2	Financial Activities	\$771
3	Construction	\$749
6	Natural Resources and Mining	\$633
7	Trade, Transportation, and Utilities	\$567

Hardin County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	140
2	Leisure and Hospitality	57
3	Education and Health Services	57
8	Manufacturing	31
10	Natural Resources and Mining	9

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 Hardin 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		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Manufacturing	48.96%	1	49.59%
Trade, Transportation, and Utilities	18.53%	2	32.76%
		3	31.74%

*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

Haywood County Economic Profile

Introduction & Overview

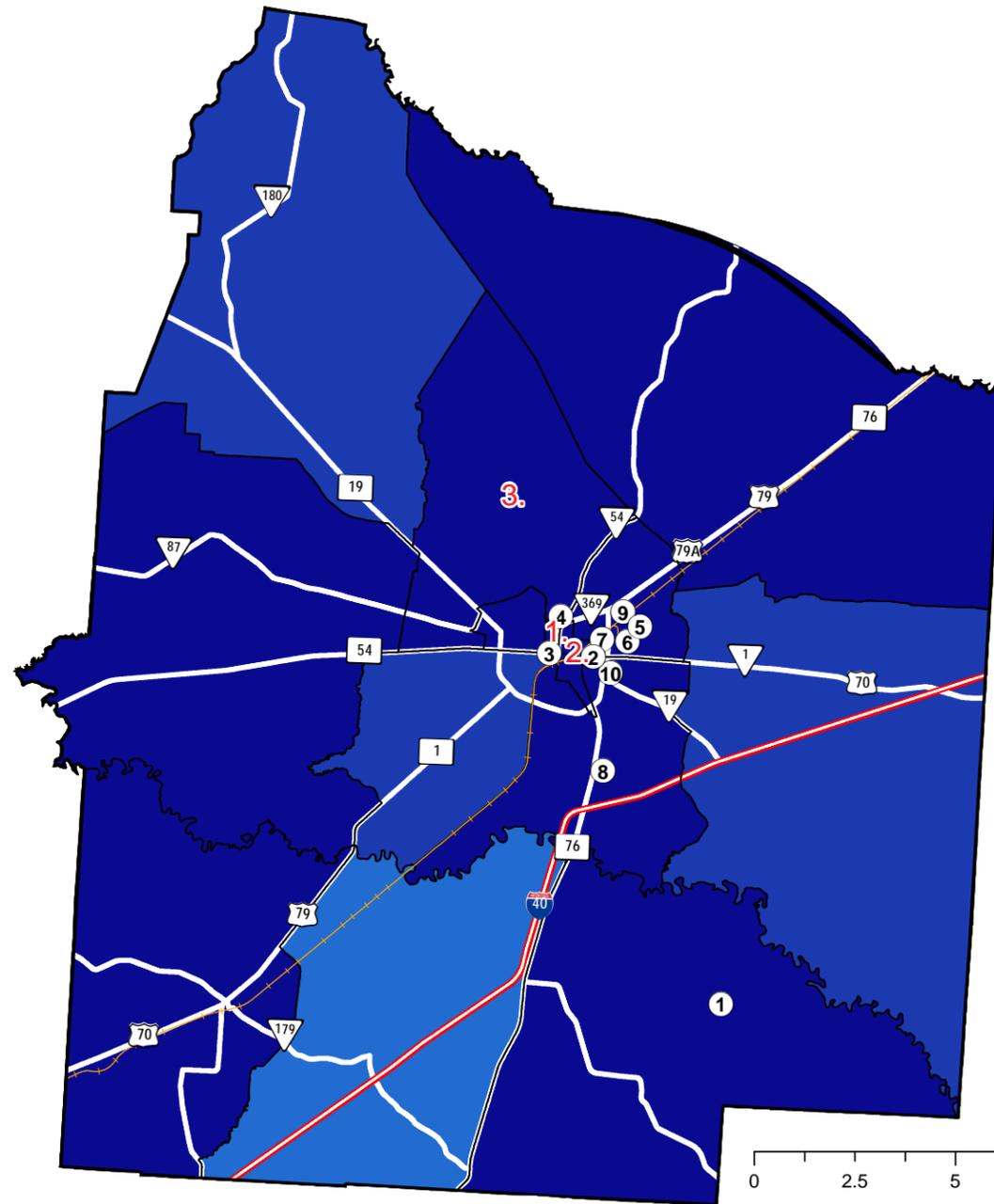
Demographic & Land Use Trends

Regional Transportation System

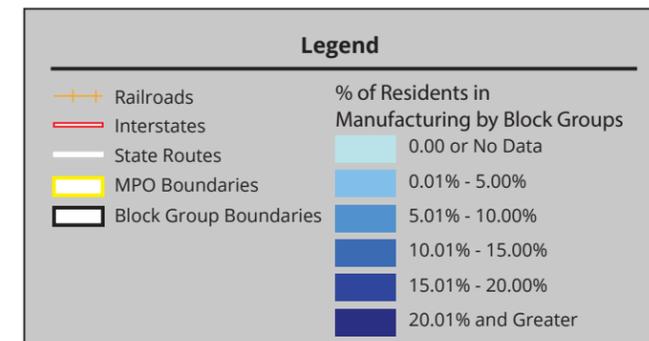
Goals & Objectives

Recommendations

References & Appendix



- ### Major Freight Destinations
- ① Custom Transportation
 - ② Dynametal Technologies
 - ③ Food Giant
 - ④ IFC Disposable Inc.
 - ⑤ Lasco Fittings Inc.
 - ⑥ MTD Products Inc (1)
 - ⑦ MTD Products Inc (2)
 - ⑧ Pictsweet Co.
 - ⑨ Teknor Apex Co.
 - ⑩ Walmart Supercenter



Map 2.5

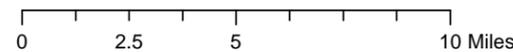


Table 2.18

Haywood County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Manufacturing	\$936
2	Construction	\$830
3	Education and Health Services	\$781
7	Trade, Transportation, and Utilities	\$693
8	Natural Resources and Mining	\$517

Haywood County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	87
2	Financial Activities	42
3	Leisure and Hospitality	31
6	Natural Resources and Mining	23
9	Manufacturing	17

Table 2.19

Employment Location Quotients (LQ)*

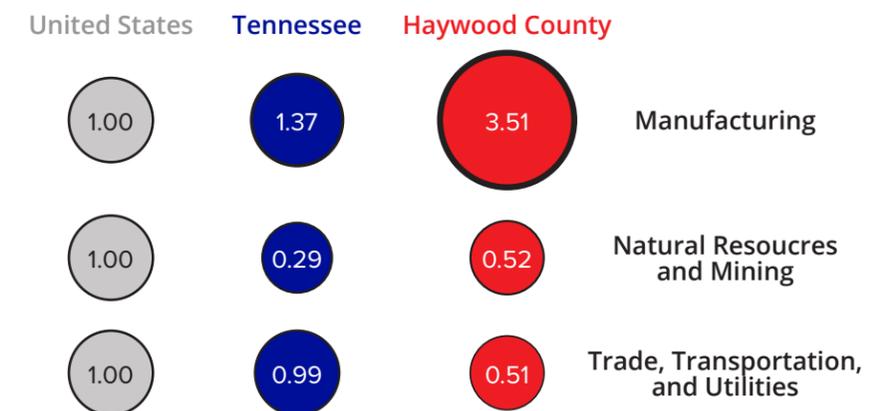


Table 2.20

Major Industry	Industry	% of TQW*	Block Group Rank	% of Residents
Highest % of Residents Working in Manufacturing	Manufacturing	49.58%	1	47.30%
	Trade, Transportation, and Utilities	20.32%	2	40.34%
			3	40.00%

*Total Quarterly Wages

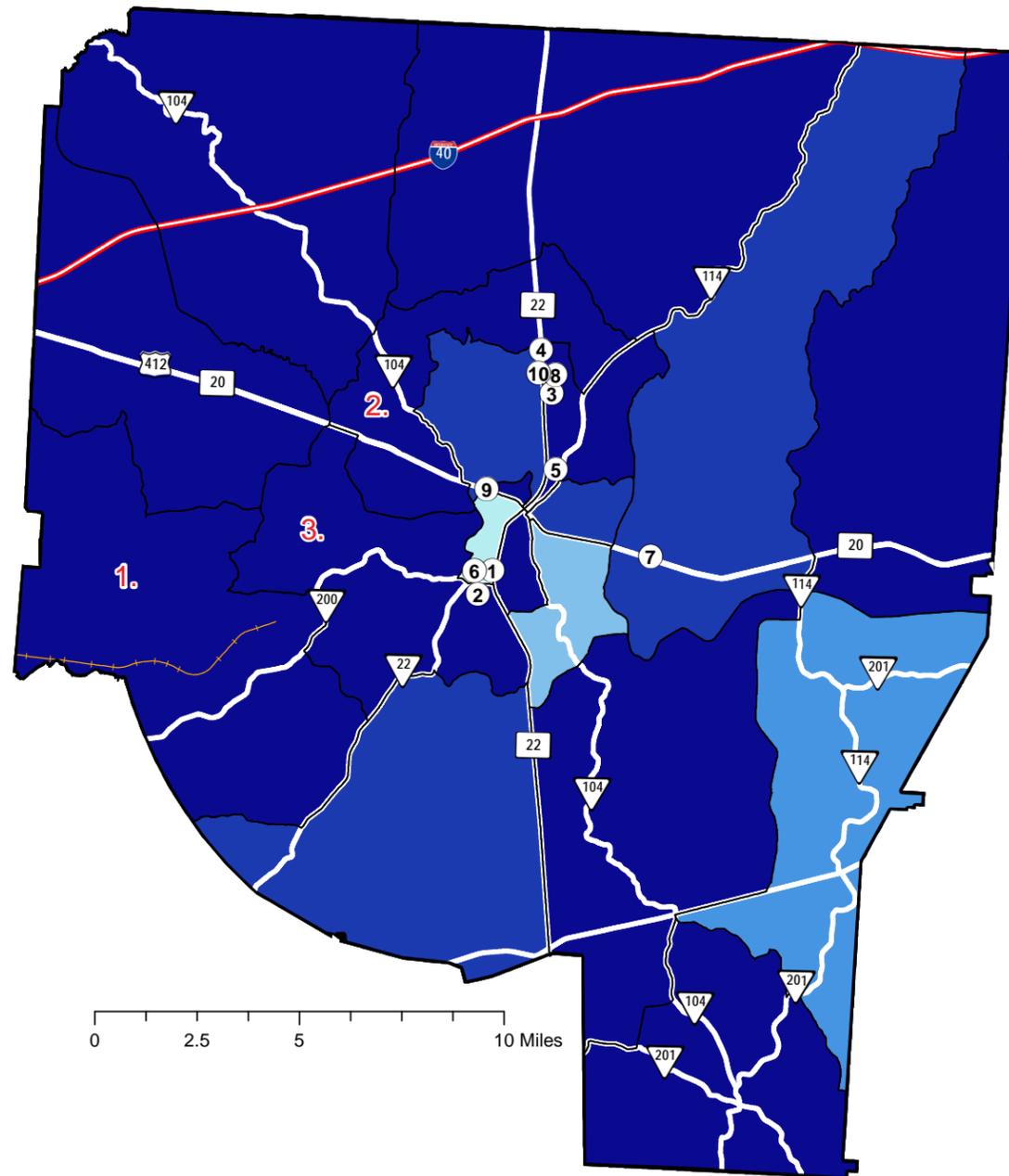
Table 2.21

*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 Haywood 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

Henderson County Economic Profile



Major Freight Destinations

- ① Autozone Distribution Center
- ② Columbus McKinnon Corp.
- ③ DeWaynes Quality Metal Coat
- ④ Fluid Routing Solutions
- ⑤ Manufacturers Industrial Group (1)
- ⑥ Manufacturers Industrial Group (2)
- ⑦ Reeves Brothers
- ⑧ Volvo Penta of the Americas
- ⑨ Walmart Supercenter
- ⑩ Young Touchstone

Legend

- Railroads
 - Interstates
 - State Routes
 - MPO Boundaries
 - Block Group Boundaries
- % of Residents in Manufacturing by Block Groups**
- 0.00 or No Data
 - 0.01% - 5.00%
 - 5.01% - 10.00%
 - 10.01% - 15.00%
 - 15.01% - 20.00%
 - 20.01% and Greater

Map 2.6

Table 2.24

Table 2.25

Major Industry	Highest % of Residents Working in Manufacturing
Industry	% of TQW* Block Group Rank % of Residents
Trade, Transportation, and Utilities	33.18% 1 33.33%
Manufacturing	25.19% 2 33.20%
	3 32.41%

*Total Quarterly Wages

Table 2.22

Henderson County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Financial Activities	\$1,245
2	Construction	\$871
3	Manufacturing	\$847
4	Trade, Transportation, and Utilities	\$664
9	Natural Resources and Mining	\$505

Henderson County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	152
2	Financial Activities	50
3	Construction	47
8	Manufacturing	32
10	Natural Resources and Mining	3

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 Henderson 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

McNairy County Economic Profile

Introduction & Overview

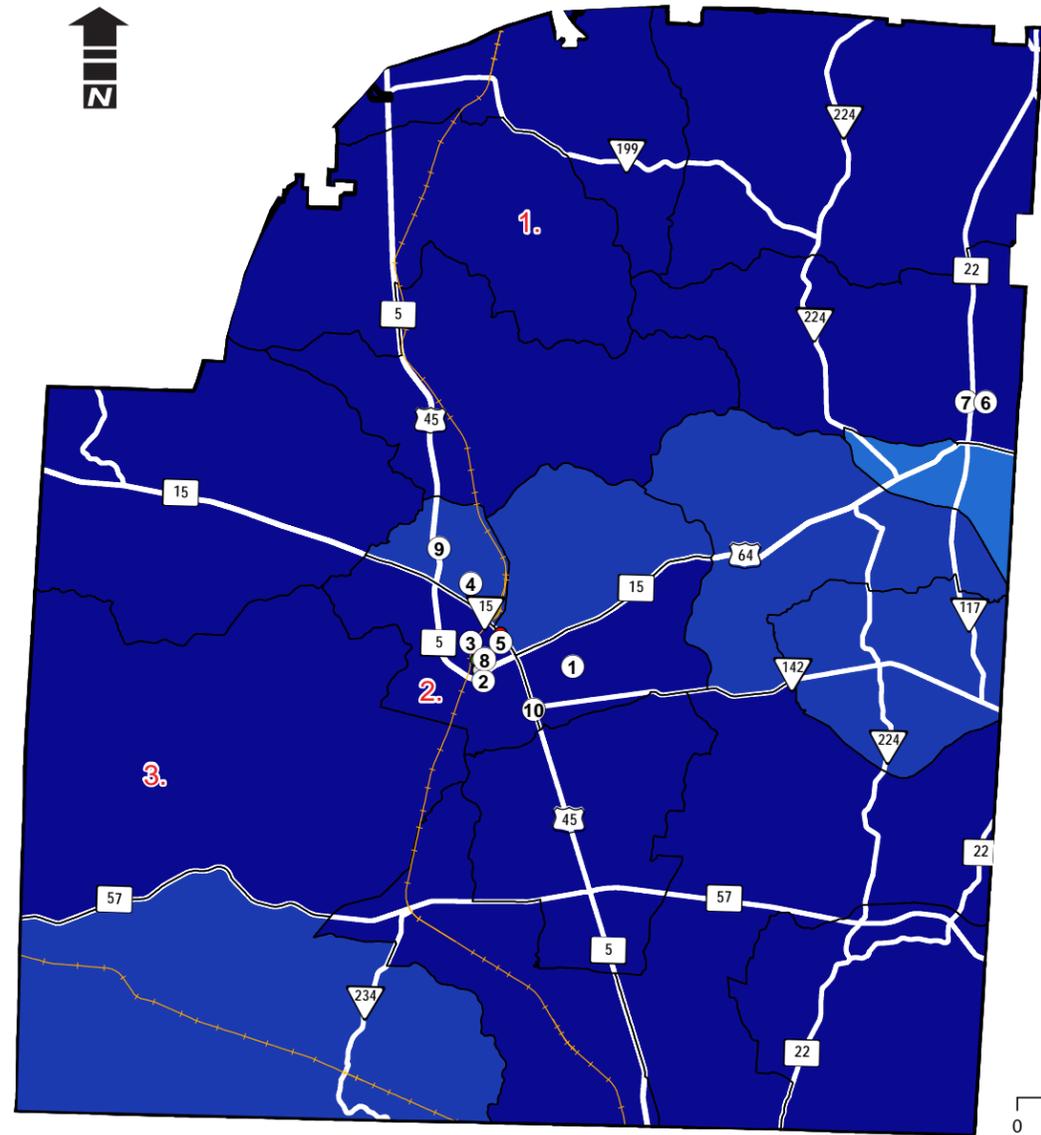
Demographic & Land Use Trends

Regional Transportation System

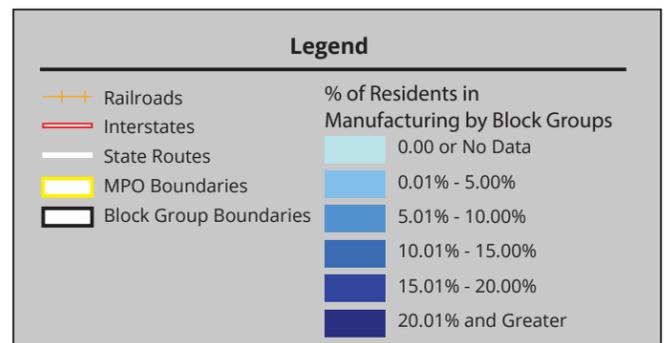
Goals & Objectives

Recommendations

References & Appendix



- ### Major Freight Destinations
- ① Cambridge Marketing, LLC
 - ② Connector Castings Inc.
 - ③ GE Co.
 - ④ Monogram Refrigeration, LLC
 - ⑤ Paul Fisher Oil Co.
 - ⑥ Ripley Industries Inc. (1)
 - ⑦ Ripley Industries Inc. (2)
 - ⑧ Spectrum Corp.
 - ⑨ United Stainless Inc.
 - ⑩ Walmart Supercenter



Map 2.7
0 2.5 5 10 Miles

Table 2.26

McNairy County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Natural Resources and Mining	\$883
2	Manufacturing	\$840
3	Financial Activities	\$657
6	Trade, Transportation, and Utilities	\$614

McNairy County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	115
2	Financial Activities	41
3	Manufacturing	40
9	Natural Resources and Mining	7

Table 2.27

Employment Location Quotients (LQ)*

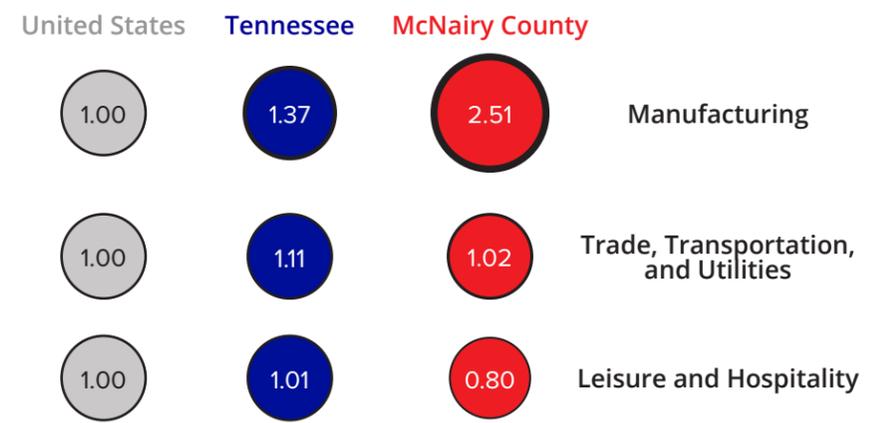


Table 2.28

Major Industry	
Industry	% of TQW*
Manufacturing	37.89%
Trade, Transportation, and Utilities	25.05%

*Total Quarterly Wages

Table 2.29

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	31.67%
2	31.08%
3	31.03%

*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 McNairy 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

LAND USE

Relationship of Land Use and Development to Transportation

A crucial element in transportation planning is the need for coordination among 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. While pursuing diversified economic development opportunities, it is essential that the rural character of these communities is simultaneously preserved.

Existing Land Use

All of the counties within the Southwest RPO are comprised of at least 80 percent agricultural lands, followed by residential, public lands, and light commercial/office. In Haywood County, development is expected along SR-1 (US-70), in close proximity to the Memphis Regional Megastate. The City of Brownsville has identified opportunities for growth along SR-76.

The northern and western portions of Henderson County are experiencing growth. The town of Scotts Hill is growing. Also along SR-20 commercial growth is taking place and the industrial park south of I-40 and SR-22 has generated some growth.

A majority of the growth in McNairy County is along the Mississippi state line. Predominately residential growth is occurring along the northern portion of the county, in addition to growth between Selmer and Adamsville.

The City of Crump in Hardin County will see commercial growth with the relocation of a business. SR-226 and SR-15 are the most rapidly growing portions of Hardin County; additionally, Pickwick Dam is a major area of development for the region.

Hardeman County is continuing to maintain its current rural character. The community is anticipating commercial or industrial growth along SR-18 and SR-15.

Decatur County identified its largest potential for growth along the Tennessee River and SR-20.

Chester County is experiencing growth spilling over from neighboring Madison County; this growth is in the northeastern corner of the county. Additionally, the City of Henderson is seeing residential growth around SR-200 and SR-100.

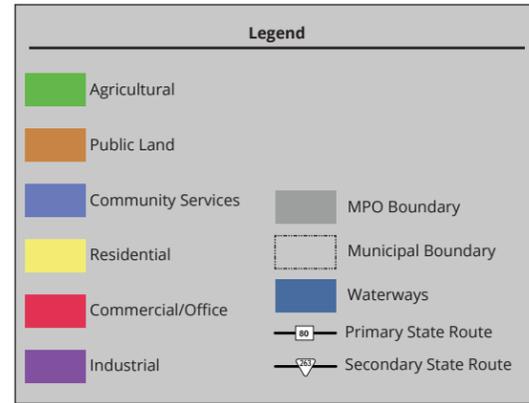
Clockwise from top left: Adamsville, Bolivar, Selmer, Pocahontas



Table 2.30

County	Agriculture	Commercial/Office	Industrial	Residential	Community Services	Public Land	County Total	County Percent
Chester	150,462.57 (83.73%)	674.64 (0.38%)	254.99 (0.14%)	18,854.22 (10.49%)	751.72 (0.42%)	8,707.45 (4.85%)	179,705.59 (100.00%)	8.26%
Decatur	179,001.67 (86.72%)	4,334.08 (2.10%)	120.85 (0.06%)	19,095.17 (9.25%)	479.72 (0.23%)	3,389.05 (1.64%)	206,420.55 (100.00%)	9.49%
Hardeman	376,864.99 (89.22%)	2,669.06 (0.63%)	868.85 (0.21%)	24,327.62 (5.76%)	723.28 (0.17%)	16,966.86 (4.02%)	422,420.66 (100.00%)	19.41%
Hardin	295,188.06 (82.05%)	4,782.21 (1.33%)	1,175.69 (0.33%)	39,088.86 (10.87%)	2,175.60 (0.60%)	17,341.34 (4.82%)	359,751.75 (100.00%)	16.53%
Haywood	300,796.84 (89.66%)	1,159.57 (0.35%)	756.52 (0.23%)	13,070.15 (3.90%)	559.54 (0.17%)	19,142.00 (5.71%)	335,484.63 (100.00%)	15.42%
Henderson	256,175.29 (80.59%)	1,839.47 (0.58%)	405.55 (0.13%)	30,780.07 (9.68%)	849.86 (0.27%)	27,817.23 (8.75%)	317,867.47 (100.00%)	14.61%
McNairy	308,712.49 (87.08%)	3,692.40 (1.04%)	773.47 (0.22%)	34,069.43 (9.61%)	750.42 (0.21%)	6,528.04 (1.84%)	354,526.25 (100.00%)	16.29%
Region Total	1,867,201.91	19,151.43	4,355.92	179,285.52	6,290.14	99,891.97	2,176,176.90	100.00%
Region Percent	85.80%	0.88%	0.20%	8.24%	0.29%	4.59%	100.00%	

Southwest Existing Land Use



Map 2.8

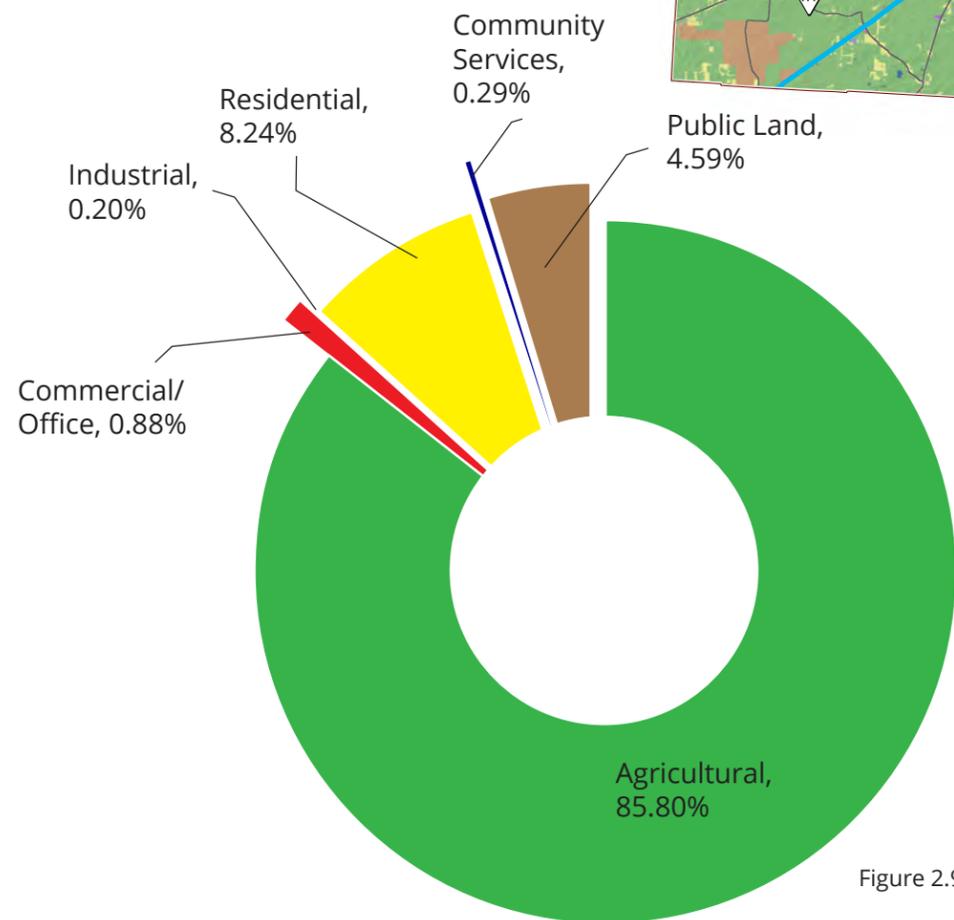
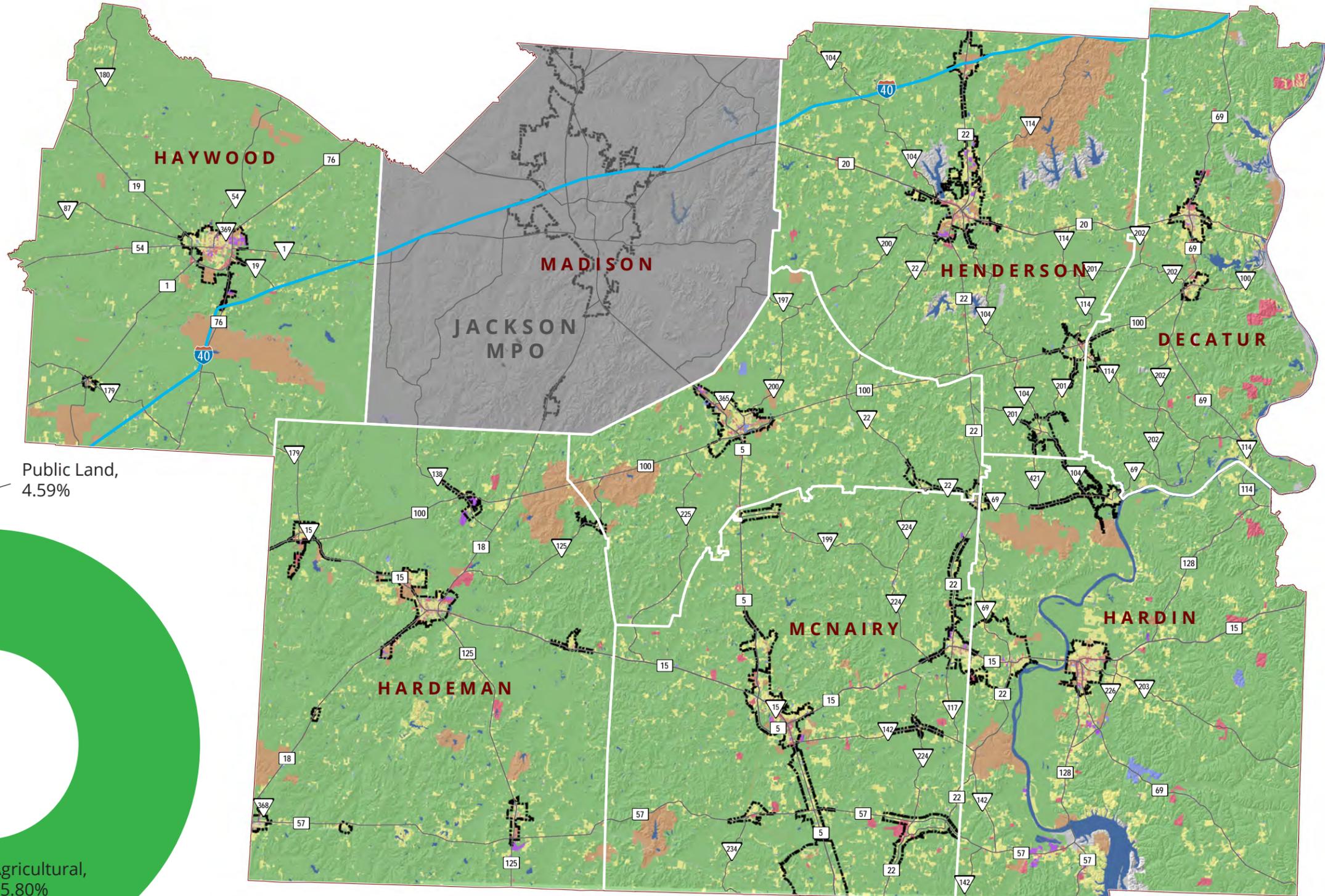


Figure 2.9

0 5 10 15 20 Miles

Public Lands

The Southwest RPO is home to approximately 21 wildlife management areas, state parks, recreational areas, and national wildlife refuges. Public lands often help preserve a rural community's character, as well as boost its tourism and outdoor recreation opportunities. Tennessee State Parks preserve and protect natural, cultural, and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourists to the region and promote local economic development. The Tennessee Wildlife Resource Agency (TWRA) manages the state's fish, wildlife, and their habitats, in addition to the enforcement of wildlife-related laws.

Management of Property - Federal Agencies
 FS - Forest Service
 NPS - National Park Service
 TVA - Tennessee Valley Authority
 USFWS - United States Fish & Wildlife Service

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



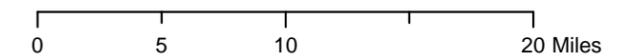
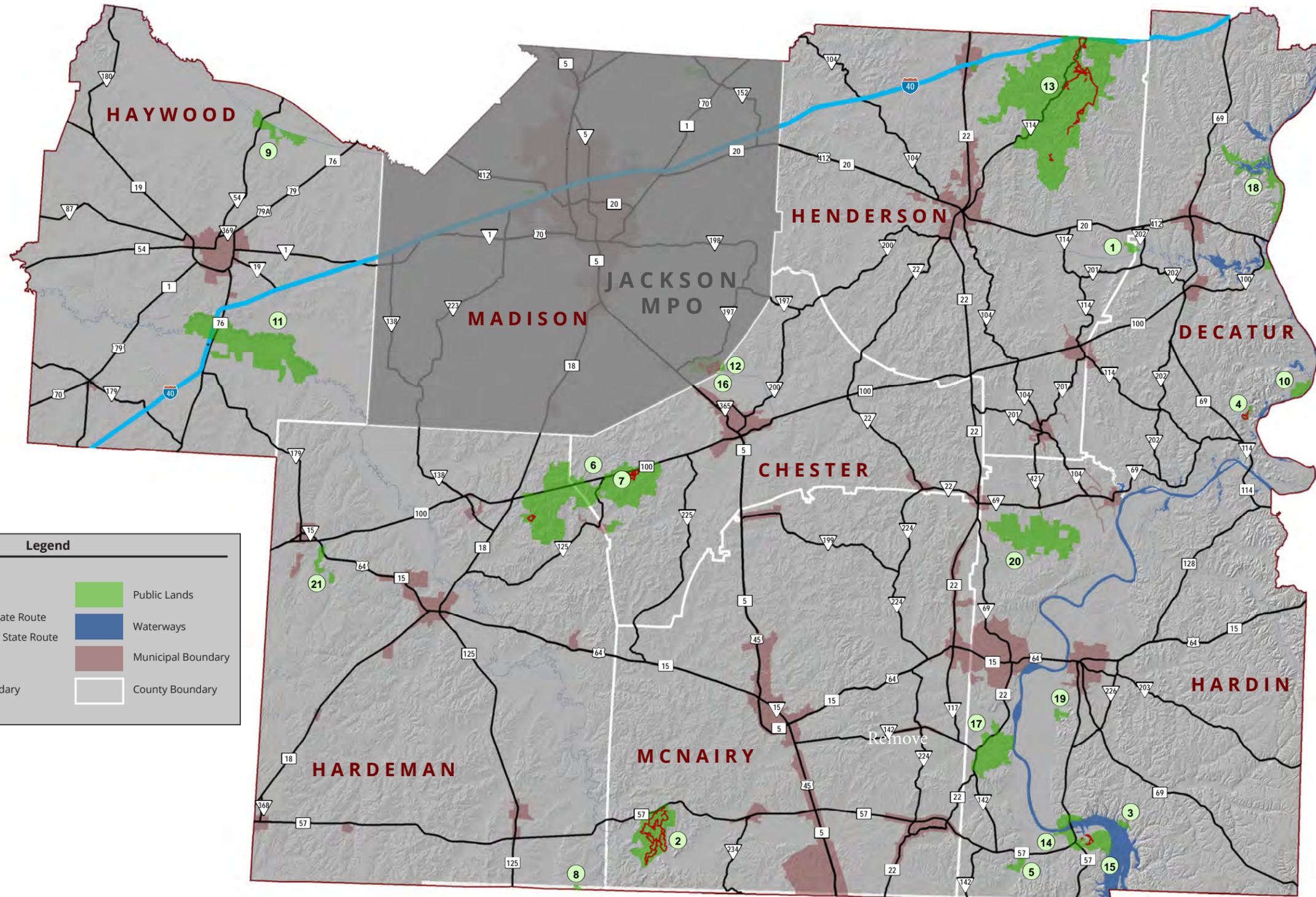
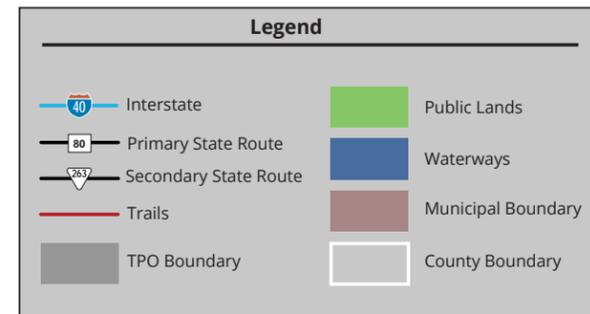
Henderson County

Table 2.31

Label	Name	Type	Acres	Source	Ownership	County
1	Beech River	Wildlife Management Area	272.61	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/43.pdf	State of Tennessee (TWRA)	Decatur, Henderson
2	Big Hill Pond State Environmental Education Area	State Park	4428.55	http://tnstateparks.com/parks/about/big-hill-pond	State of Tennessee (TDEC)	McNairy
3	Bruton Branch	Recreation Area	188.19	https://www.tnvacation.com/local/savannah-bruton-branch-recreation-area	State of Tennessee (TDEC)	Hardin
4	Carroll Cabin Barrens	State Natural Area	198.32	http://www.tennessee.gov/environment/article/na-na-carroll-cabin-barrens	State of Tennessee (TDEC)	Decatur
5	Chambers Creek	Wildlife Management Area	479.40	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/44.pdf	State of Tennessee (TWRA)	Hardin
6	Chickasaw State Forest	State Forest/Wildlife Management Area	13080.02	https://www.tn.gov/agriculture/article/ag-forests-sf-chickasaw	State of Tennessee (TDA/TWRA)	Chester, Hardeman
7	Chickasaw State Rustic Park	State Park	1229.75	http://tnstateparks.com/parks/about/chickasaw	State of Tennessee (TDEC)	Chester
8	Davis Bridge	State Historic Area	105.151			Hardeman
9	Fort Ridge	Wildlife Management Area	1441.61	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/45.pdf	State of Tennessee (TWRA)	Haywood
10	Graham	Wildlife Management Area	585.501			Decatur
11	Hatchie National Wildlife Refuge	National Wildlife Refuge	9998.06	https://www.fws.gov/refuge/hatchie/	Federal Government (USFWS)	Haywood
12	Mound Bottom	State Archaeological Area	1312.98	http://www.tennessee.gov/environment/article/arch-mound-bottom-state-archaeological-area	State of Tennessee (TDEC)	Chester
13	Natchez Trace State Forest	State Forest/ Wildlife Management Area/ State Recreation Park	19277.65	https://www.tn.gov/agriculture/article/ag-forests-sf-natchez-trace	State of Tennessee (TDA/TWRA/TDEC)	Henderson
14	Pickwick Landing Dam Public Campground	Public Camping Area	410.30	http://pickwick-dam.com/	Recreation Resource Management	Hardin
15	Pickwick Landing State Resort Park	State Resort Park	1595.08	http://tnstateparks.com/parks/about/pickwick-landing	State of Tennessee (TDEC)	Hardin
16	Pinson Mounds	State Archaeological Area	1312.98	http://tnstateparks.com/parks/about/pinson-mounds	State of Tennessee (TDEC)	Chester
17	Shiloh	National Military Park	3637.37	https://www.nps.gov/shil/index.htm	Federal Government (NPS)	Hardin
18	Tennessee National Wildlife Refuge	National Wildlife Refuge	1915.25	https://www.fws.gov/refuge/tennessee/	Federal Government (USFWS)	Decatur
19	Walker Branch	State Natural Area	278.05	http://www.tennessee.gov/environment/article/na-na-walker-branch	State of Tennessee (TDEC)	Hardin
20	White Oak	Wildlife Management Area	6559.45	http://www.twraonline.org/TWRAGIS/WMA_Guide_Pages/50.pdf	State of Tennessee (TWRA)	Hardin
21	Whiteville Lake	Wildlife Management Area	616.31	https://www.tn.gov/twra/article/whiteville-lake	State of Tennessee (TWRA)	Hardeman

Southwest Public Lands & Trails

Map 2.9



3 REGIONAL TRANSPORTATION SYSTEM

Introduction

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

Airports

There are no commercial airports within the Southwest RPO. However, there are four general aviation airports within the RPO. Hardeman County is home to William L. Whitehurst Field, located in Bolivar. It has a 5,007 sq.ft. runway, one 10 Unit T-Hangar, and is considered to be in good condition. Henderson County has the Beech River Regional Airport, located in Darden. This airport has a 6,000 sq.ft. runway, two 10 Unit T-Hangars, as well as four Box Hangars, which are considered to be in good condition. McNairy County's airport, the Robert Sibley Airport, is located in Selmer, has a 5,002 sq.ft runway, and is considered to be in excellent condition. It has four 80x100 Box Hangars, one 100x100 Maintenance Hangar, two 10 Unit T-Hangars, and one 50x70 Box Hangar. The Savannah-Hardin County Airport is located in Hardin County. The 5,000 sq.ft. runway is considered to be in good condition, and the airport has one 10 Unit T-Hangar, one 6 Unit T-Hagar, two 60x60 Box Hangars, and one 100x100 Storage Hangar.

Bridges

There are a total of 42 structurally deficient bridges within the Southwest RPO. Currently, 12 of these bridges are state-owned, and 30 are locally-owned. The construction dates of these bridges range from 1925 to 1992. TDOT monitors all bridges within the state through a process that inspects every bridge on a two year cycle. The Sufficiency Rating, a major factor in bridge monitoring, 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: Hardin County, Ramer, Henderson County



Brownsville

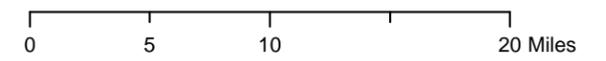
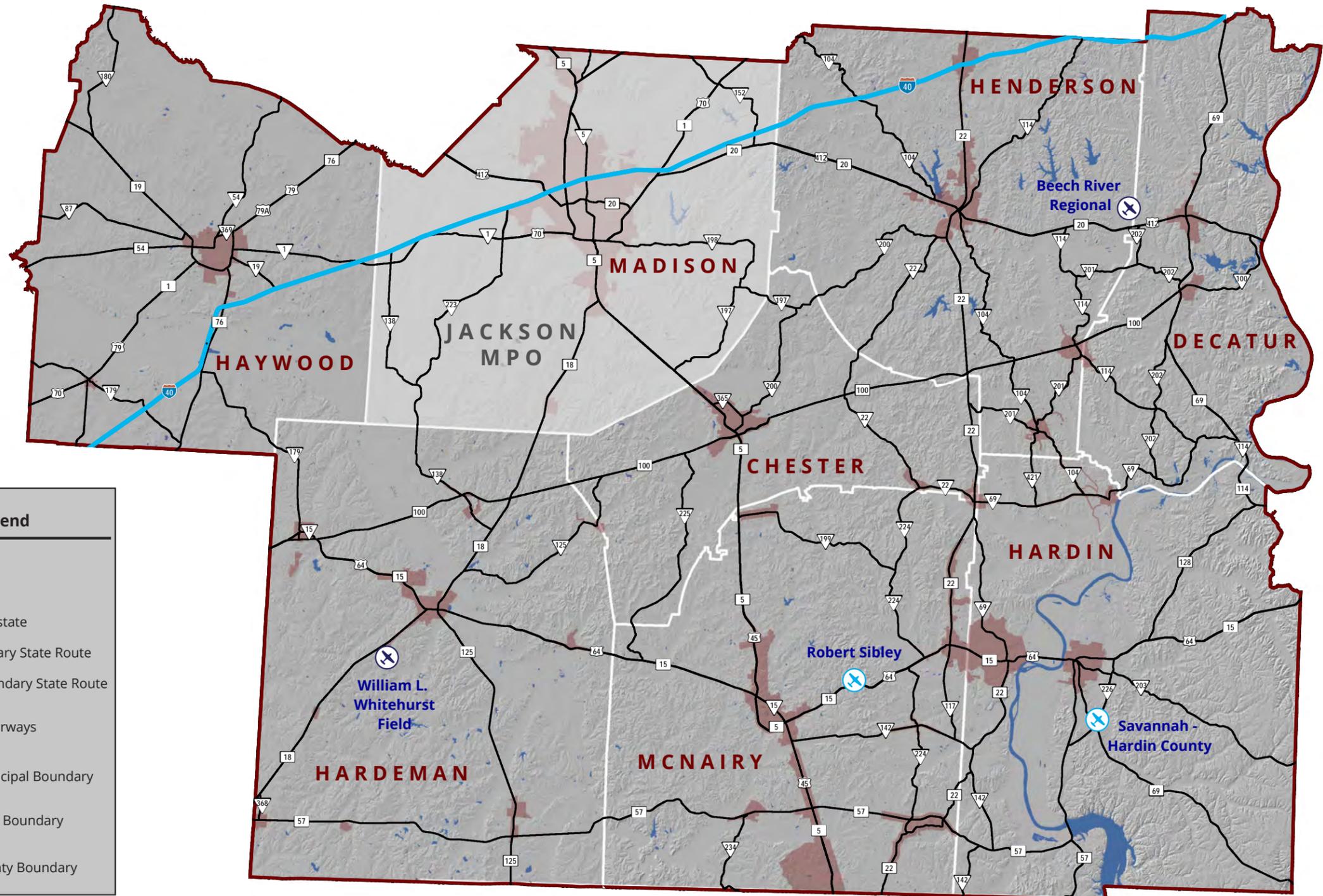


Southwest Airports

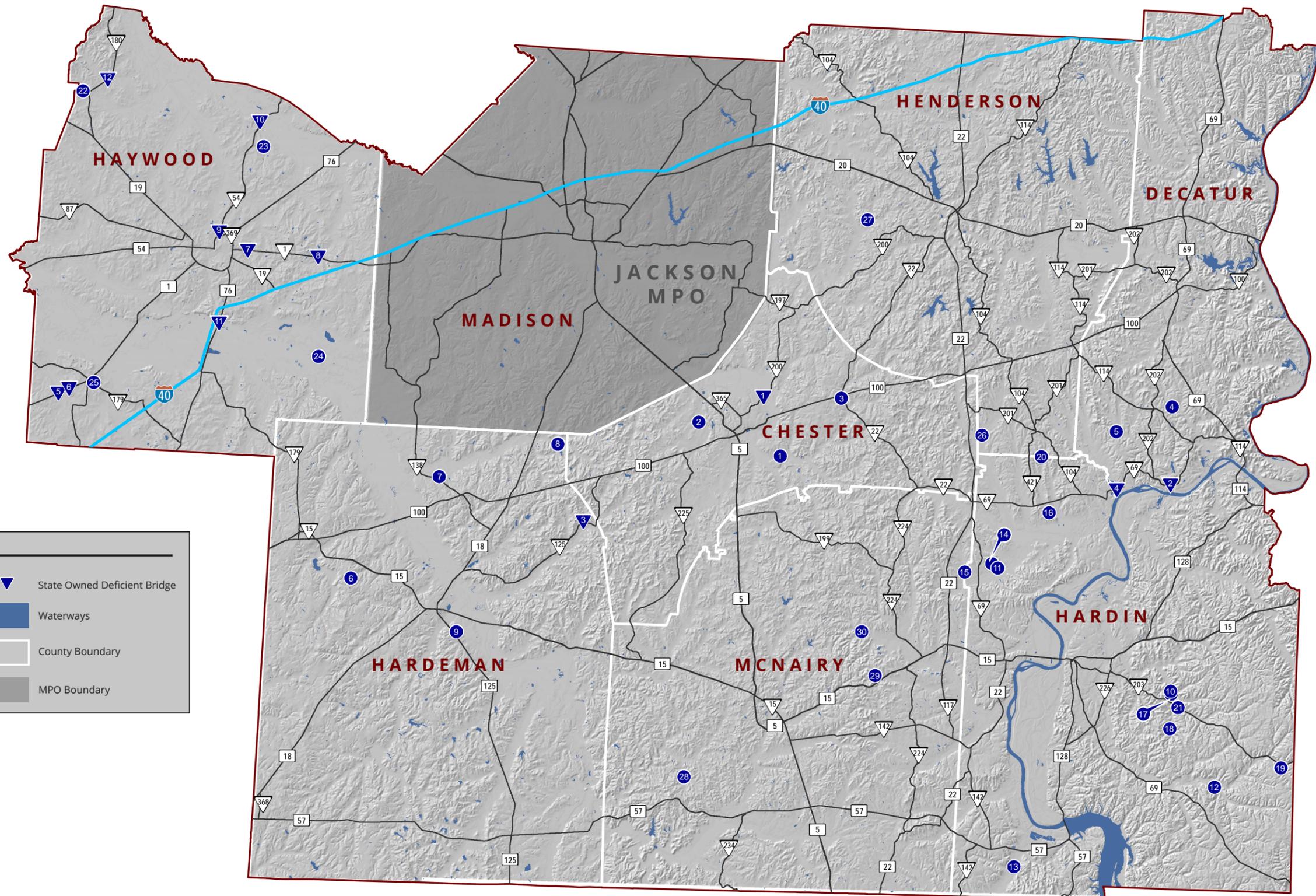


Map 3.1

Legend	
	Basic
	Local
	Interstate
	Primary State Route
	Secondary State Route
	Waterways
	Municipal Boundary
	MPO Boundary
	County Boundary



Southwest Structurally Deficient Bridges



Legend

Locally Owned Deficient Bridge	State Owned Deficient Bridge
Interstate	Waterways
Primary State Route	County Boundary
Secondary State Route	MPO Boundary

Map 3.2

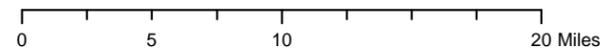


Table 3.1

State Owned Structurally Deficient Highway Bridges							
Label Number	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	12S80610001	CHESTER	SR200	S. FK. FORKED DEER RIVER	26-Jul-17	1986	62.9
2	20SR0690001	DECATUR	SR069	STEWMAN'S CREEK	28-Apr-16	1950	44.2
3	35SR1250037	HARDEMAN	SR125	BRANCH	17-Aug-16	1991	57
4	36SR0690035	HARDIN	SR069	DOE CREEK	26-May-16	1944	28
5	38SR0010001	HAYWOOD	SR001	MUDDY CREEK	31-Oct-17	1926	48.2
6	38SR0010003	HAYWOOD	SR001	BRANCH	01-Nov-17	1926	35.7
7	38SR0010033	HAYWOOD	SR001	BRANCH	01-Nov-17	1925	49.5
8	38SR0010039	HAYWOOD	SR001	MUD CREEK	06-Nov-17	1925	31.5
9	38SR0540003	HAYWOOD	SR054	BRANCH	02-Nov-17	1989	45
10	38SR0540015	HAYWOOD	SR054	OVERFLOW	06-Nov-17	1984	92.3
11	38SR0760027	HAYWOOD	SR076	HATCHIE RIVER	31-Oct-17	1949	11.9
12	38S80510007	HAYWOOD	SR180	OVERFLOW	08-Nov-17	1960	52.8

Locally Owned Structurally Deficient Highway Bridges							
Label Number	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	12016790009	CHESTER	01679	OVERFLOW	31-Jul-17	1955	32
2	120A0350001	CHESTER	0A035	TURKEY CREEK	27-Jul-17	1975	31.9
3	120A1900001	CHESTER	0A253	JACKS CREEK	26-Jul-17	1976	50.1
4	200A2950001	DECATUR	0A295	TURNBO CREEK	09-May-16	1968	48.7
5	200A3170001	DECATUR	0A317	STEWMAN CREEK	09-May-16	1980	51.2
6	35SR0150031	HARDEMAN	02320	BRANCH	22-Aug-16	1960	56.9
7	350A0630001	HARDEMAN	0A063	BRANCH	30-Aug-16	1971	61.5
8	350A0830001	HARDEMAN	0A083	CLOVER CREEK	30-Aug-16	1965	61.5
9	350A1910001	HARDEMAN	0A191	BRANCH	24-Aug-16	1992	42.9
10	36017230003	HARDIN	01723	LITTLE TURKEY CREEK	13-Jun-16	1960	56.6
11	36017270009	HARDIN	01727	NORTH FORK MUD CREEK	07-Jun-16	1992	48.1
12	36027020001	HARDIN	02702	WHITES CREEK	13-Jun-16	1965	52.1
13	360A3590003	HARDIN	05561	CHAMBERS CREEK	16-Jun-16	1965	27.9
14	360A0310001	HARDIN	0A031	DRAINAGE DITCH	08-Jun-16	1945	62.5
15	360A0410001	HARDIN	0A041	N FORK MUD CREEK	08-Jun-16	1960	50.2
16	360A0980001	HARDIN	0A098	FLATS CREEK	08-Jun-16	1965	38.3
17	360A1710001	HARDIN	0A171	LITTLE TURKEY CREEK	15-Jun-16	1980	41.1
18	360A2320001	HARDIN	0A232	CHOATE CREEK	15-Jun-16	1974	31.7
19	360A3080001	HARDIN	0A308	HORSE CREEK	16-Jun-16	1963	32.5
20	360A3330001	HARDIN	0A333	LITTLE HURRICANE CREEK	06-Jun-16	1970	69
21	360A1780001	HARDIN	0B272	TURKEY CREEK	15-Jun-16	1970	66.2
22	380A0350001	HAYWOOD	0A035	BRANCH	27-Nov-17	1976	22.4
23	380A0960001	HAYWOOD	0A096	BRANCH	27-Nov-17	1976	47.7
24	380A1520001	HAYWOOD	0A152	BRANCH	28-Nov-17	1968	34
25	380A2960001	HAYWOOD	0A296	BRANCH	28-Nov-17	1985	19.9
26	390A2380001	HENDERSON	0A238	BIG HURRICANE DRAINAGE	14-Nov-17	1977	50.5
27	390A4510005	HENDERSON	0A451	VAN CREEK	08-Aug-16	1986	36
28	55S81190001	McNAIRY	01661	NEATHERY CREEK	19-Sep-16	1961	34.2
29	55016680001	McNAIRY	01668	GRAHAM CREEK	15-Sep-16	1950	48.7
30	55F00080001	McNAIRY	05566	LITTLE SNAKE CREEK	13-Sep-16	1965	26.6

Table 3.2

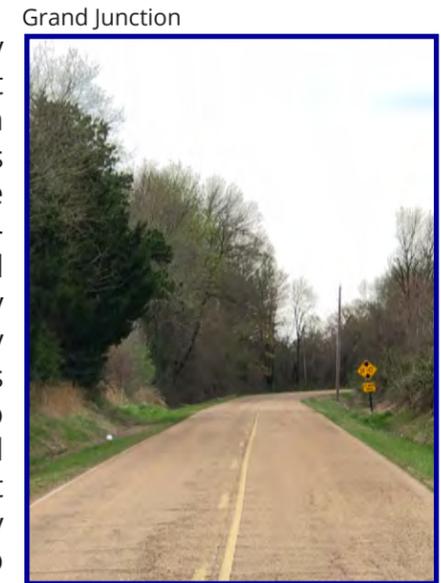
Roadway Analysis

Functional Classification

According to the 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 organizes 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 (AADT) volumes, and Vehicle Miles of Travel (VMT). All roadways are classified into 3 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. 75% of total roadway miles are in rural areas, while 25% are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics, one of which is VMT. VMT is a measurement illustrating the total number of vehicle miles traveled within a defined geographic area over a given amount of time. VMT can be used as an indicator of land use and transportation connectivity, emissions, and overall travel patterns within a region. On a most basic level, reviewing the number of Daily Vehicle-Miles-Traveled (DVMT) on each roadway by functional classification shows the amount of traffic experienced on each type of facility.

The National Highway Functional Classification study was mandated by Congress in the 1968 Federal-Aid Highway Act. The study revealed that Federal-Aid Highway System Classification had become inconsistent with the present-day function of roads and streets, and adjustments in this system were necessary. The Federal-Aid Highway Act of 1973 required the use of an updated functional highway classification to modify the Federal-Aid Highway System by July 1, 1976. After the 1976 federally mandated functional classification of highways was completed, states had routinely updated this functional classification to meet Federal-Aid highway programs' classification requirements. However, these adjustments resulted in the national functional classification of highways being no longer consistent among the states. Through legislation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the U.S. Department of Transportation (U.S. DOT) recommended that a reclassification study be completed prior to designation of the National Highway System, to provide an interconnected system of principal arterial routes that serve major population centers, intermodal transportation facilities, and major travel destinations. In 1993, the functional reclassification was completed, and the National Highway System was established in November 1995. The Highway Functional Classification: Concepts, Criteria and Procedures (2013) builds upon and updates the two most recent guidance documents circulated by FHWA, namely:

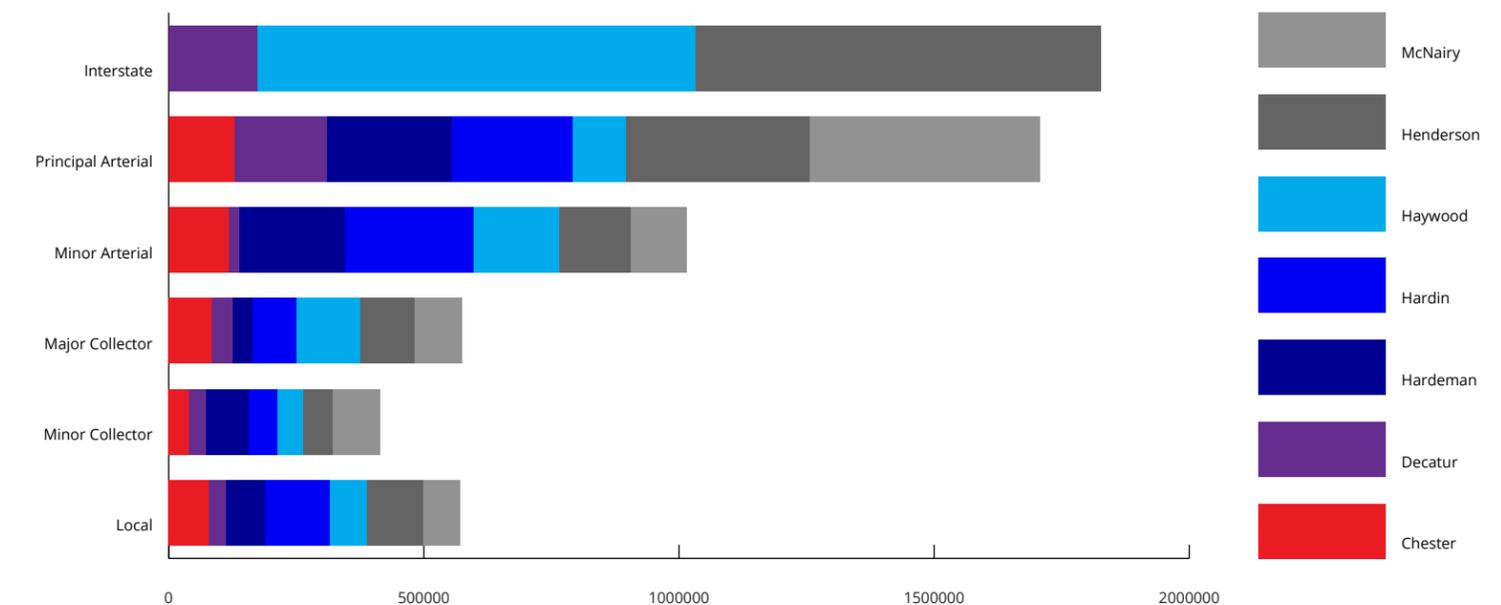


- » Highway Functional Classification: Concepts, Criteria and Procedures (March 1989)
- » Updated Guidance for the Functional Classification of Highways Memorandum (October 14, 2008)

Table 3.3

Southwest RPO Functional Classification		
Functional Class	Roadway Length (Miles)	DVMT
Interstate	54	1,826,994
Freeway or Expressway	0	0
Principal Arterial	252	1,707,751
Minor Arterial	315	1,015,173
Major Collector	442	574,677
Minor Collector	970	413,440
Local	4002	570,415
Total	6035	6,108,450

Figure 3.1



Upon review of the existing functional classification of roadways for the Southwest RPO, using the 2013 guidance document, a number of proposed changes were identified for the region. These changes reflect 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:

1 Old Jackson Rd. in Henderson (Log mile .394 – 2.3222) is currently classified as a Minor Collector. The volume on this roadway is more heavily traveled, and therefore, meets the criteria for a re-classification as it intersects US-45. TDOT is proposing to change the functional classification of this road to Rural Major Collector.

2 E. Main St. in Henderson (Log mile 1.703 - 1.790) is currently classified as a Rural Minor Collector. The volume on this corridor meets the criteria for a re-classification, as it intersects SR-100 and is the main corridor through the city. Therefore, TDOT is proposing to change the functional classification of this road to Major Collector.

3 SR-125 in Hardeman County (Log mile 117.169 – 19.730) is currently classified as a Principal Arterial. The road segment does not meet the FHWA criteria for this designation. Therefore, TDOT is proposing to change the functional classification of this road to Minor Arterial.

4 Tennessee St. in Hardeman County (Log mile 13.469 – 17.390) is currently classified as a Principal Arterial. The road segment does not meet the FHWA criteria for this designation. Therefore, TDOT is proposing to change the functional classification of this road to Minor Arterial.

5 Tate Rd. in Hardeman County (Log mile 1.570 - 1.590) is currently classified as a Major Collector. The road segment is more heavily traveled and is a key corridor through the county. Therefore, TDOT is proposing to change the functional classification to Minor Arterial.

6 SR-22 in Hardin County (Log mile 8.980 – 9.530) is currently classified as a Major Collector. The road segment is more heavily traveled and is a key corridor through the county. Therefore, TDOT is proposing to change the functional classification to Minor Arterial.

7 Pickwick St. in Hardin County (Log Mile 10.370 - 12.210) is currently classified as a Principal Arterial. The road segment does not meet the FHWA criteria for this designation. Therefore, TDOT is proposing to change the functional classification to Minor Arterial.

8 Anderson Ave. – HWY-76 in Haywood County (Log Mile 9.779 - 10.110) is currently classified as a Principal Arterial. The road segment does not meet the FHWA criteria for the current designation. Therefore, TDOT is proposing to change the functional classification to Minor Arterial.

9 SR-22 in Henderson County (Log mile 16.315 - 21.120) is currently classified as a Minor Arterial. The road segment is part of an integrated network of continuous routes without sub connections. Therefore, TDOT is proposing to change the functional classification to Principal Arterial.

Ramer



Traffic Volume Analysis

The planning area contains many arterial roadways, as well as a small portion of Interstate. As population and the presence of 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 volumes in the Southwest RPO. The datasets referred to in this section include 2001, 2006, and 2016 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 conjunction with 2010 Census data (U.S. Census Bureau). The AADT maps indicate locations of the traffic count stations in each county, as well as the percent change of traffic volumes. Due to the variations of traffic percentages within each county, the scale provided in the legend for each individual map is different; however, the color symbology has the same meaning from map to map. Blue represents a significant increase, yellow represents a moderate increase or decrease, and red represents a significant decrease. Within the RPO, it should be noted that areas with substantial increases in traffic volumes should be closely monitored for potential current and future capacity issues.



Chester County

Chester County:

Chester County mainly has low-volume roads (0 -2,500 AADT). SR-5 has the highest traffic volumes in the county, as high as 13,413 AADT in 2016. E. Main St. has experienced steadily decreasing traffic volumes since 2001, but still has higher traffic volumes than most roads in the county, ranging between 6,971 and 8,430 AADT. Old Finger Rd. experienced a 42 percent decrease in traffic between 2006 and 2016. SR-22A experienced a decrease of about 50 percent in traffic volumes between 2001 and 2006, and then an increase of about 50 percent again between 2006 and 2016. Plainview Rd./Old Jacks Creek Rd. had a 35 percent drop in AADT between 2006 and 2016.

Decatur County:

Most residents live in the Cities of Decaturville and Parsons, and a few patches are dispersed throughout the remaining areas of the county. SR- 69 and US-412 have the highest traffic volumes in the county. SR- 69 has higher traffic volumes than most roads in the county, as it is the main travel route from Decaturville to Parsons, connecting to I-40. Most sections of SR-69 have traffic volumes exceeding 5,000 AADT. US Hwy-412 is the main east-west connection to Henderson and Perry Counties. The majority of roads experienced traffic increases in the last ten years.

Hardin County:

In Hardin County, the highest traffic volumes are on Main St. / Wayne Rd. (SR-15). One section has 19,076 AADT, and another section has 17,345 AADT. According to local officials, Hwy-69 has sections with high traffic volumes. There is an industrial park south of Savannah. According to local officials, the two-lane road should have four lanes instead of two. There is a new city park in downtown Savannah (Tennessee Street Park) on Tennessee Street, which makes downtown in this area busier.

Some of the traffic increases occurred on SR-69 S., from Old Morris Chapel Rd. to the McNairy/Hardin County Line, likely due to a new elementary school built along the route. Traffic nearly doubled on US-64 / Wayne Rd. (SR-15) from 7,472 to 14,228 AADT (2006 - 2016), which can be attributed to a Walmart and a Lowes that were built approximately ten years ago. Pyburns Dr. experienced an increase in traffic, likely attributable to increases in log truck traffic traveling to and from the Packaging Corporation of America (PCA) near Pickwick Dam. The traffic volume on E. Main St. more than doubled, from 972 to 1,635 AADT. E. Main St. also leads to Walmart and Lowes, which may offer an explanation for this significant increase.

Significant decreases in traffic volumes occurred on minor roads, such as Glendale Rd., which has also been reported as having poor road conditions. Traffic volume decreases also occurred on Burnt Church Rd., following the closing of a school and local convenience store.

Brownsville



Haywood County:

Haywood County is very sparsely populated, and thus has mostly low traffic volumes on its state highways. However, I-40 runs through the county, and carries very high traffic volumes. SR-78 and SR-70 experience higher traffic volumes, since they are vital connections from I-40 to downtown Brownsville. The highest reported traffic volume in the county is on a section of Dupree Ave. (SR-1), exceeding 10,779 AADT.

Most roads in Haywood County experienced traffic increases between 2006-2016. Thornton Rd./State Hwy. 54 N. (SR-54) had an increase of 41.02 percent. Dupree Ave., from E. Jefferson St. and Old Mercer Rd. to E. Main St. experienced a 50.88 percent traffic increase (2006-2016), which could be attributed to the Walmart Supercenter on Dupree Rd. Due to a trucking company located in Crockett County, trucks often travel to I-40 via SR-76 and SR-19, leading to higher freight traffic volumes on these routes.

Traffic volume decreases have also occurred on Fulton Rd. (SR-87) (-35.3 percent), as well as on Bond Ferry Rd./ Herbert Willis Rd. (-31.4 percent). Some traffic decreases occurred on Fulton Rd. (SR-87) (35.3 percent decrease) and Bond Ferry Rd./ Herbert Willis Rd. (31.4 percent decrease).

Henderson County:

I-40 crosses through the northern portion of Henderson County, carrying high traffic volumes approaching 30,000 AADT. SR-20, which bisects Lexington from east to west, and SR-22, which runs north to south, have the highest traffic volumes among state highways in Henderson County.

There are high traffic volumes (16,247 AADT) on a section of E. Church St. (SR-20) from S. Broad St./ N. Broad St. (SR-22) to Natchez Trace Dr./ Adams St. (SR-104).

Most state highways in Henderson County have experienced traffic volume increases between 2006 and 2016.

The largest traffic increases have been experienced on traditionally lower volume roads. For example, Hall St. experienced a 30.6 percent increase to 2,430 AADT. Airways Dr. had a 36.5 percent increase to 2,075 AADT.

Despite significant increases in traffic volumes, lower volume roads have also experienced decreasing traffic volumes during this time period. Stage Rd. and Hinkle Rd. (SR-421), for instance, declined by 38.0 percent and 55.0 percent, respectively.

The largest traffic volume decrease occurred on Natchez Trace (SR-114), from 57.2 percent to 43.9 percent.

McNairy County:

The highest traffic volumes in McNairy County were reported on SR-5 from the south into Selmar, and on Marcus J. Wright Memorial (SR-5), ranging between 10,000 and 18,000 AADT. SR-5 is a primary route by which residents travel to Mississippi.

Most roads in McNairy County had increases in traffic volumes; however, some experienced moderate decreases.

The largest traffic increases are on mostly low-volume roads, such as: Woodville Rd. (SR-225) (57.9 percent) and Gay Thompson Rd./Dickey Rd./Captooth Rd. (69 percent). SR-142 had a 33.4 percent increase to 3,019 AADT, which is likely due to increased business activity and residential density in the area.

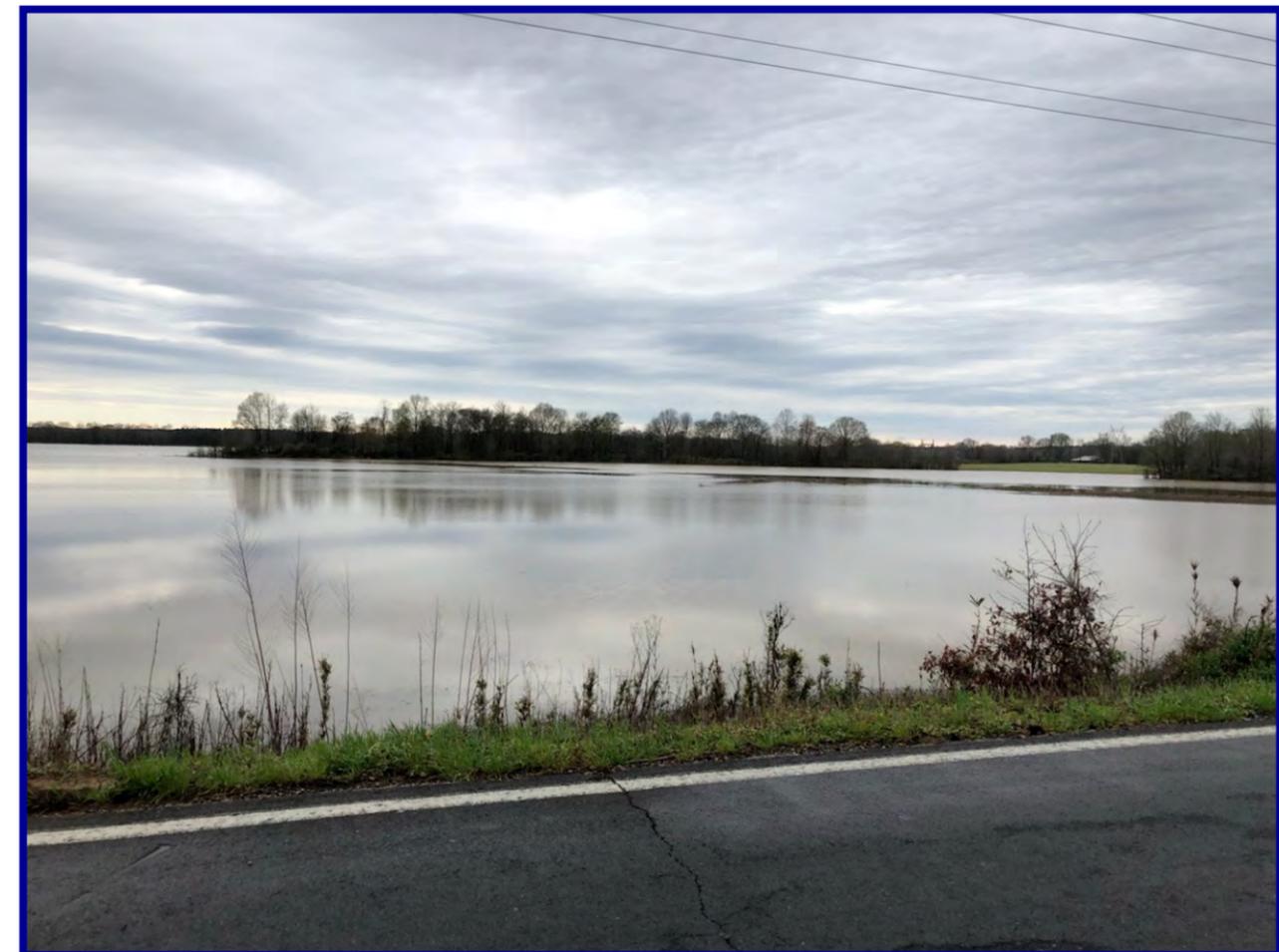
General Marcus J. Wright (SR-5) experienced a 41.3 percent decrease to 6,610 AADT.

Highway 57 usually has high traffic volumes as it is a primary route to Memphis and Pickwick Lake.

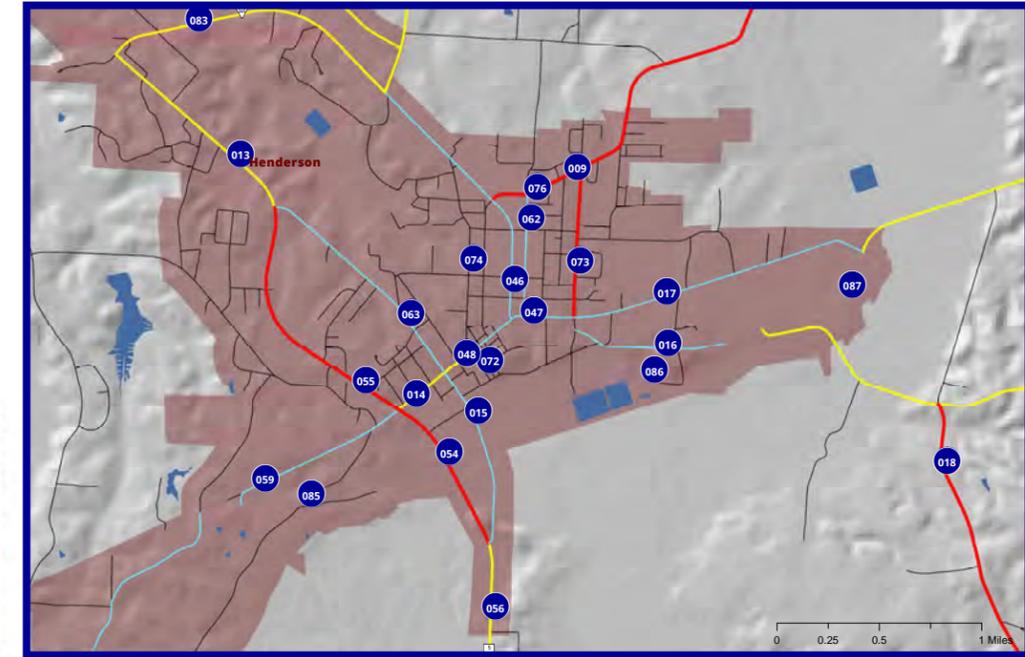
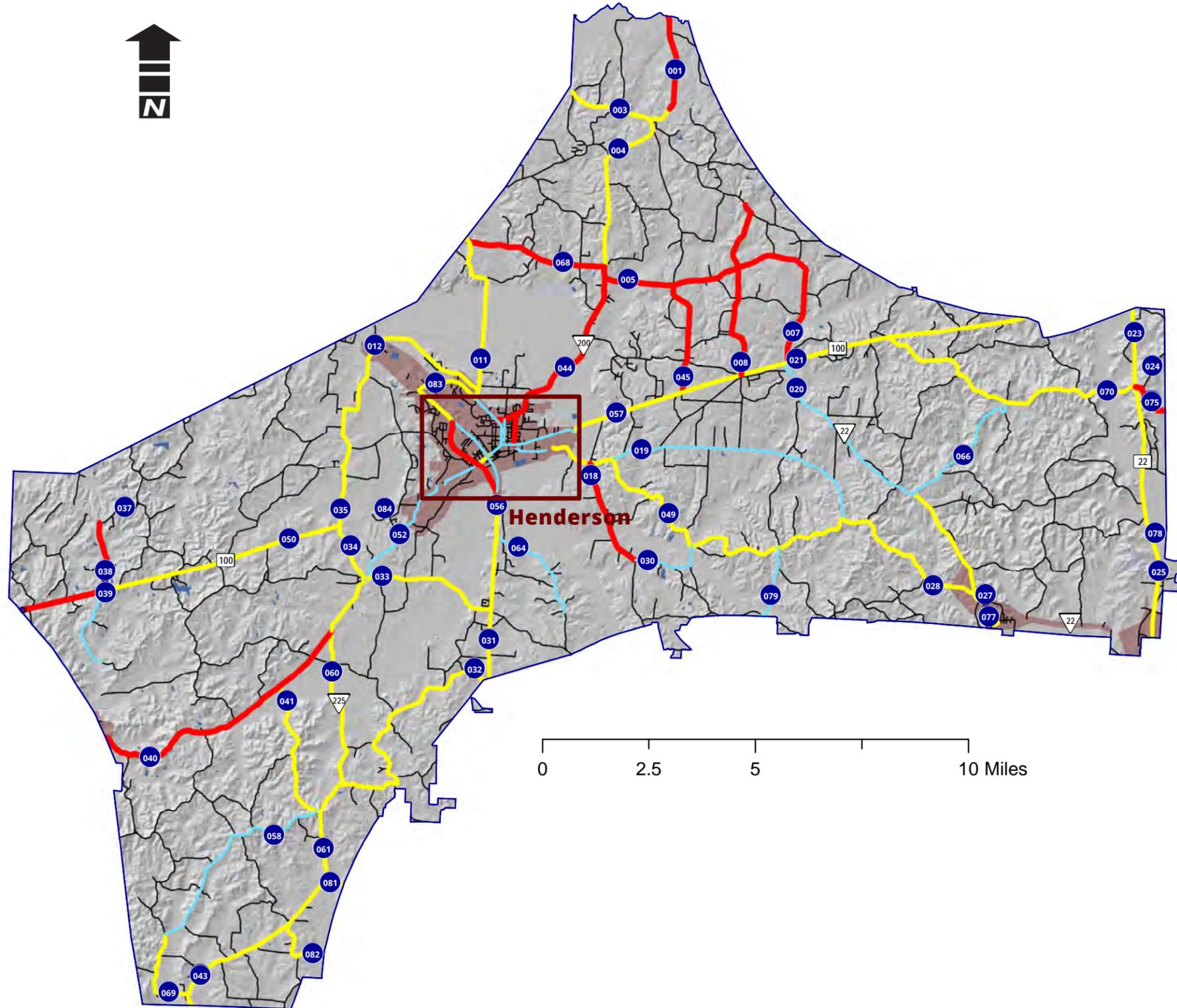
Adamsville



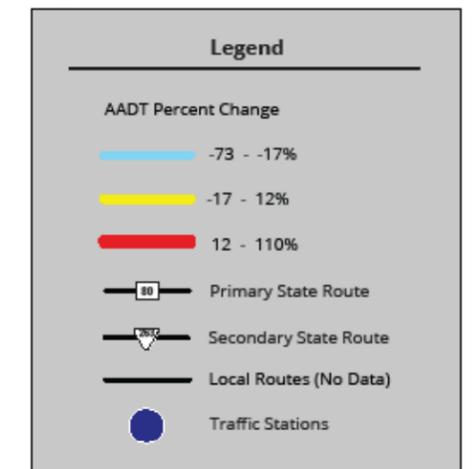
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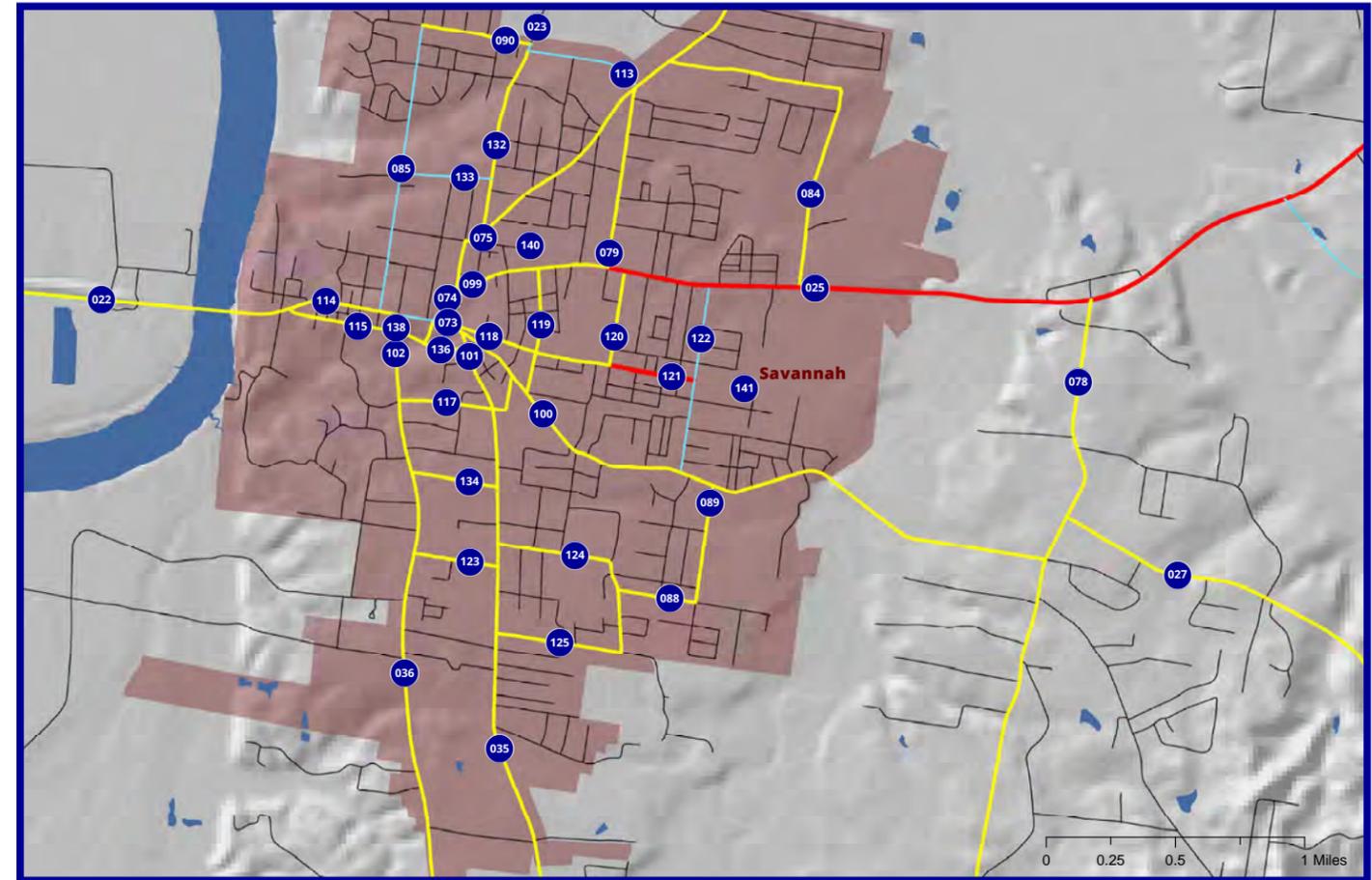
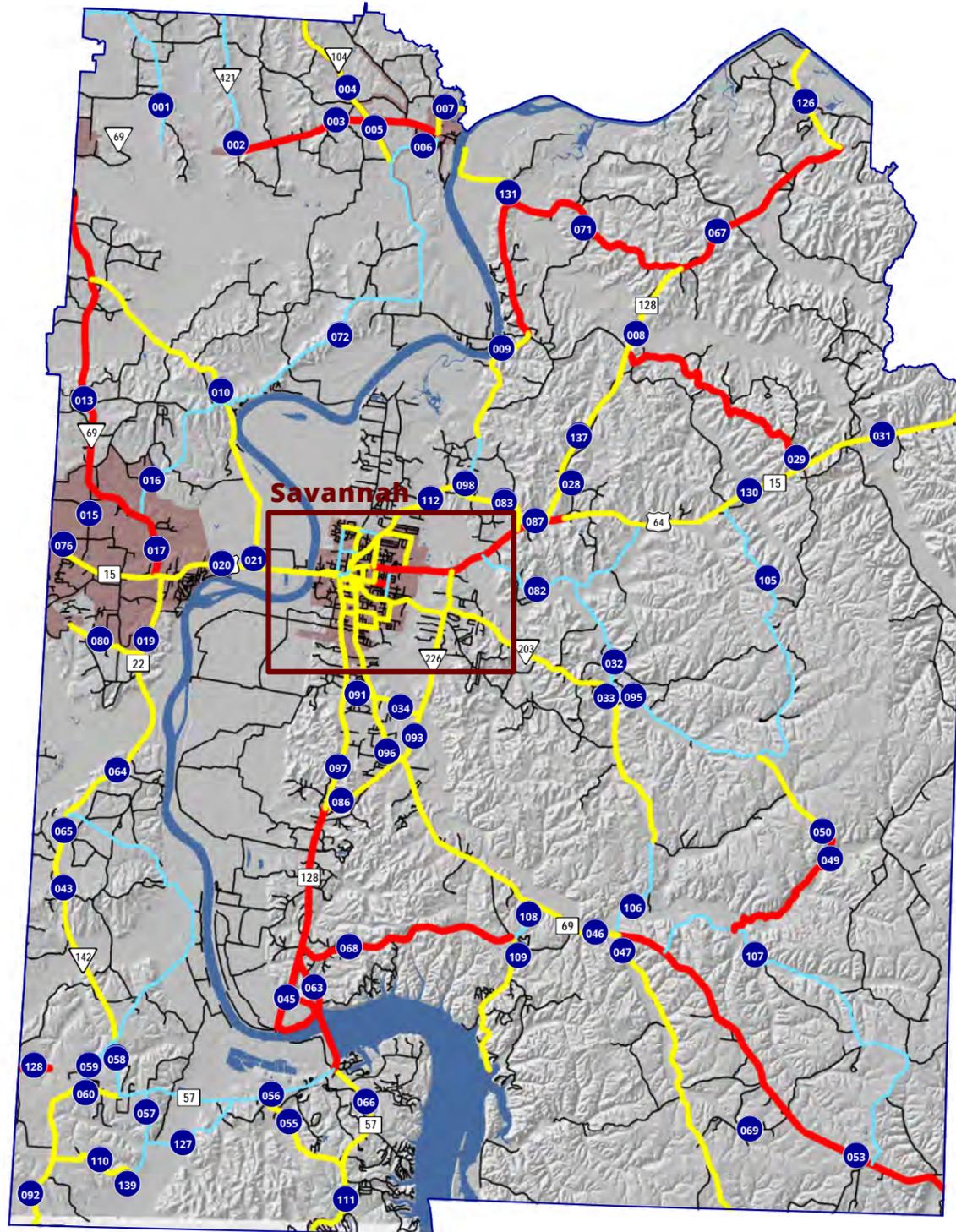
Chester County AADT Percent Change 2005 - 2015



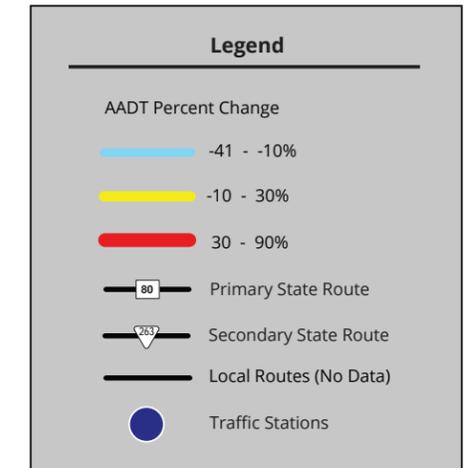
Map 3.4



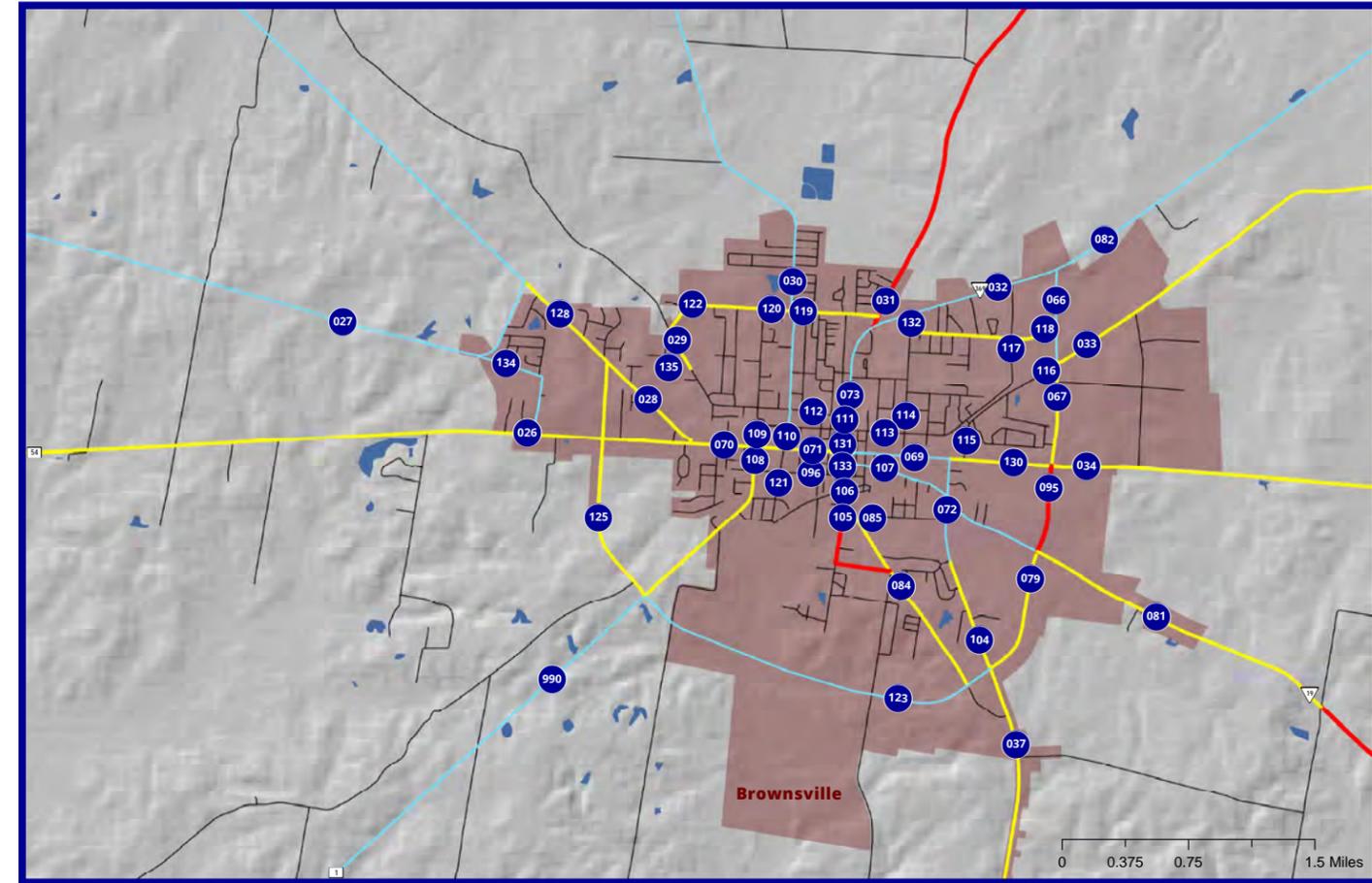
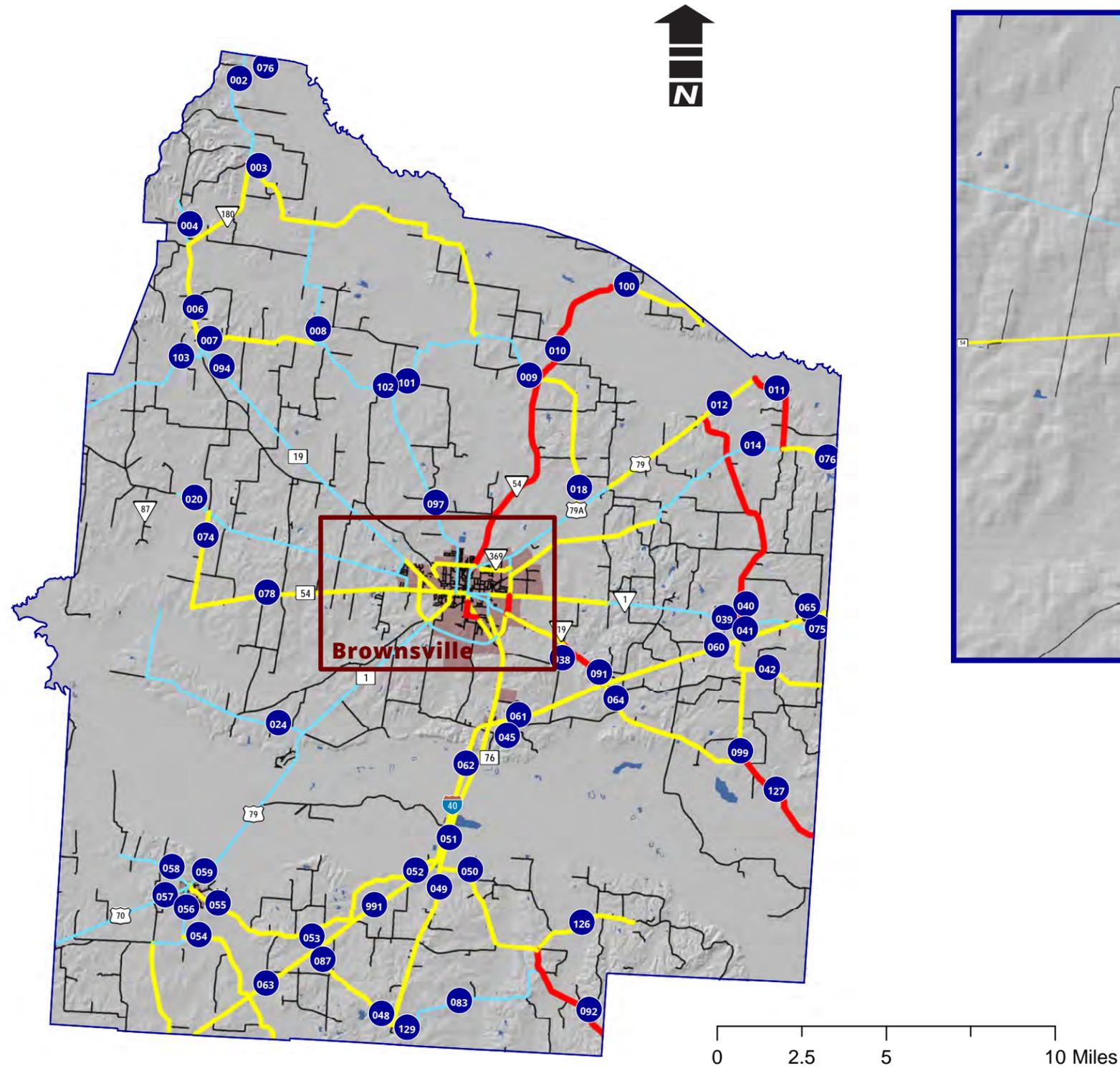
Hardin County AADT Percent Change 2005 - 2015



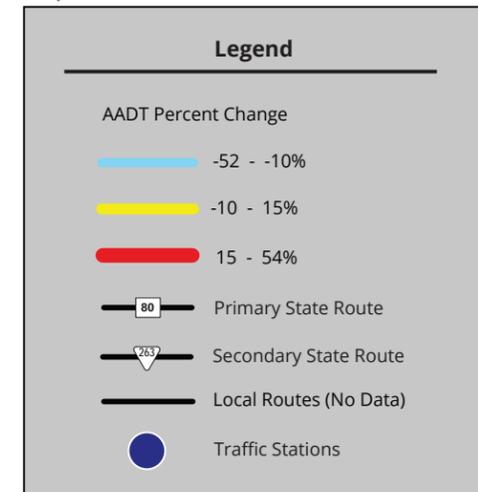
Map 3.7



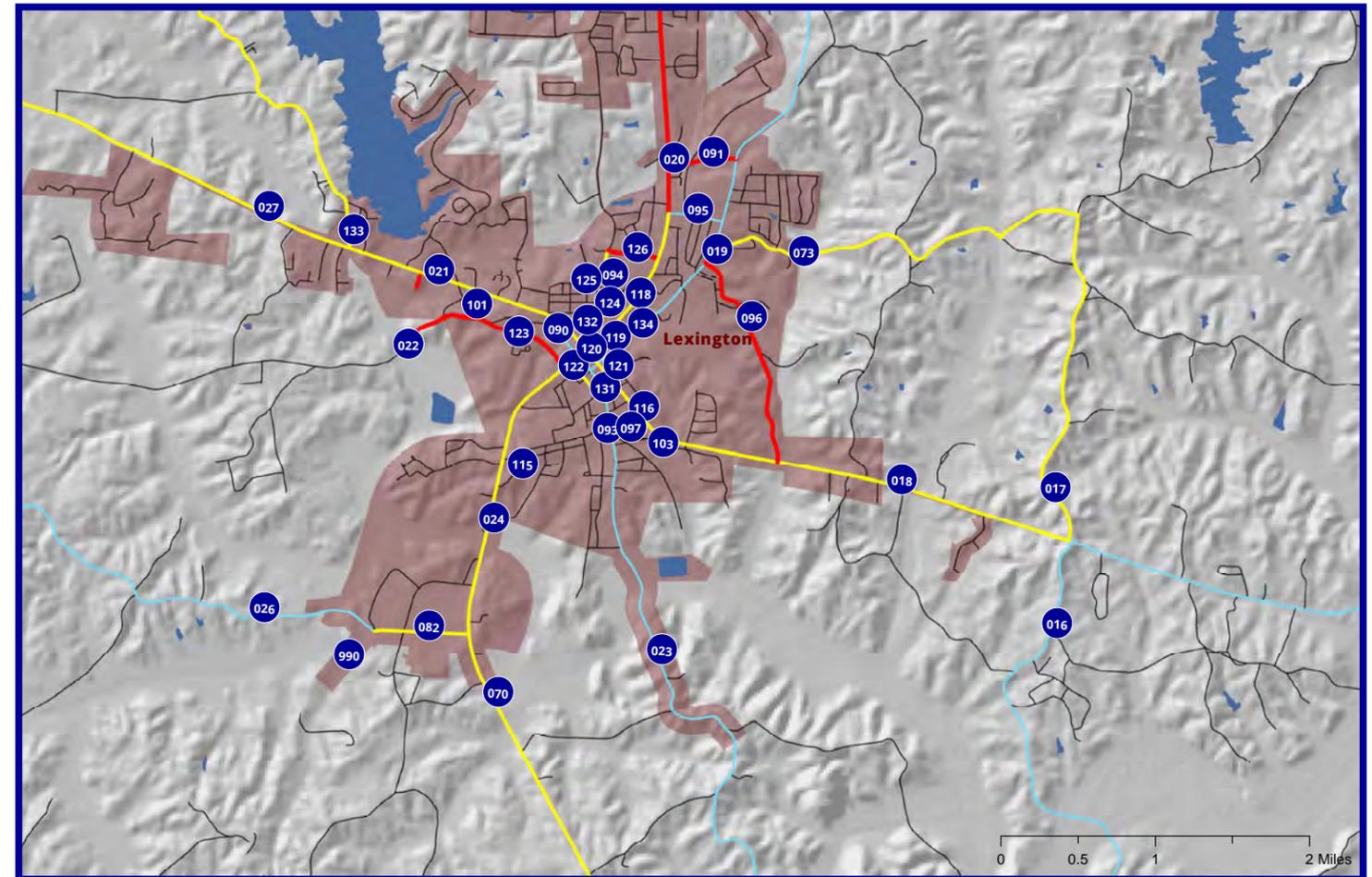
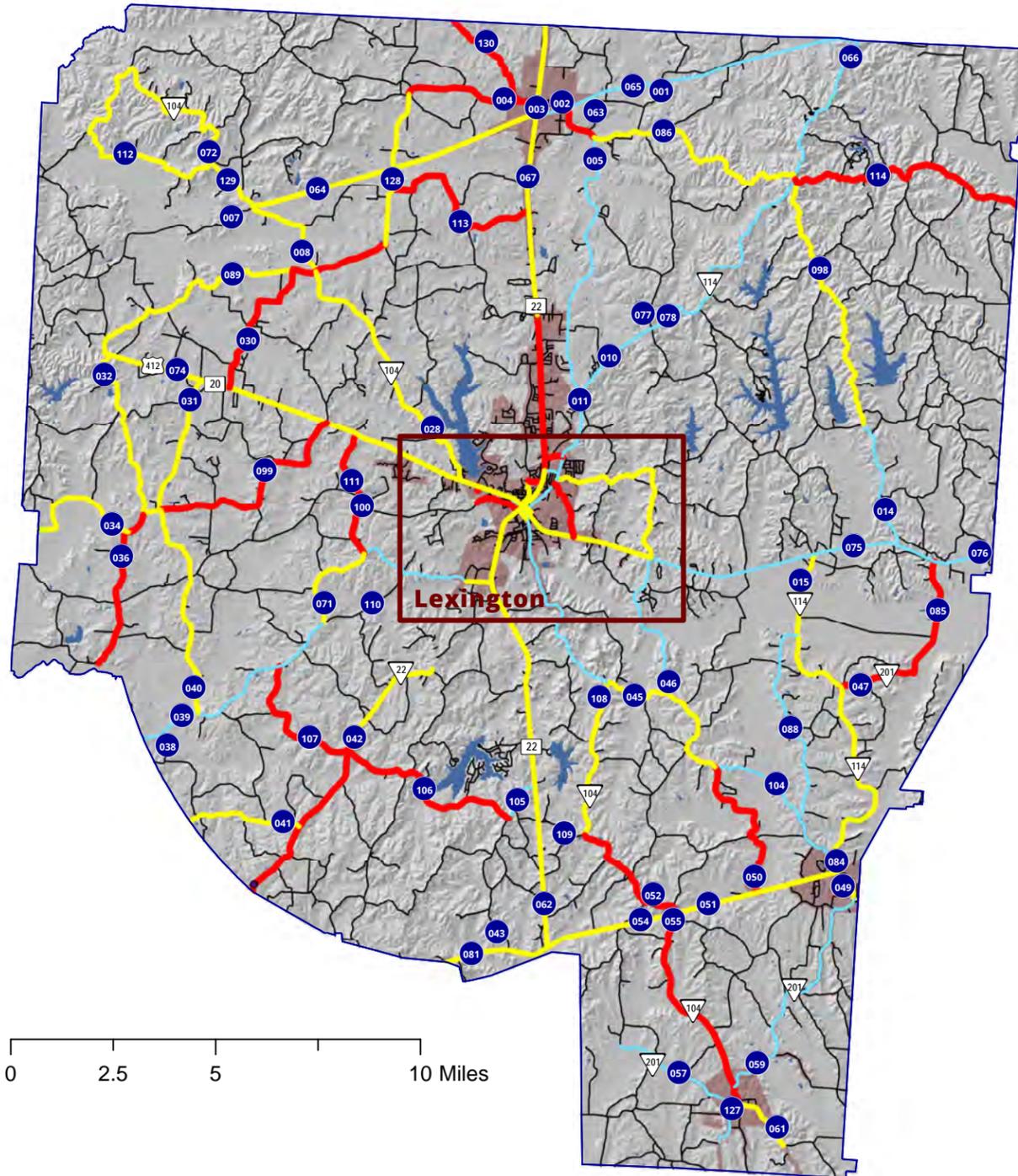
Haywood County AADT Percent Change 2005 - 2015



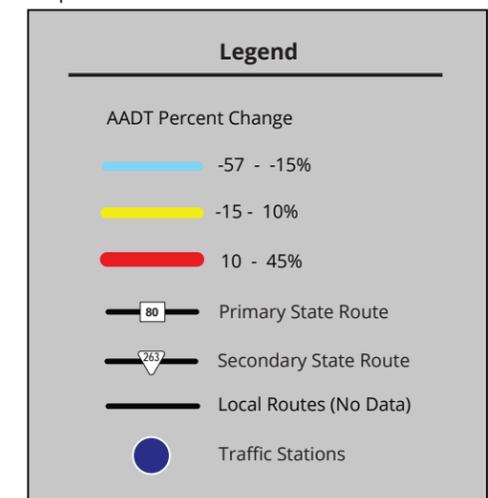
Map 3.8



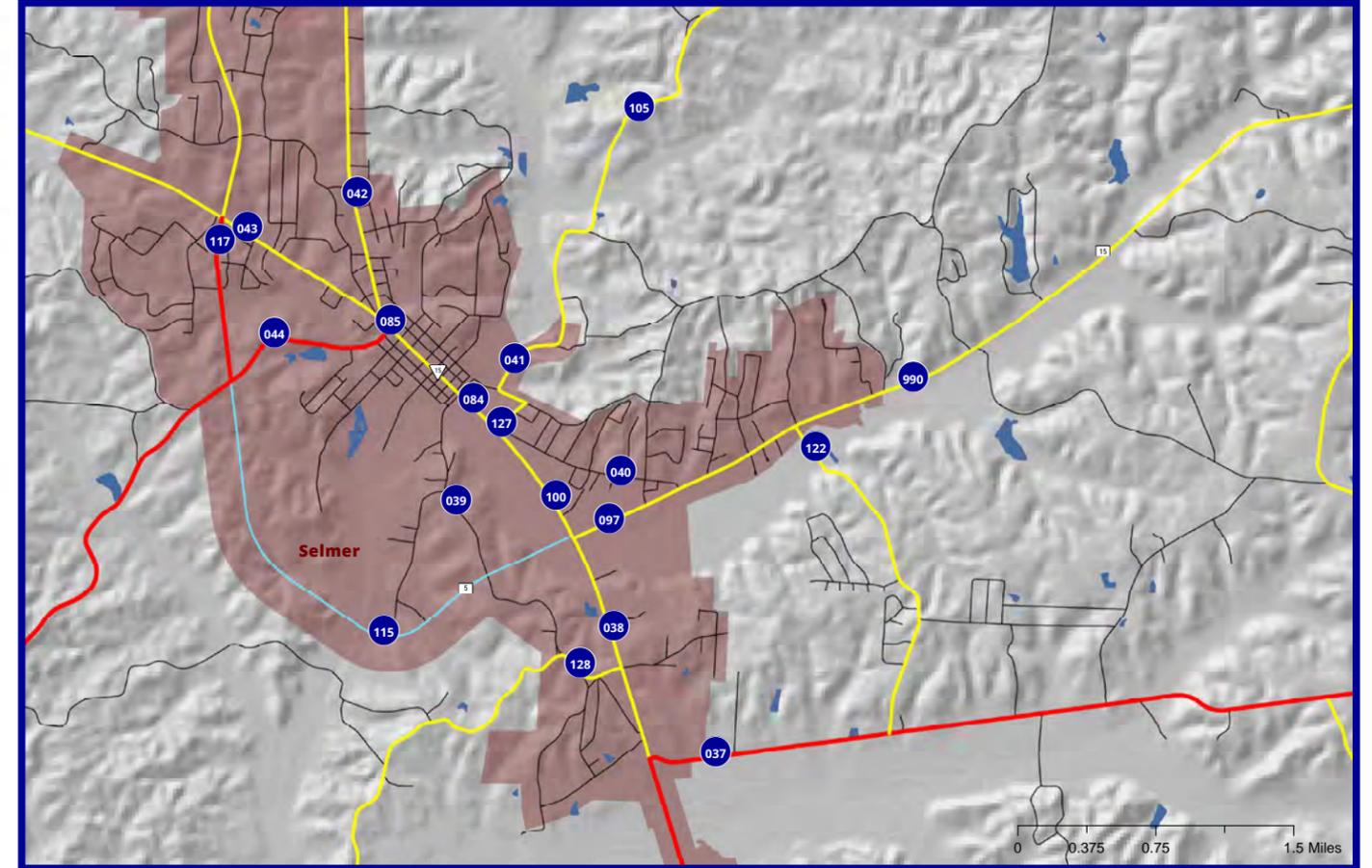
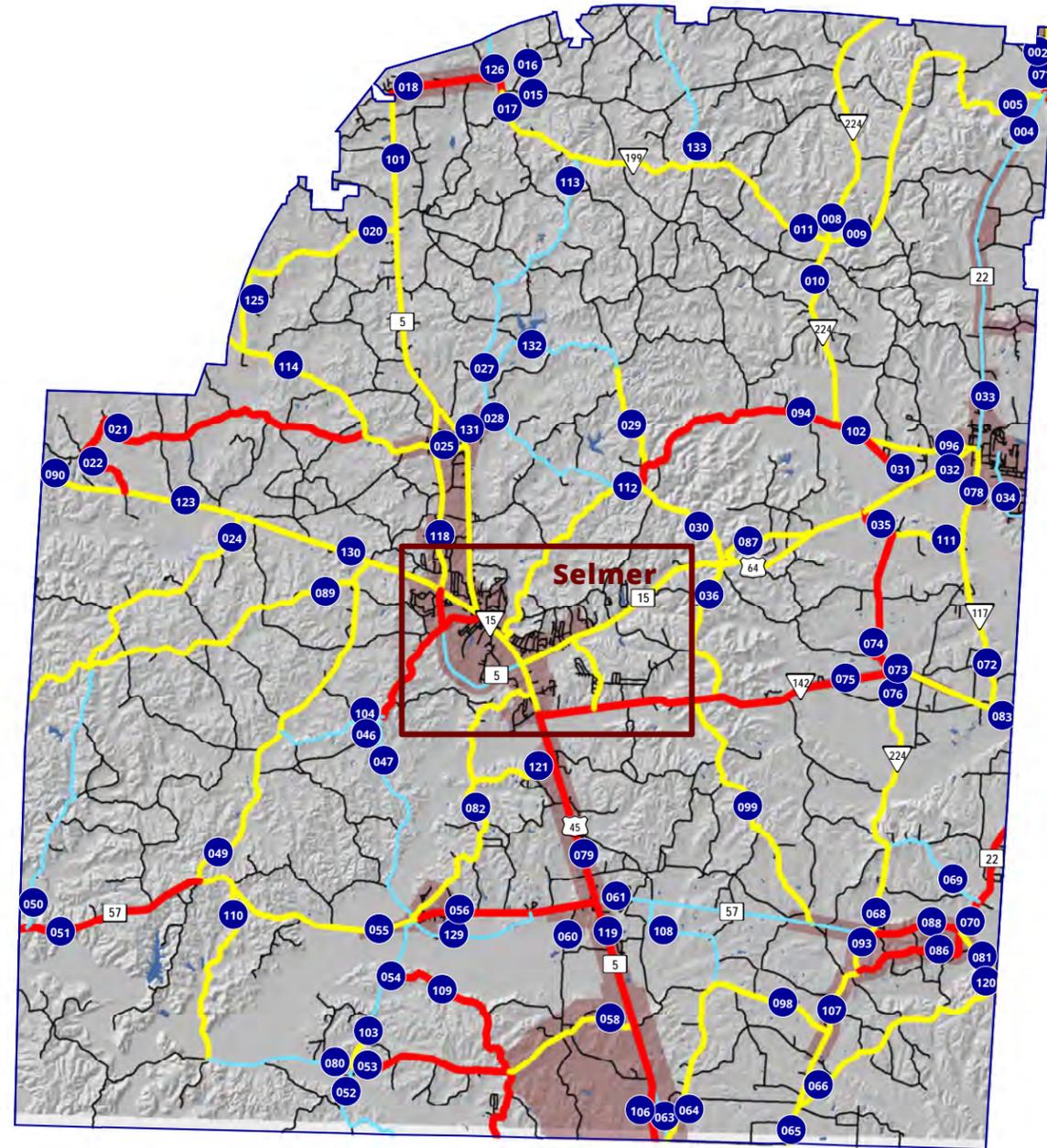
Henderson County AADT Percent Change 2005 - 2015



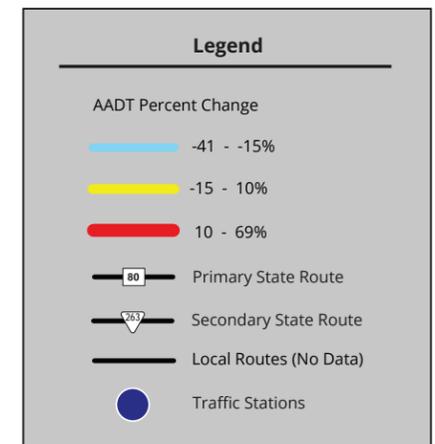
Map 3.9



McNairy County AADT Percent Change 2005 - 2015



Map 3.10



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." Roadway conditions may include the following: number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is defined as the proportion of the facility's capacity being utilized by current or projected traffic volumes. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with roadway supply (carrying capacity)).

V/C Ratio is categorized by colors and measurements on the map. These measurements range from 0 to 1.00. Any value above 0.50 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that there are more vehicles on the road than the road was designed to accommodate, often resulting in congested conditions. The analysis uses AADTs from 2010, in addition to those forecasted for 2040. The 2040 Forecast considers programmed projects by TDOT, as well as demographic and land use projections.

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

Chester County

Chester County's roads had low V/C Ratios in 2010, with no apparent issues.

In 2040, there is only a small section of E. Main St. that has a V/C Ratio between 0.50-0.74, which should be monitored in the future.

Decatur County

Decatur County's roads had low V/C Ratios in 2010, with no apparent issues.

There are almost no changes in the V/C Ratios that are forecasted for 2040, except for a small section of SR-60 in downtown Parsons, which is forecasted to have a V/C Ratio between 0.25-0.49.

Hardeman County

Hardeman County's roads had low V/C Ratios in 2010 and in 2040, with very few apparent issues. A small section of Market St. in downtown Bolivar has a slightly elevated V/C Ratio between 0.25-0.49 in 2010, as well as in the 2040 projections.

Hardin County

The V/C Ratios are very low on most roads in the county. In Downtown Savannah, a few sections of US-64 and SR-128 have an elevated V/C Ratio between 0.25-0.49 in 2010.

It is forecasted in 2040 that the V/C Ratio of a small portion of US-64, east of Downtown Savannah, increases to 0.50-0.74. Some sections of SR-69 in Downtown Savannah are forecasted to have an elevated V/C Ratio between 0.25-0.49 in 2040.

Pickwick Rd. is in the process of widening to five lanes and a portion of the road is currently experiencing capacity issues, due to nearby Lowes and Walmart locations.

Haywood County

In 2010, there are few small sections of E. and W. Main St., in the City of Brownsville, that currently have slightly elevated V/C Ratios between 0.25-0.49. In 2040, it is forecasted that a small section on Main St. increases to a V/C Ratio between 0.50-0.74.

The V/C Ratio of I-40 was between 0.25-0.49 in 2010. In 2040, certain segments of I-40 are projected to increase to V/C Ratios between 0.50-0.74.

Henderson County

W. Church St. (SR-20) has a low V/C Ratio between 0.25-0.49 in both 2010 and 2040.

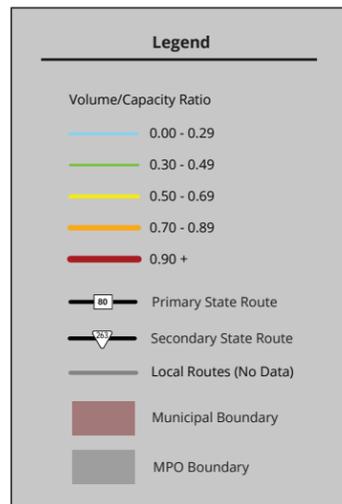
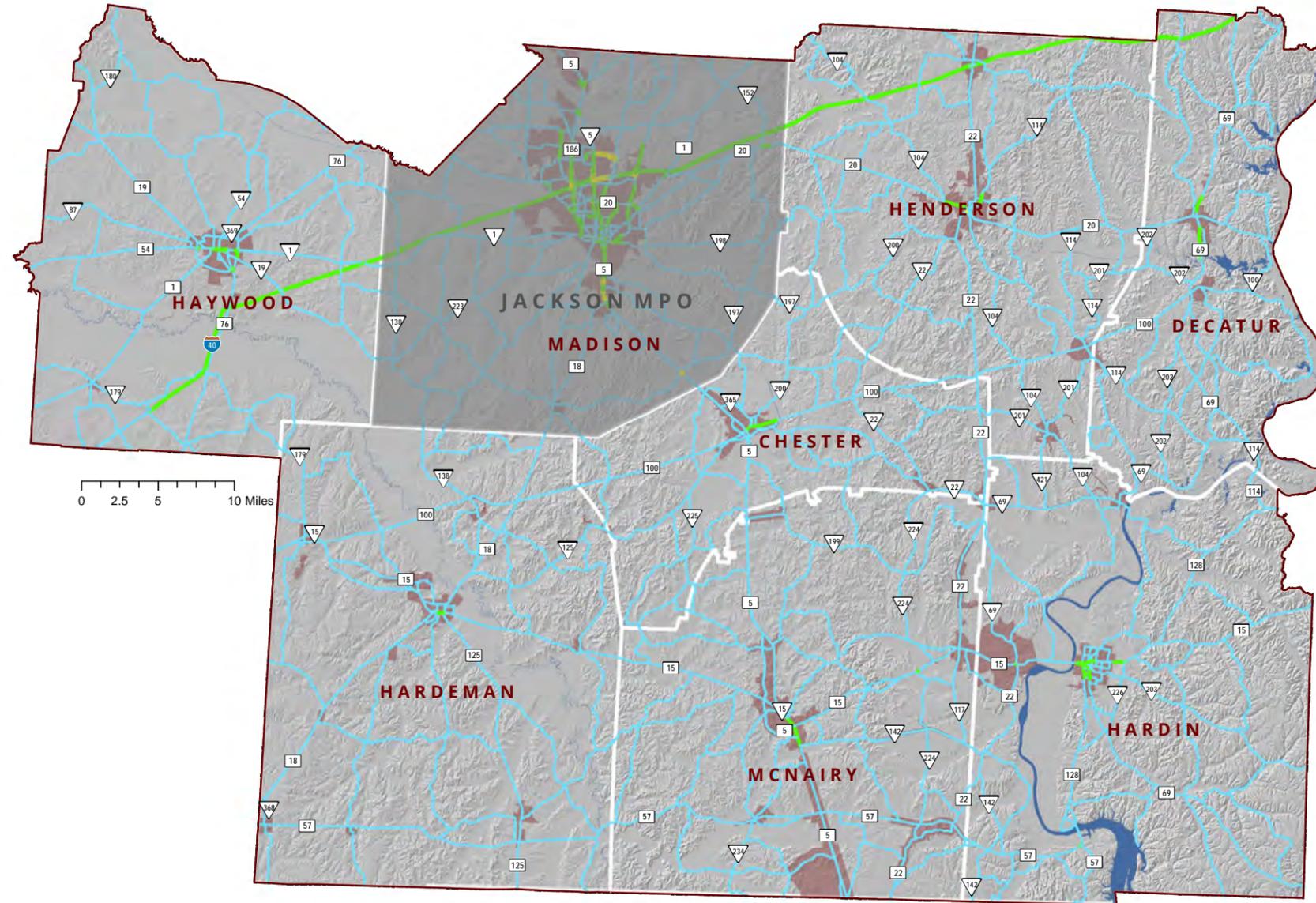
A small section between N. Broad St. and W. Church St. has an elevated V/C Ratio between 0.50 - 0.74 in 2010 and 2040, which should be monitored.

It is forecasted for 2040 that Natchez Trace Dr., from E. Church St. to Hall St., will have a V/C Ratio of 0.25-0.49.

McNairy County

There are no capacity issues identified in McNairy County. The V/C Ratio on Mulberry Ave. between Marcus J. Wright Memorial (SR-5) and Purdy Rd./Bethesda-Purdy Rd. is slightly elevated to 0.25-0.49. It is forecasted that in 2040, along Mulberry Ave. up to SR-142 will have an elevated V/C Ratio between 0.25-0.49.

Southwest Volume / Capacity Ratio - 2010

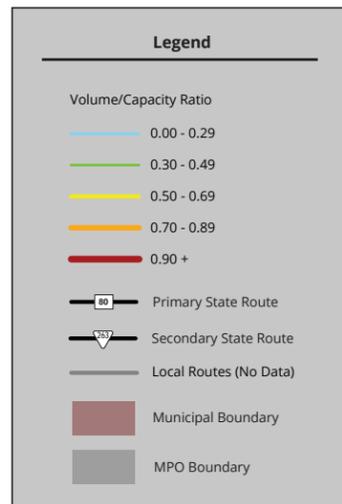
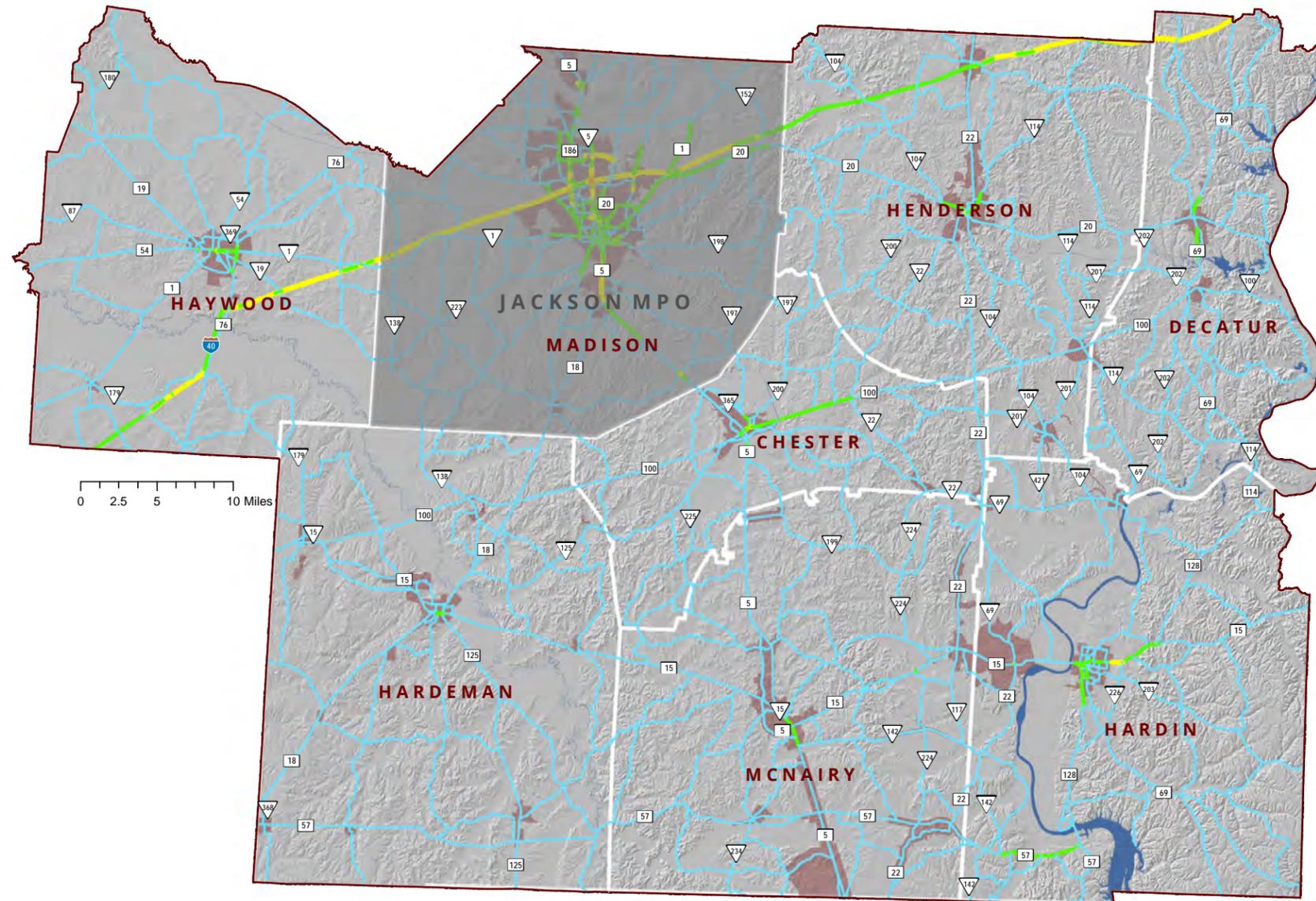


2010 Volume / Capacity Ratio Mileage					
County	0.000 - 0.249	0.250 - 0.499	0.500 - 0.749	0.750 - 0.999	1.000+
Chester	210.90	2.00	0	0	0
Decatur	206.17	14.52	0	0	0
Hardeman	348.84	0.58	0	0	0
Hardin	315.24	4.47	0	0	0
Haywood	282.99	41.03	0	0	0
Henderson	308.66	50.84	0.06	0	0
McNairy	388.13	1.99	0	0	0

Map 3.11

Table 3.4

Southwest 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+
Chester	204.70	7.93	0.27	0	0
Decatur	206.17	8.86	5.66	0	0
Hardeman	348.75	0.67	0	0	0
Hardin	304.68	14.27	0.76	0	0
Haywood	271.92	36.79	15.30	0	0
Henderson	307.39	41.81	10.37	0	0
McNairy	388.02	2.10	0	0	0

Map 3.12

Table 3.5



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.

The Southwest RPO consists of the following 7 counties: Chester, Decatur, Hardeman, Hardin, Haywood, Henderson, and McNairy. The Southwest RPO’s close proximity to the West Tennessee RPO and Memphis MPO has multiple benefits for the counties and the multi-modal nature of the region. Waterway access is an added benefit of the RPO which is one of the most fuel efficient, environmentally friendly, and competitive rate per modal opportunities. In Hardin County, the Tennessee River flows into Pickwick Lake and the Tennessee Tombigbee Waterway is the northernmost part of the waterway system. There is a lot of potential for the movement of mass quantity, heavy or bulky items to be shipped or received through the waterway system for both domestic and international imports and exports. This helps the surrounding counties with truck and water accessibility reducing the amount of miles on the highway infrastructure. Tennessee Department of Transportation is a financial supporter to the Tennessee Tombigbee Waterway and views it as a great asset of future and potential growth.

In 5 of the 7 counties there is rail access for both Class 1 opportunities (Norfolk Southern, Kansas City Southern and CSX) and Class III railroads. Class III or shortline railroads offer benefits to more rural areas and lead to economic development opportunities for employment, manufacturing and improving the quality of life for the region. The RPO region has three shortline railroads that span several counties. Mississippi Central Railroad, Mississippi Tennessee Railroad and West Tennessee Railroad all of which operate several daily trains with the handling of their current traffic and can handle additional traffic with new business or expansion of current businesses already located in the region.

Highway access is extremely important to the Southwest RPO. There are several 4 lane highways throughout the region and in every county. I-40 bisects Henderson and Haywood Counties and is a major East-West Corridor for the movement of freight in and beyond Tennessee. This stretch of interstate has the highest percentage of freight traffic in the RPO. However, State Routes 15, 22, 100 and 114 also have a high percentage of truck traffic through the region. All the percentages mentioned in the RPO are for single-truck and multi-unit truck traffic are higher than the statewide averages for each roadway functional class. Single unit trucks are all considered trucks on a single frame such as camping trucks, motor homes and school busses. Multi-unit trucks have more than two units, such as tractor and trailer of freight trucks. On all the State Routes in these counties, multi-unit truck percentages range from a low of 13% to a high of 73% on SR-15 to a statewide average between 2% and 4%. Freight is a very important contributor to the region and their residents. The close proximity to the Mississippi and Alabama state line is a competitive advantage when certain states can offer different tax incentives for the locations of businesses either in Tennessee or the other states. This is an added geographical benefit to Hardeman, McNairy and Hardin counties.

Railroads

Chester County

Chester County is serviced by one railroad company – West Tennessee Railroad (WTNN). The WTNN line is active and typically runs 0 to 2 daily trips. This rail line has a total of 13 crossings – 3 public at-grade crossings, 3 public grade-separated crossings, and 7 private crossings.

Decatur County

There are no railroad companies currently servicing Decatur County.

Hardeman County

There are three railroad companies serving Hardeman County – Mississippi Central Railroad (MSCI), Mississippi Tennessee Railroad (MTNR), and Norfolk Southern (NS). These lines are active and typically run 2 to 20 daily trips combined. MSCI has a total of 5 crossings – 4 public at-grade crossings and 1 private crossing. MTNR has 3 crossings – 1 public at-grade crossing and 2 private crossings. NS has 18 crossings – 13 public at-grade crossings, 2 public grade-separated crossings, and 3 private crossings.

Hardin County

Hardin County is serviced by one railroad company – Kansas City Southern Railroad (KCS). The KCS line is active and typically runs 0 to 4 daily trips. This rail line has 8 crossings – 3 public at-grade crossings, 1 public grade-separated crossing, and 4 private crossings.

Haywood County

Haywood County is serviced by one railroad company – CSX Transportation (CSX). The CSX line is active and typically runs 3 to 10 daily trips. This rail line has a total of 29 crossings – 19 public at-grade crossings, 2 public grade-separated crossings, and 8 private crossings.

Henderson County

There are no railroad companies currently servicing Henderson County.

McNairy County

McNairy County is serviced by two railroad companies – West Tennessee Railroad (WTNN) and Norfolk Southern (NS). The two lines are active and typically run 2 to 14 daily trips combined. WTNN has a total of 35 crossings – 20 public at-grade crossings, 1 public grade-separated crossing, and 14 private crossings. NS has 9 crossings – 6 public at-grade crossings and 3 private crossings.

Freight Traffic Analysis

The Southwest RPO is served by a freight network that includes multi-unit and single-unit trucks. 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. In the counties of the Southwest RPO, much of the freight traffic travels on I-40. SR-15, SR-22, SR-100, and SR-114 are also often used by trucks in the region.

All of the percentages mentioned below for single-unit truck and multi-unit truck traffic are higher than the statewide averages for each roadway functional class. Single-unit trucks are trucks on a single frame, such as camping trucks, motor homes, and school buses. Multi-unit trucks have more than two units, such as a tractor and trailer or a freight truck.

The multi-unit and single-unit truck shares on the traffic are compared to the statewide averages per functional class based on 2016 AADTs.

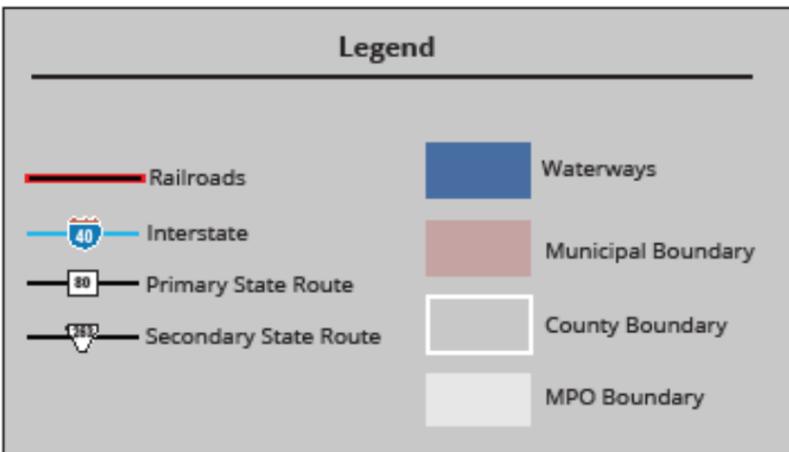
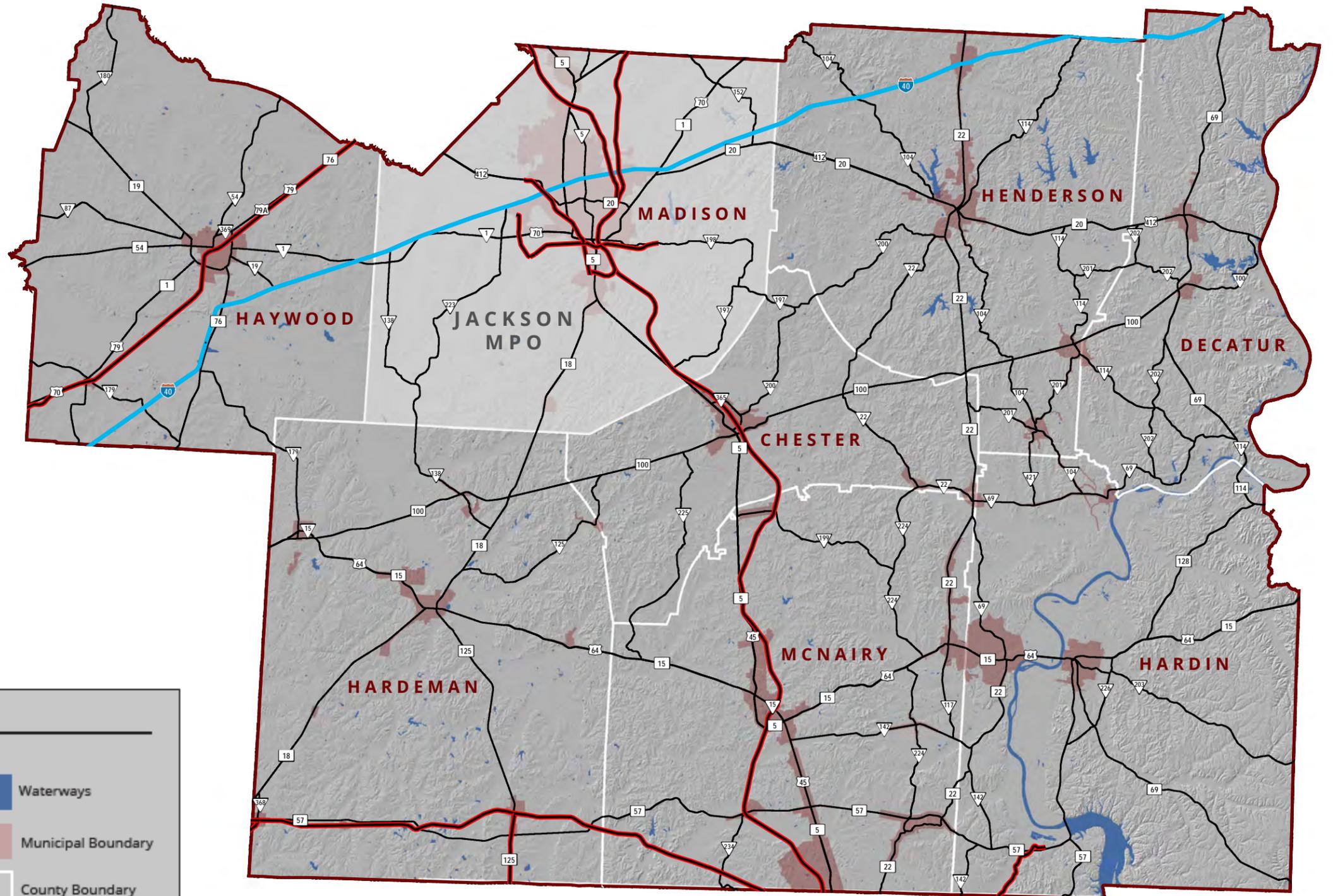
Decatur County



Statewide Average Annual Daily Traffic of Single-Unit and Multi-Unit Truck Shares per Functional Class						
Rural System						
Type Trucks	Interstate	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	
Single Unit	2.29%	2.55%	2.01%	2.08%	1.74%	
Multi Unit	27.05%	7.36%	3.86%	2.09%	1.24%	
Urban System						
Type Trucks	Interstate	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	1.75%	3.05%	3.08%	1.98%	1.29%	1.72%
Multi Unit	14.22%	5.21%	7.13%	4.29%	1.90%	1.16%

Table 3.6

Southwest Railroads



Map 3.13

Truck Traffic

Chester County

The highest truck traffic volumes are on SR-5. On SR-5, percentages of multi-unit trucks are between 10 and 16 percent, compared to a statewide average of 7.36.

Moderate truck traffic volumes are on SR-100 and SR-22. SR-22 has high multi-unit truck percentages of 21 percent, compared to a 3.86 percent average for minor arterials. SR-225 has very high single-unit truck shares ranging between 26 and 39 percent, compared to a 2.08 percent statewide average.

Decatur County

The highest truck volumes are on I-40, with multi-unit truck shares ranging from 32 to 35 percent. Moderate truck volumes are on SR-69, SR-100, and Hwy 412, which are the primary travel corridors in the county. Several sections of SR-69 have above average multi-unit truck shares, ranging between 11 and 17 percent. SR-114 has an 18 percent multi-unit truck share, compared to a 2.09 percent statewide average on major collectors.

Hardeman County

Hardeman County has high truck volumes on SR-125, leading from the southern part of the county to Bolivar. SR-125 has above average multi-unit truck percentages, ranging from 8 to 12 percent. SR-18 north of Bolivar also experiences high truck volumes. The shares of multi-unit trucks range between 10 and 14 percent on SR-18, which is significantly higher than the 3.86 percent statewide average on minor arterials. SR-15 also has high truck volumes. The multi-unit truck share is very high on two sections in particular, at 73 percent (LM 1.49 - 2.36) and 26 percent (LM 2.36 - 3.58).

Hardin County

High truck volumes are on SR-15 leading east to west, SR-57 in the southwest, and on a small section of Airport Rd. Moderate truck volumes have been identified on SR-68, SR-128, and Airport Rd.

SR-15 (LM 10.06 - 23.62) has multi-unit truck shares ranging between 10 and 21 percent, which is higher than the statewide average of 7.36 percent. SR-57 has multi-unit truck shares between 15 and 34 percent, which is significantly higher than the statewide average of 3.86 percent for minor arterials. One section of SR-69 (LM 0 - 3.92) has single-unit truck shares of 7 percent, and multi-unit truck shares of 12 percent, compared to 2.1 percent statewide average for both single-unit and multi-unit trucks. SR-114 has a segment with 13 percent multi-unit truck share compared to 2.09 statewide average for major collectors, and 18 percent multi-unit truck share compared to 7.36 statewide average for principal arterials. SR-128 (LM 12.44 - 24.41) has multi-unit truck shares between 12 and 14 percent, compared to a 7.36 statewide average for principal arterials.

Hardin County Cont.

SR-142 has one section with a multi-unit truck share of 26 percent (LM 6.36 - 10.45), which is significantly higher than the 2.09 percent statewide average. SR-226 has multi-unit truck shares ranging from 11 to 18 percent, compared to the 1.9 percent statewide average for urban major collectors.

Haywood County

There are high truck traffic volumes on I-40. Additionally, high truck traffic volumes are found on Anderson Ave. (SR-76) from I-40 to SR-19 in Brownsville. The shares of multi-unit truck traffic on SR-76 are between 5 and 20 percent, and are higher than the statewide average of 3.86 for minor arterials.

Other routes used by trucks are E. Main St. (SR-1) and SR-19. SR-1 has 19 percent multi-unit trucks on LM 15.05 - 17.3, compared to the 7.36 percent average. SR-54 has a 9 percent multi-unit truck share compared to the 3.86 percent statewide average.

Henderson County

The highest truck traffic volumes are on I-40, with multi-unit truck shares ranging between 31 and 35 percent.

Moderate truck volumes are on SR-20 (east-west), SR-22 (north-south), and SR-100 in the southern portion of the county. SR-22 has a higher multi-unit truck traffic share of 10 to 21 percent on LM 0 to 4.13, compared to the statewide average of 3.86 percent. SR-100 has a higher single-unit truck share of 7 percent compared to a 2.01 percent statewide average, and multi-unit truck share of 13 percent compared to 3.86 percent average. On SR-114, both single and multi-unit truck shares are 20 percent, compared to the 2.1 percent average for both single and multi-unit trucks on major collectors.

McNairy County

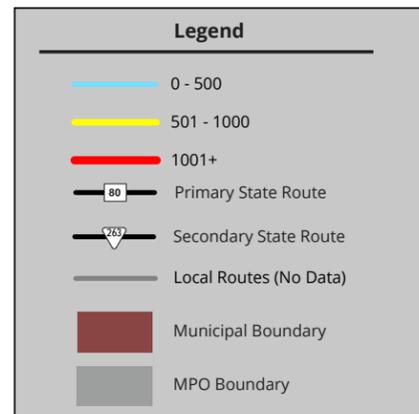
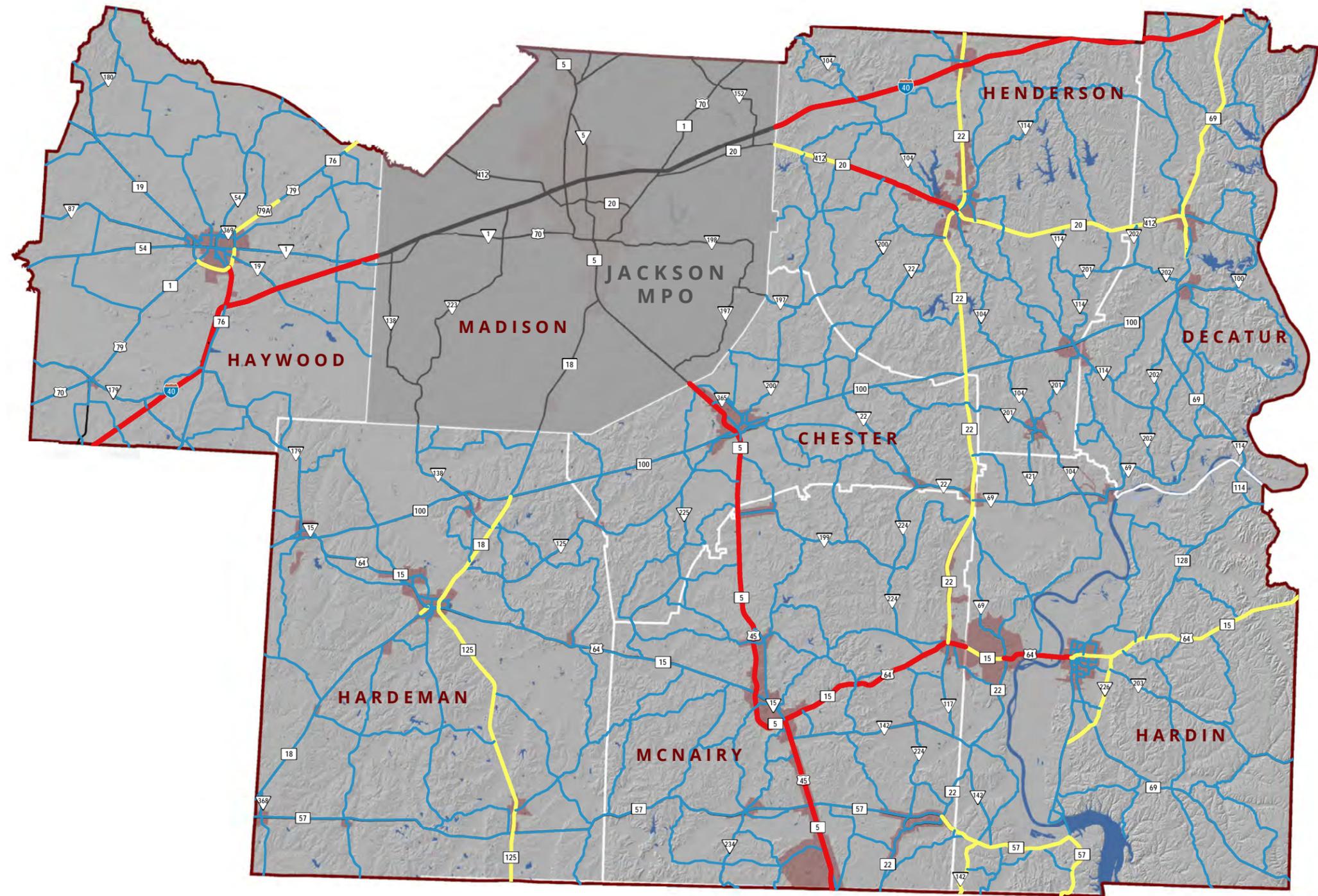
The highest truck traffic volumes are on SR-5, from north to south. SR-5 has high multi-unit truck volumes between 14 and 23 percent, compared to the 7.36 percent statewide average. According to local officials, sections of SR-5 show pavement deterioration resulting from the high freight volumes.

Also, high truck volumes are on E. Main St., east of Adamsville, leading into Hardin County.

Moderate truck traffic volumes are on SR-15, from Selmer to Adamsville, and on SR-22, from Adamsville leading north into Chester County. SR-15 has a section (LM 12.5 - 24.86) with multi-unit truck shares of 11 to 12 percent, compared to the 7.36 percent average. SR-22 has a section (LM 0 - 10.4) with multi-unit truck shares between 15 and 31 percent, which is significantly higher than the statewide average of 3.86 percent for minor arterials.

Sections of SR-57 have 11 to 12 percent multi-unit truck shares, while one small section (LM 23.4 - 24.67) has 34 percent, compared to a statewide average of 3.86 percent.

Southwest Truck Annual Average Daily Traffic



Map 3.14

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 vehicles (SOV) to non-SOV modes, or shifting auto trips to non-peak hours. TDM strategies are designed to reduce auto trips and VMT by increasing the use of alternative travel options through incentives and disseminating information. Examples of TDM strategies include carpooling and vanpooling programs, commuter buses, park and ride lots, and expanded public transit during peak hours.

Changing daily commute habits can seem daunting; however, working closely with employers to provide incentives for taking alternative commuting options can incentivize change. Even though there is no formal ridesharing program administered in the Southwest RPO, it is possible in the foreseeable future for this RPO to have TDM options readily available.

Commuting Patterns

The Southwest RPO does have a commuting pattern of residents from surrounding counties journeying to adjacent or nearby counties during daily commutes. The commuting patterns are indicative of where people live and/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 indicating 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 AASHTO's Census Transportation Planning Products Program (CTPP).

About 1,700 residents in the Southwest RPO travel to McNairy County (14.6 percent), and 1,115 (9.5 percent) travel to Henderson County. Haywood County has the least number of commuters. Most commuters originate from Hardin County (12.9 percent, or 1,510 commuters) and McNairy County (12.3 percent, or 1,430 commuters). The analysis of commute patterns also included Shelby and Madison counties due their proximity and them being employment centers. From the Southwest RPO, 8,474 commuters travel to Madison County (Jackson MPO) for work and 1,898 travel to Shelby County for work. Most commuters to Madison County reside in Henderson County (2,764 commuters) and Chester County (2,589 commuters). Many workers from Hardeman and Haywood Counties commute to Shelby County. Of all commuters from the Southwest RPO to Shelby County, almost fifty percent come from Hardeman County, and 31.6 percent come from Haywood County.

Within the Southwest RPO, the majority of commuters from McNairy County travel to Hardin County (44.4 percent) and Hardeman County (31.8 percent). Henderson County's working residents commute mostly to Decatur County (62.5 percent). The vast majority of Haywood County's residents commute to Hardeman County (82.8 percent).

Most commuters from Hardin County (72.5 percent) commute to McNairy County. About half of all regional commuters residing in Hardeman County commute McNairy County. The majority of commuters in Decatur County commute to Henderson County (77.6 percent). In Chester County, commuters have three major destinations for work in the region: Hardeman County (30.4 percent), McNairy County (27.9 percent), and Henderson County (24.8 percent). In several counties, the majority of commuters are traveling to one specific county, typically the closest neighboring counties.

Table 3.7

		DESTINATION						Origin Totals	
		Chester	Decatur	Hardeman	Hardin	Haywood	Henderson	McNairy	
ORIGIN	Chester	3,250	15	245	95	25	200	225	805
	Decatur	45	2,360	4	65	0	655	75	844
	Hardeman	100	0	5,770	10	50	25	205	390
	Hardin	40	25	160	6,960	0	190	1,095	1,510
	Haywood	30	0	145	0	4,530	0	0	175
	Henderson	110	425	0	45	0	7,225	100	680
	McNairy	265	30	455	635	0	45	5,985	1,430
	Destination Totals	590	495	1,009	850	75	1,115	1,700	11,668

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

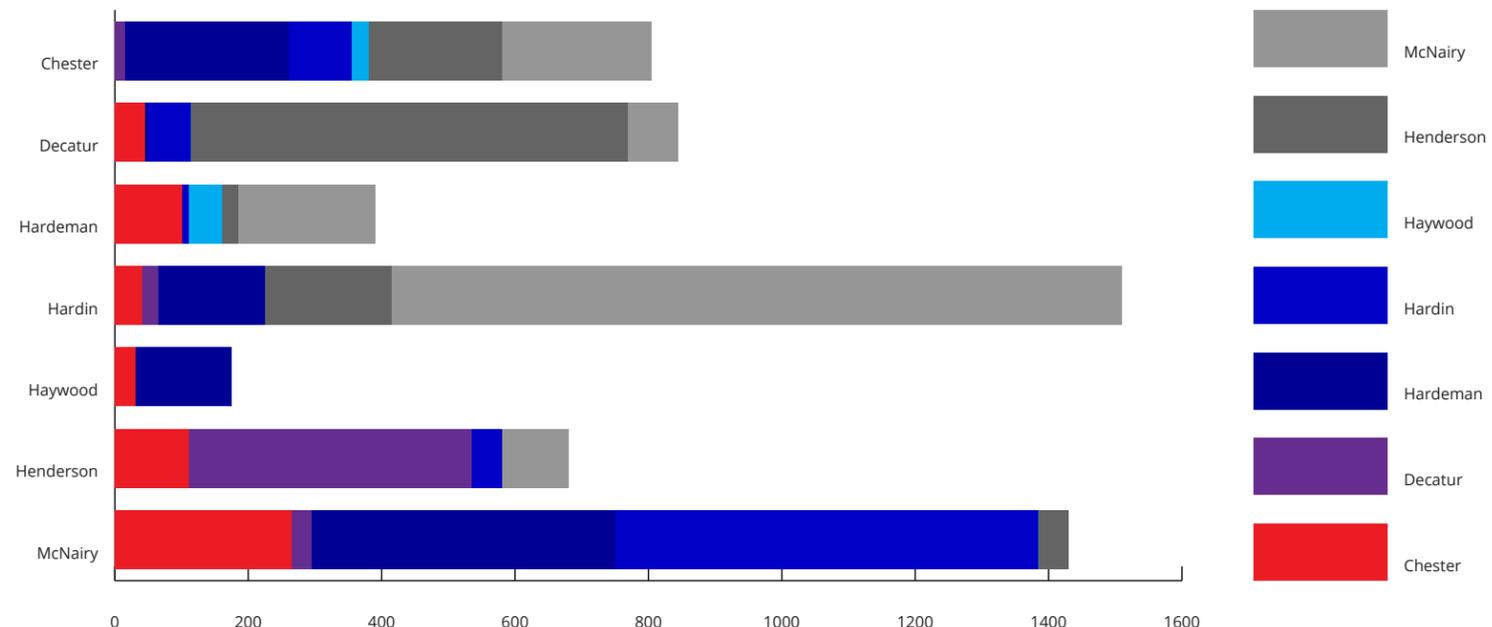


Figure 3.2

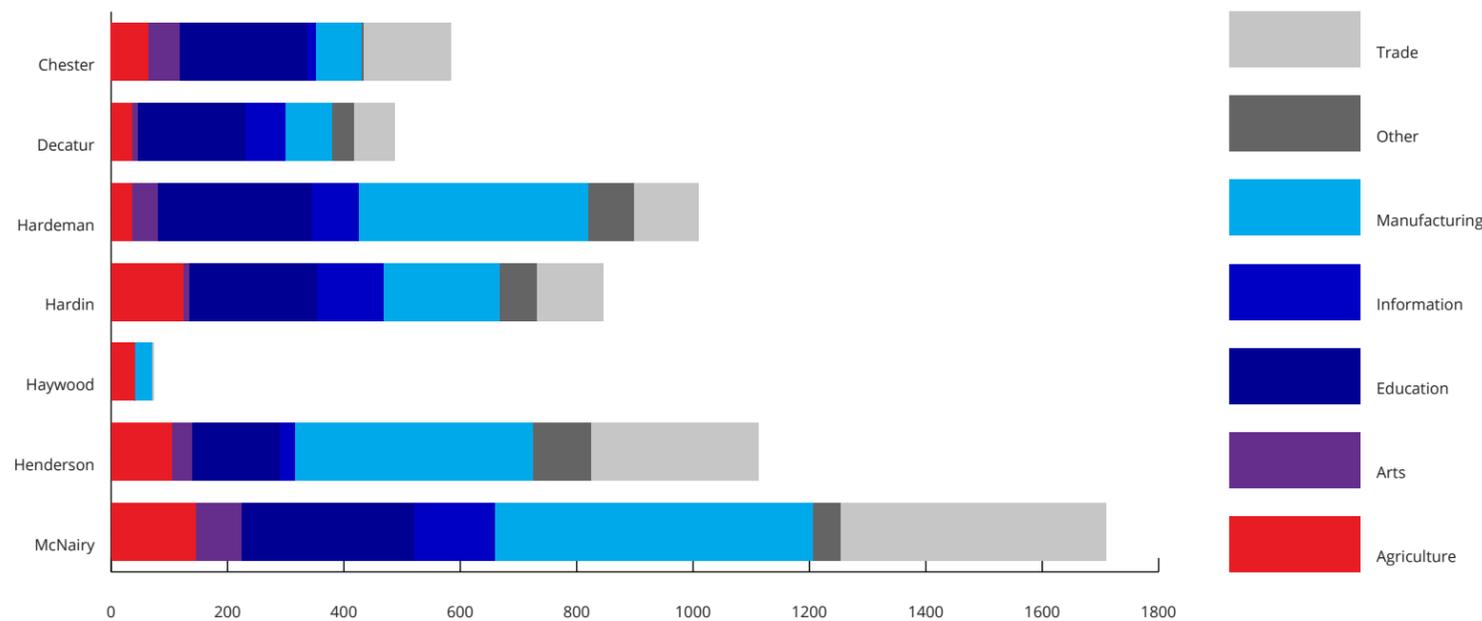
Table 3.8

Southwest County	Shelby County Residence - Origin	Shelby County Place of Work - Destination	Madison County Residence - Origin	Madison County Place of Work - Destination
Chester	48	38	309	2,589
Decatur	-	34	-	223
Hardeman	185	940	352	879
Hardin	-	145	24	252
Haywood	93	601	417	1,025
Henderson	-	56	159	2,764
McNairy	-	84	56	748
Total	326	1,898	1,317	8,474

Commute by Industry

The analysis of commuters in Southwest RPO by industry sector show that most commuters work in three categories: 23.1 percent in both education and manufacturing (23.1 percent), followed by trade (20.0 percent). Commuters residing in Hardeman, Hardin, Haywood, Henderson, McNairy and Madison Counties work mostly in the manufacturing sector. Commuters traveling to Chester, Decatur, Hardin, Madison, and Shelby Counties work mainly in the education sector. Many commuters traveling to McNairy, Chester, Henderson as well as Madison and Shelby Counties work in the trade sector.

Figure 3.3



Henderson County

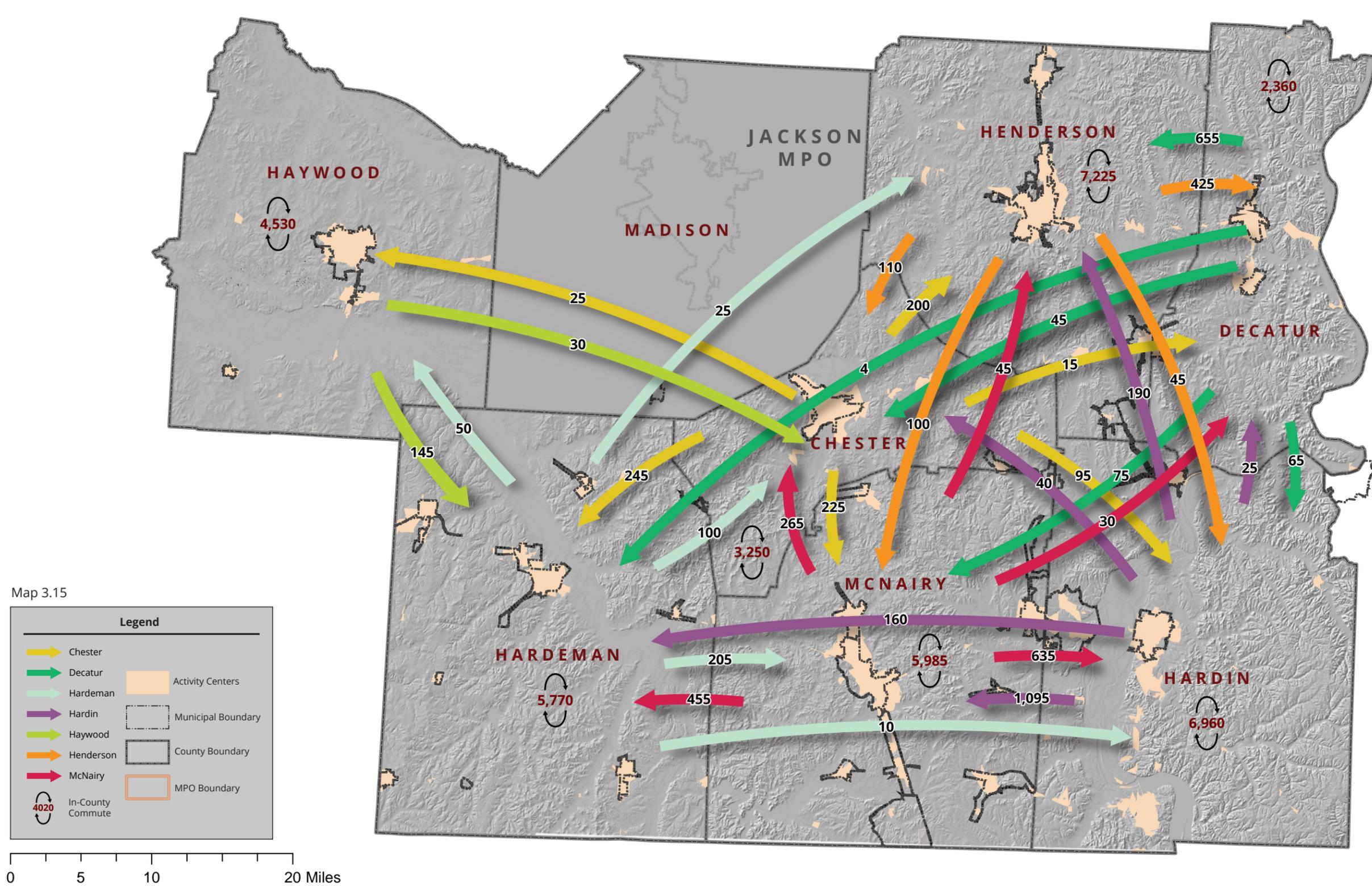


Table 3.9

	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Chester	64	53	220	14	79	4	149	583
Decatur	35	10	185	70	79	39	70	488
Hardeman	35	45	265	80	394	80	110	1009
Hardin	124	10	220	114	199	65	113	845
Haywood	40	0	0	0	30	0	4	74
Henderson	104	35	150	27	409	99	289	1,113
McNairy	145	80	295	140	545	49	455	1,709
*Madison	965	315	1,950	1,018	1,740	730	1,590	8,308
*Shelby	219	145	459	205	269	308	465	2,070
Industry Totals	1,731	693	3,744	1,668	3,744	1,374	3,245	16,199

DESTINATION

Commuting Patterns and Activity Centers



TDOT Safety Projects

Rural road safety is of particular concern to TDOT. Local road agencies often do not have the resources needed to adequately address safety problems. Throughout the Southwest RPO, there have been a total of 118 Safety projects performed in 2011-2016. These projects include Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. 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 93 of the appendix.

Southwest Crashes		
County	Vehicular Crash	Percent within RPO
Chester	2,012	9.44
Decatur	1,435	6.73
Hardeman	2,643	12.40
Hardin	4,176	19.59
Haywood	3,114	14.61
Henderson	4,766	22.36
McNairy	3,170	14.87

Table 3.10



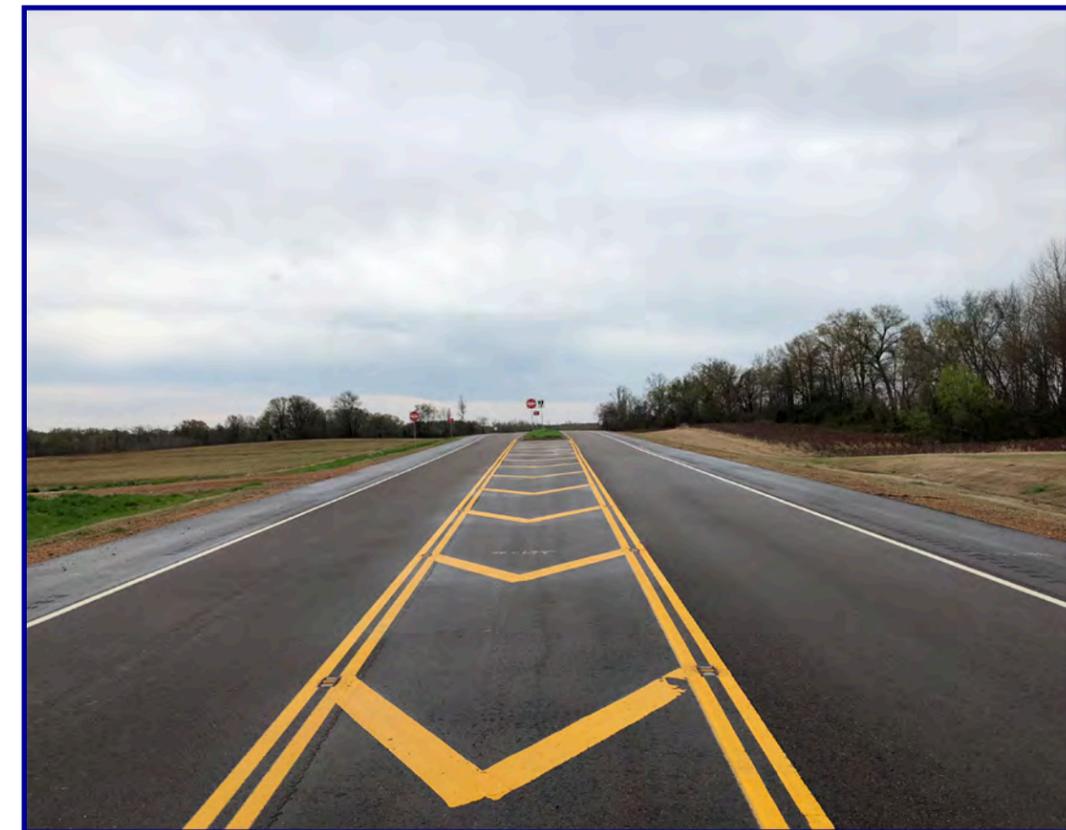
Henderson County

Crash Data

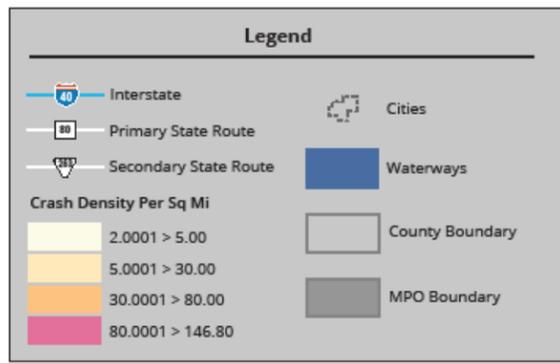
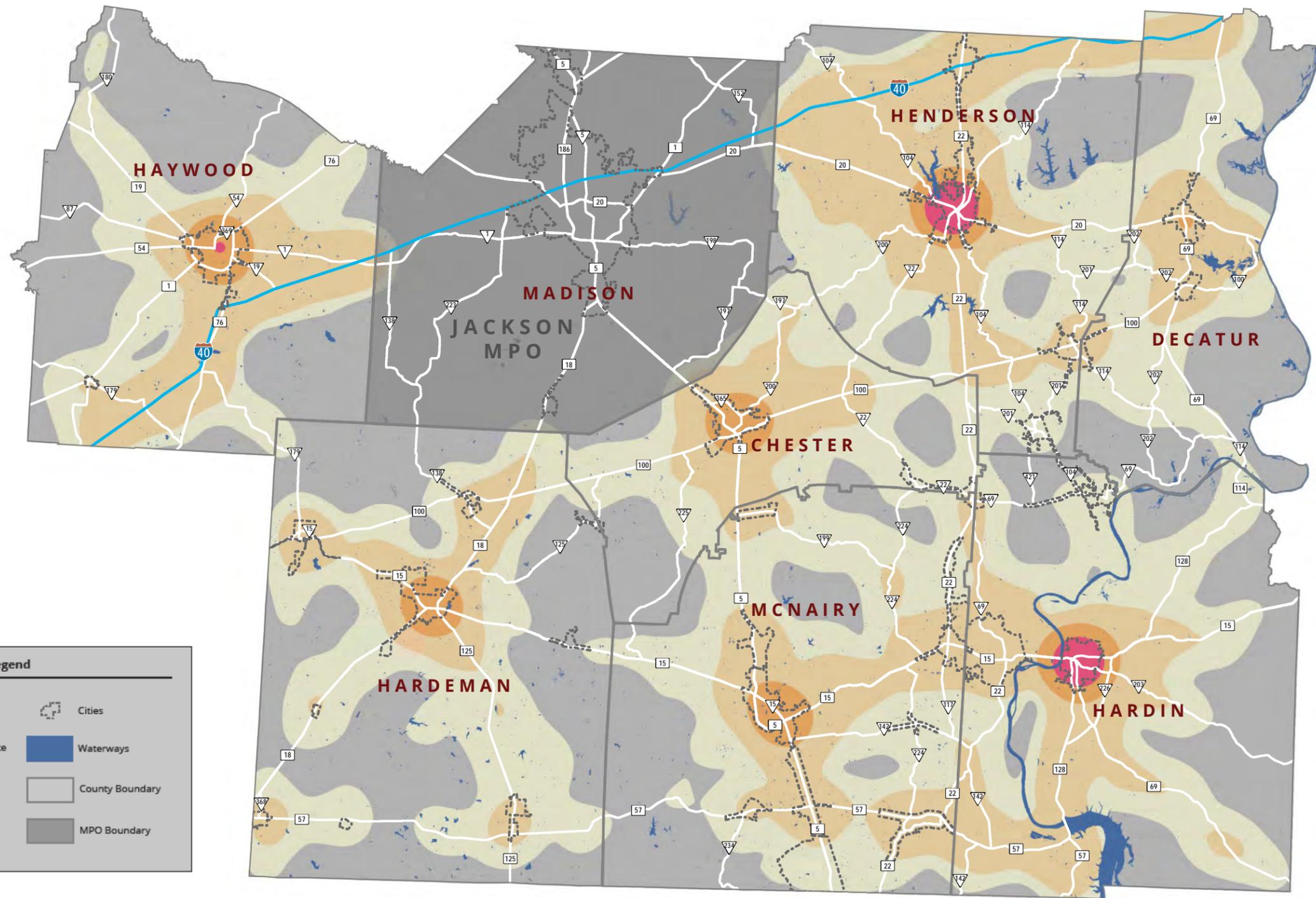
According to the Tennessee Department of Safety and Homeland Security, there were a total of 21,316 vehicle crashes from 2011-2016, and 258 bicycle and pedestrian-related crashes in the Southwest RPO from 2002-2017. Identifying locations where crashes are concentrated can reveal potential areas for safety interventions. The analysis in this section is not exhaustive, but is a regional overview of total crashes. Henderson County has the highest total and percentage of crashes within the RPO at 4,766 crashes. Henderson County is followed by Hardin, McNairy, and Haywood Counties, ranging between 14-19 percent of crashes within the RPO. Decatur County has the lowest total and percentage in the Southwest RPO, at 1,435 crashes.

Bicycle and pedestrian-related crashes were included in this analysis. There were a total of 258 pedestrian-related crashes. Of the 128 crashes, 199 of those individuals were on foot, while 59 were cycling. The majority of these crashes occurred during the day as well as during clear weather conditions. Hardin County had 66 of these crashes, while Henderson County had 47, and Hardeman County had 43.

Stanton



Southwest Crash Density



Map 3.17

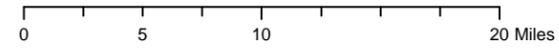


Figure 3.4 : Bicycle and Pedestrian Crashes in Southwest

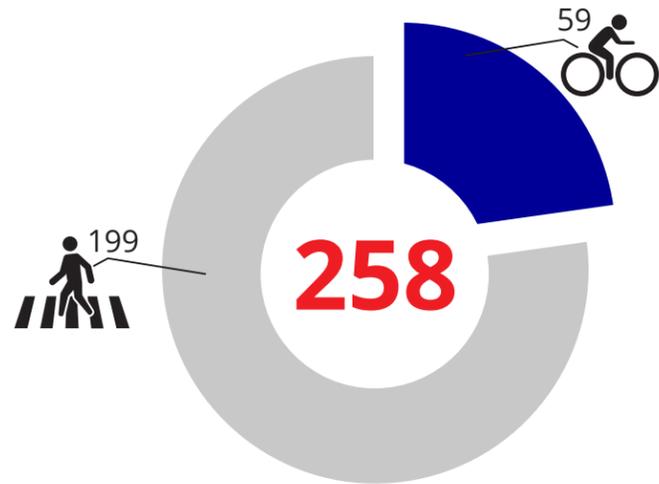


Figure 3.5 : Bicycle and Pedestrian Crashes by Location

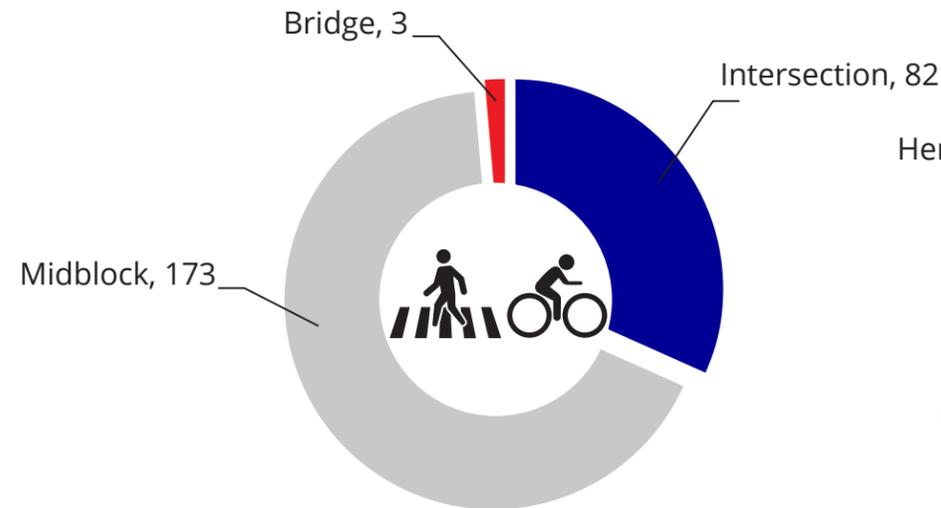


Figure 3.6: Bicycle and Pedestrian Crashes in Southwest Counties

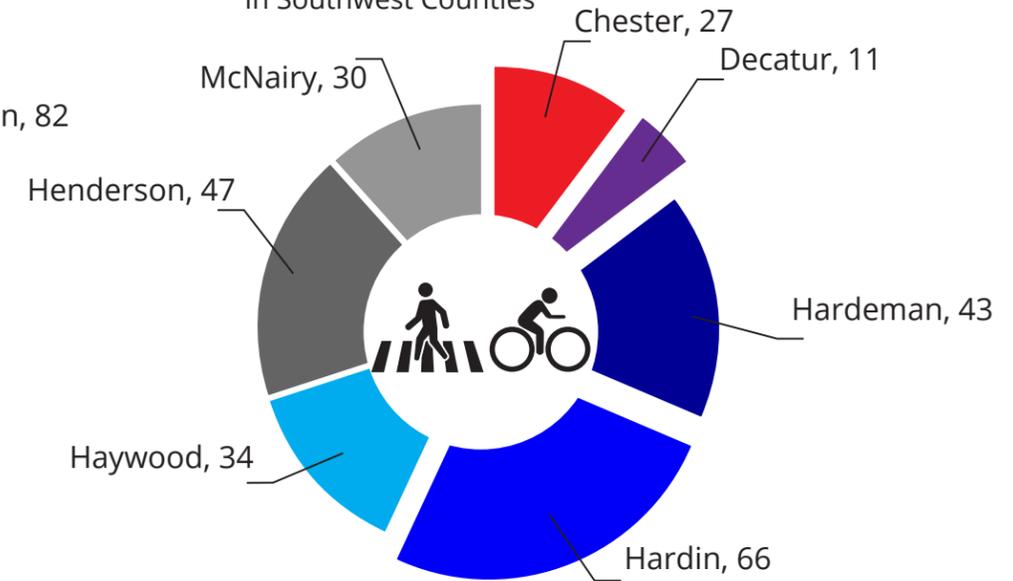


Figure 3.7 : Bicycle and Pedestrian Crashes by Weather Conditions

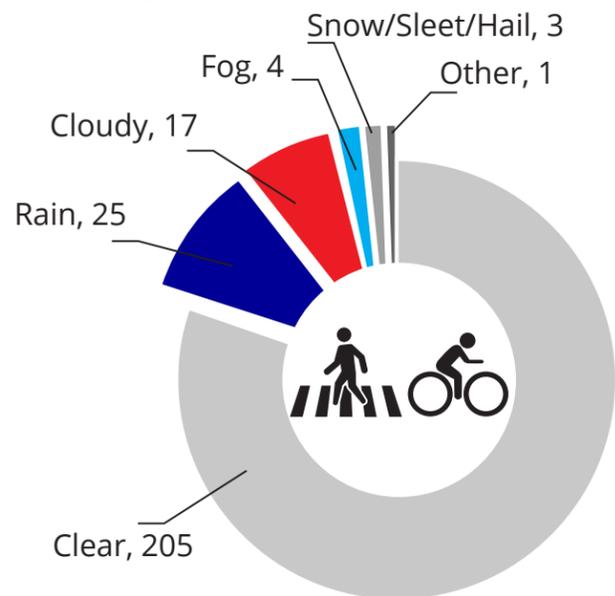


Figure 3.8 : Bicycle and Pedestrian Crashes by Light Conditions

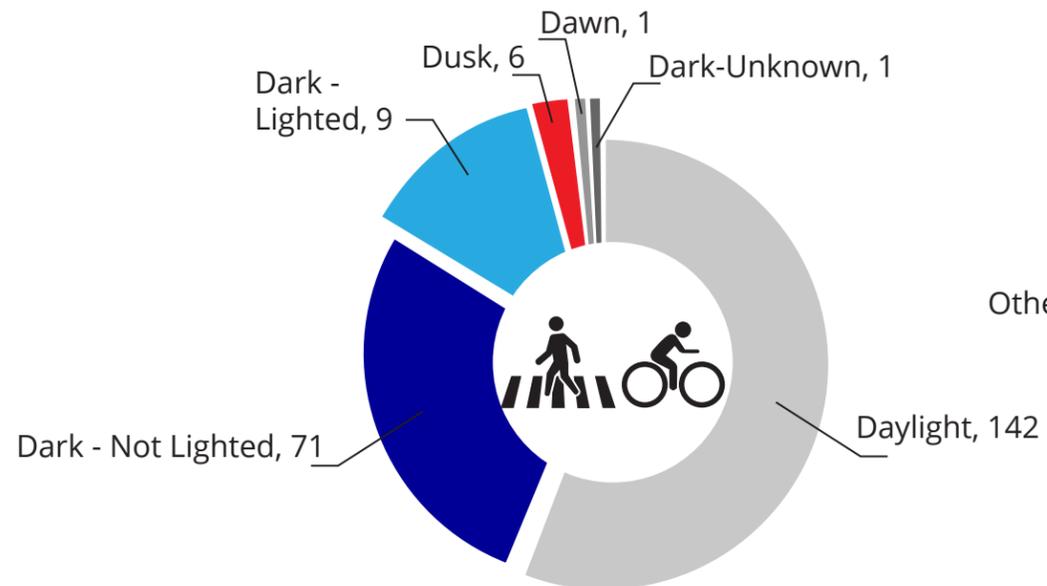
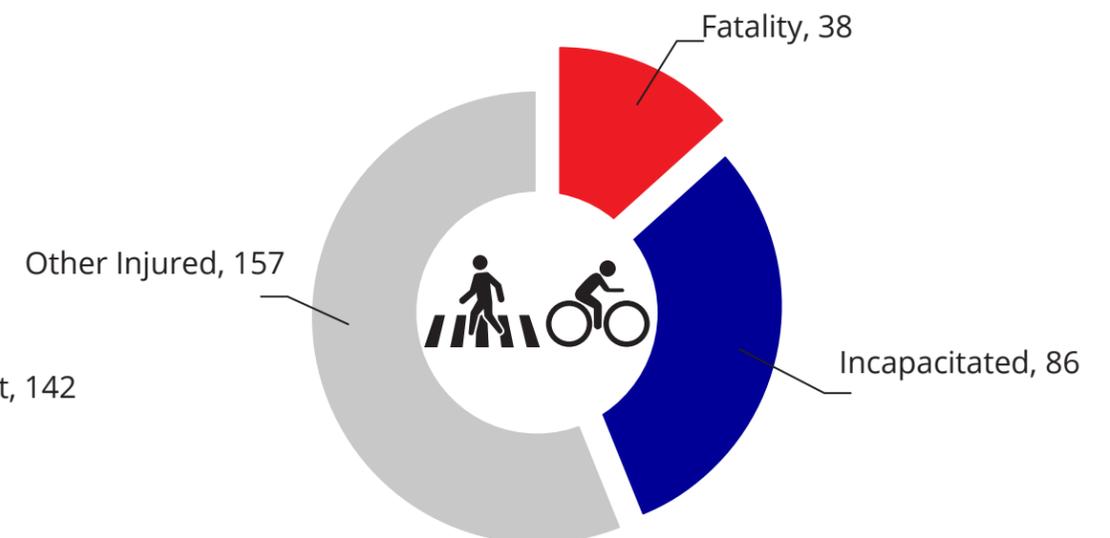


Figure 3.9 : Bicycle and Pedestrian Crashes by Severity



Multimodal Facilities

Bicycle and Pedestrian Facilities

The Southwest RPO is a predominately rural region, with small towns scattered throughout the RPO's region. Some of these areas are becoming more suburbanized along certain State Routes. State Routes have been designated as Bicyclist Routes. Bicyclist Route designation allows cycling as a permitted use along the State Route. As the region grows and continues to change, 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 231.62 miles of existing designated bike routes along State Routes, and 84.65 miles of designated bike lanes within the RPO. Within the Southwest RPO, there are approximately 6.75 miles of greenways.

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. The bicycle suitability was evaluated for a total of 12,600 miles of state and federal highways, 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 the 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, with A being the best, and F being the worst. Roads with a LOS A - D are considered suitable for bicycle travel; roads with a LOS E or F are not suitable for bicycle travel.

622.51 miles, or 64.5 percent of roadways in the Southwest RPO have a LOS of A-D, making them suitable for bicycle travel. However, almost thirty percent of roads are rated LOS D, which indicates that there are definitely opportunities for improvements. There are 342.7 miles (35.5 percent) of roadways in the Southwest RPO that are not suitable for bicycle travel, and have an LOS of E or F.

Public Transportation

Public transportation includes public transit- fixed-route and demand response services, volunteer transportation, and private providers. The Southwest Human Resource Agency is the primary transit agency in the Southwest RPO. Fixed-route service is currently not available. Demand-response transit is provided throughout the region with a minimum of 48 hour notice prior to the trip. Reservations for out-of-county trips need to be made five days prior to the appointment date. This service is available for daily household errands, medical appointments, as well as travel to employment and GED sites.

Table 3.11

SWHRA FY 2017-2018 Ridership Per County			
County	Total Trips in FY 2017	Total Trips in FY 2018	% Change
Chester	12,250	12,057	-1.58%
Decatur	3,963	3,789	-4.39%
Hardeman	22,875	22,825	-0.22%
Hardin	10,572	10,656	-0.79%
Haywood	26,226	25,882	-1.31%
Henderson	16,114	15,973	-0.88%
McNairy	15,983	15,992	-0.06%
Total	108,021	107,208	-0.75%

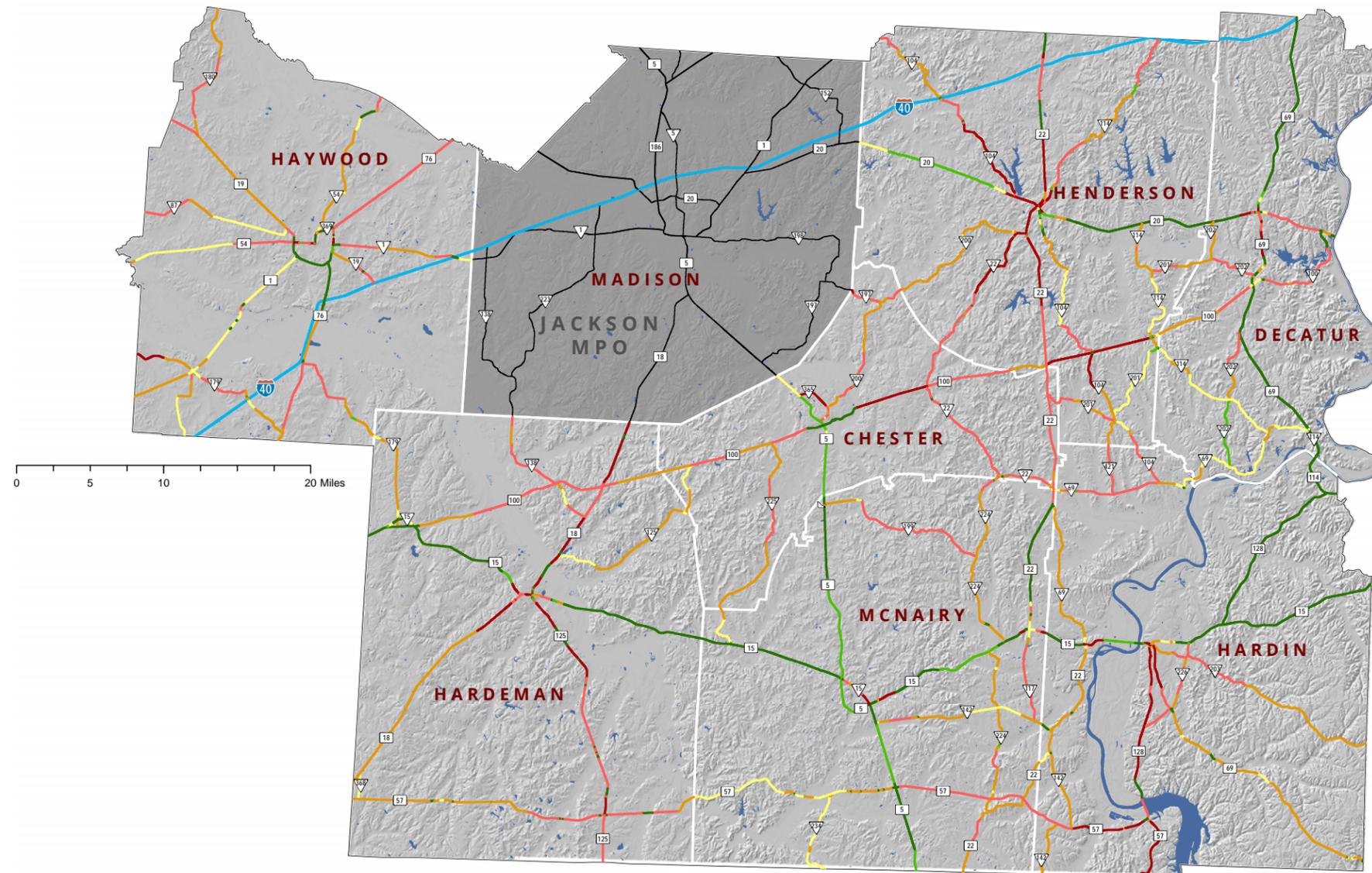
Decatur County



Chester County - Southwest Express



Southwest 2016 Bicycle Level of Service



Map 3.18

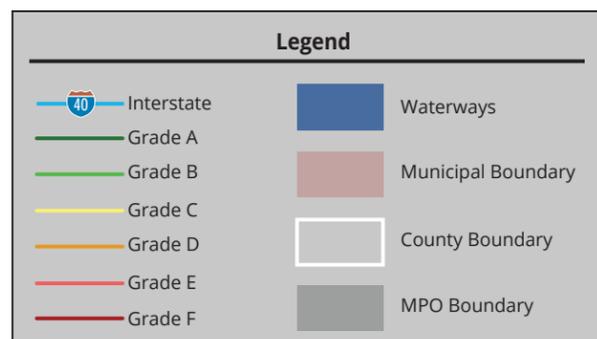


Table 3.12

State Routes Most Suitable for Bicycle Travel	State Routes Least Suitable for Bicycle Travel
State Route 15 in the counties of Hardeaman, Hardin, and McNairy (BLOS A)	State Route 22 in the counties of Chester, Henderson, and McNairy (BLOS E)
State Route 69 in the counties of Decatur and Hardin (BLOS A)	State Route 100 in the counties of Chester, Decatur and Hardeaman (BLOS E)
State Route 128 in Hardin County (BLOS A)	State Route 57 in the counties of Hardeaman, Hardin, and McNairy (BLOS E)
State Route 20 in the counties of Decatur and Henderson (BLOS A)	State Route 22 in Henderson County (BLOS F)
State Route 22 in the counties of Chester, Hardin, Henderson, and McNairy (BLOS A)	State Route 76 in Haywood County (BLOS E)

Table 3.13

Bike Level of Service		
Grade	Mileage	Percentage
A	172.17 mi	17.84%
B	50.94 mi	5.28%
C	112.77 mi	11.68%
D	286.63 mi	29.70%
E	247.25 mi	25.62%
F	95.45 mi	9.89%

Southwest Greenways

The Southwest RPO has a total of approximately 6.75 miles of greenways throughout the region. These greenways are located in Haywood, Henderson, McNairy, Hardin, Hardeman and Decatur Counties. 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 Southwest RPO stressed the importance of multimodal access. Greenways and trails have the ability to spur economic and community development, while also serving the local communities around it.

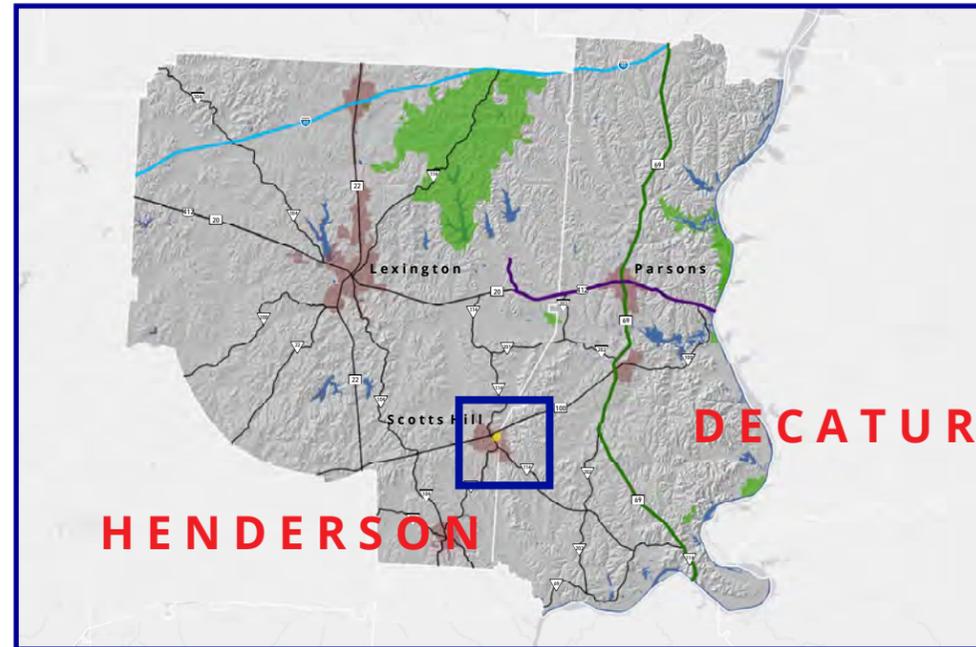
Currently, there are a total of 12 greenways in the Southwest RPO:

Table 3.14

Greenways		
Greenway	Miles	Location
Scott's Hill City Park Walking Trail	0.75	Decatur
Bolivar Bicycle Pedestrian Trail	1.17	Hardeman
Crump City Walking Trail	0.43	Hardin
Volunteer Park Walking Trail	0.23	Haywood
Webb F. Banks Passive Park	0.85	Haywood
Forked Deer Park Walking Trail	0.19	Haywood
Douglas Community Center Walking Trail	0.56	Haywood
Pilgrim's Rest Park Walking Trail	0.61	Haywood
Parkers Crossroads Battlefield Trail	0.53	Henderson
Parkers Crossroads City Park Trail	0.26	Henderson
Selmer South Park Walking Trail	0.58	McNairy
Adamsville City Park Trail	0.59	McNairy

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 3.19

Decatur/Henderson County: Scott's Hill City Park Walking Trail

Scotts Hill City Park is a critical site for community events and functions. In addition to the walking trail, the park also includes an arena, recreational fields, a playground, a pavilion, and picnic areas.



Map 3.20

**Hardeman County:
Bolivar Bicycle Pedestrian Trail**

The Bicycle Pedestrian Trail runs along South Polk Street, terminating in Bolivar City Park. It is also in close proximity to Bolivar Junior High School and neighboring residential areas.

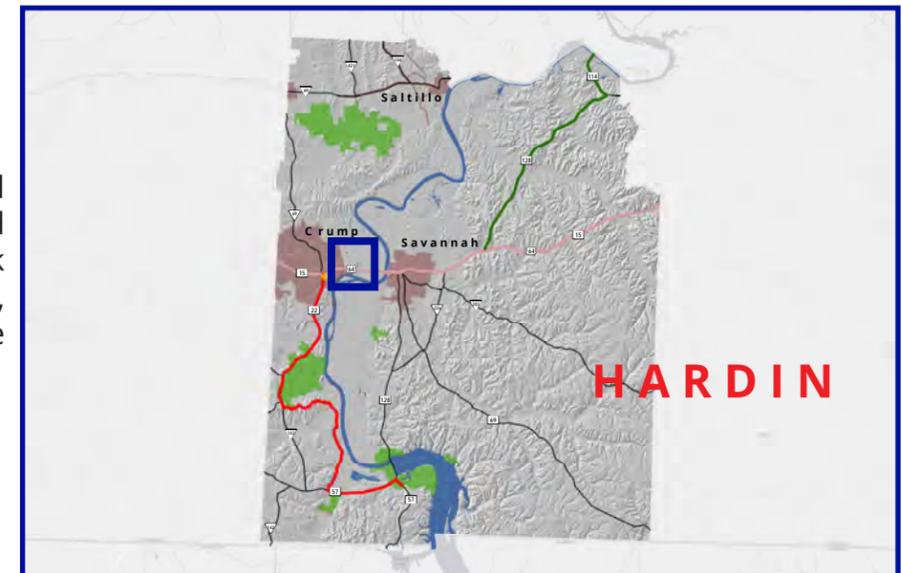
Map 3.21



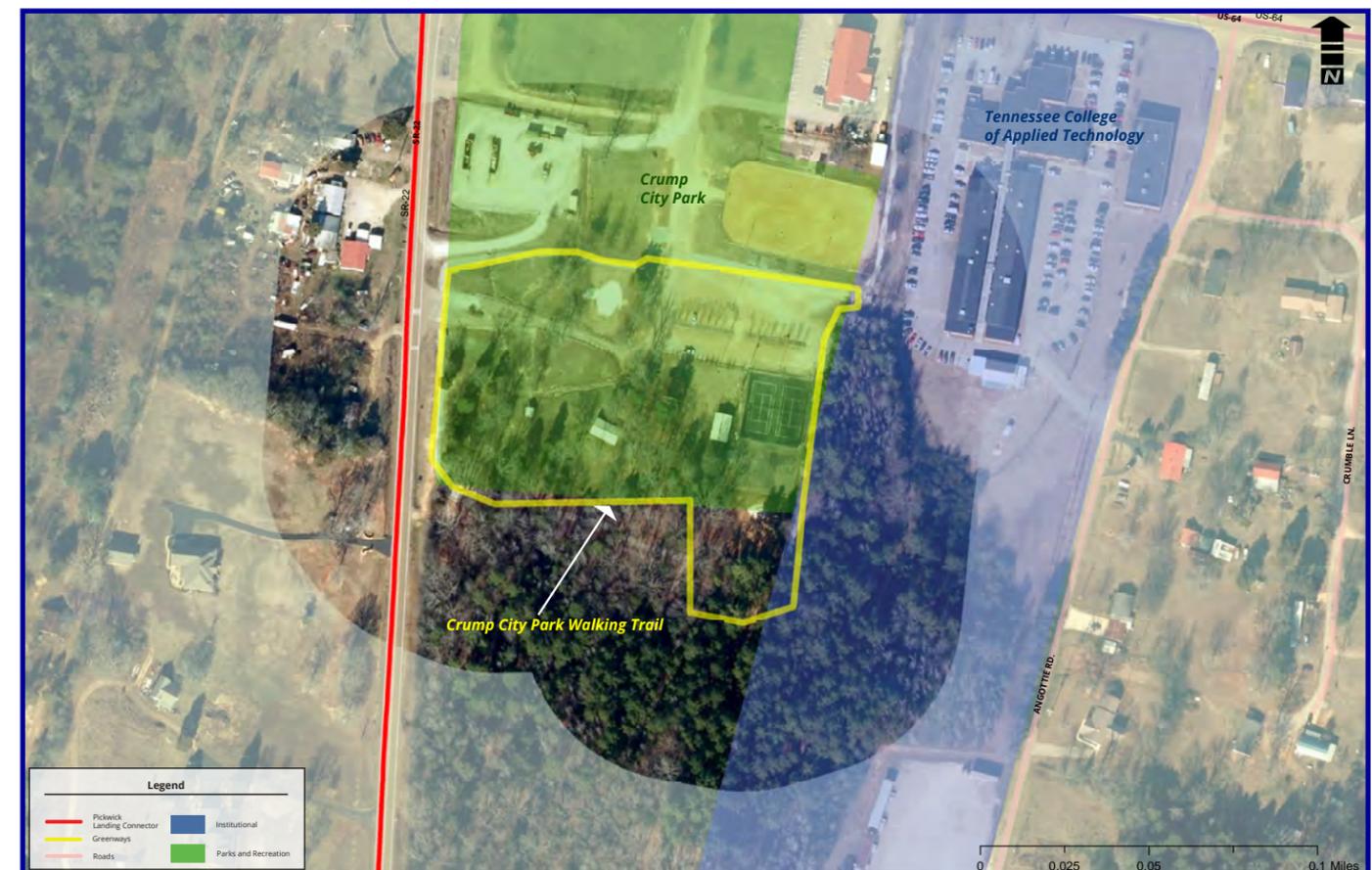
**Hardin County:
Crump City Park Walking Trail**

Located by the Crump City Hall and Tennessee College of Applied Technology, the Crump City Park has public pavilions, a playground, and tennis courts, as well as the walking trail.

Map 3.23



Map 3.22



Map 3.24

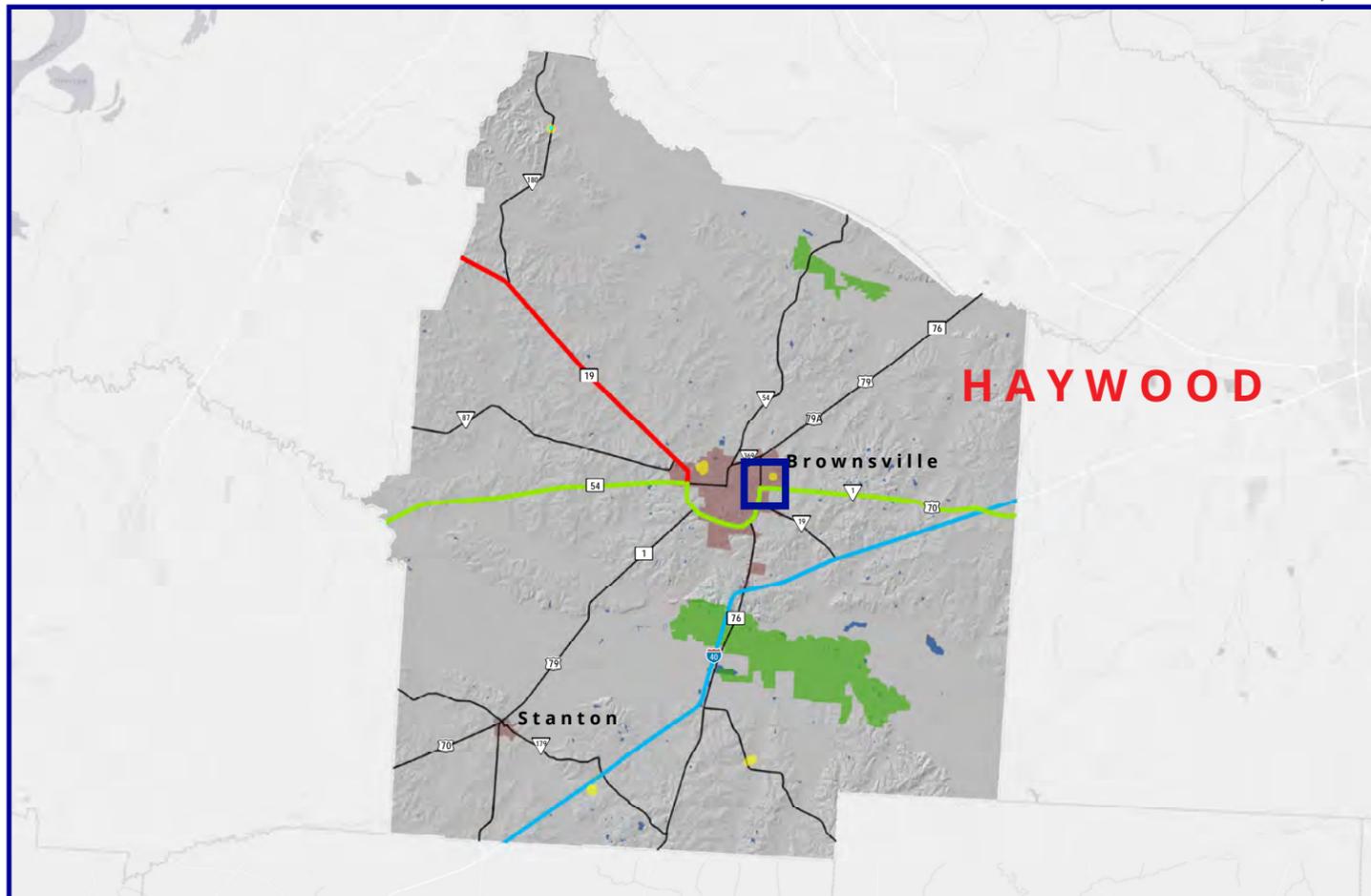


**Haywood County:
Volunteer Park Walking Trail**

Housed in Volunteer Park, the Complex is home to four active baseball fields, two pavilions, a playground, and public restroom facilities. Volunteer Park is also bordered by the Park of Dreams – an 8,000 square foot playground which is accessible to all children, including those with disabilities.

Volunteer Park
From Haywood County Website

Map 3.25

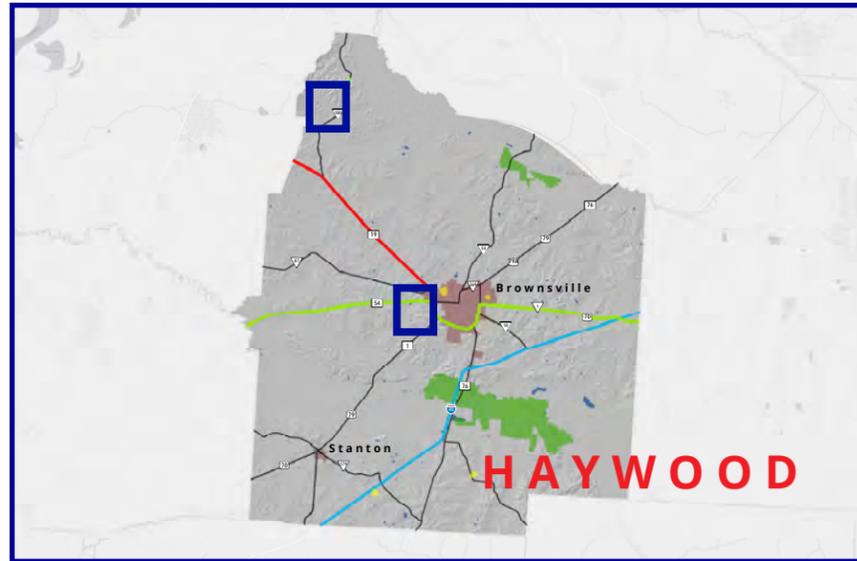


**Haywood County:
Webb Banks Passive Park Trail & Forked
Deer Park Walking Trail**

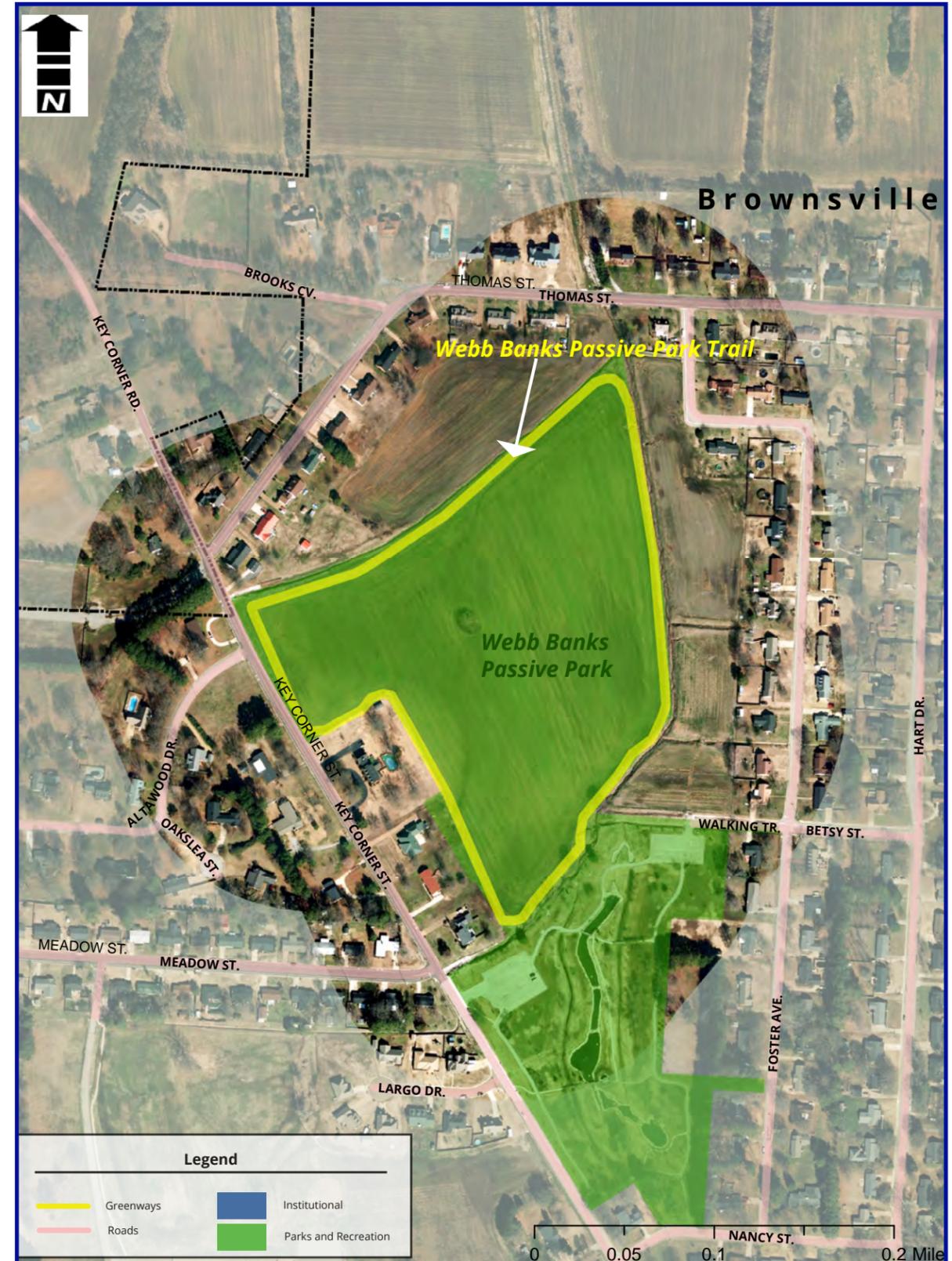
The Webb F. Banks Passive Park Trail was converted from 13 acres of cotton fields into a Tennessee Recreation and Parks Association's Four-Star Award Recipient. The park includes a centralized gazebo, native plants and trees, and a ¾ acre recirculating water system.

Forked Deer Park is located in Haywood County, outside the Brownsville city limits. Like the other parks, it is still maintained by the Brownsville/Haywood County Parks and Recreation Department, and includes a playground and picnic areas.

Map 3.27



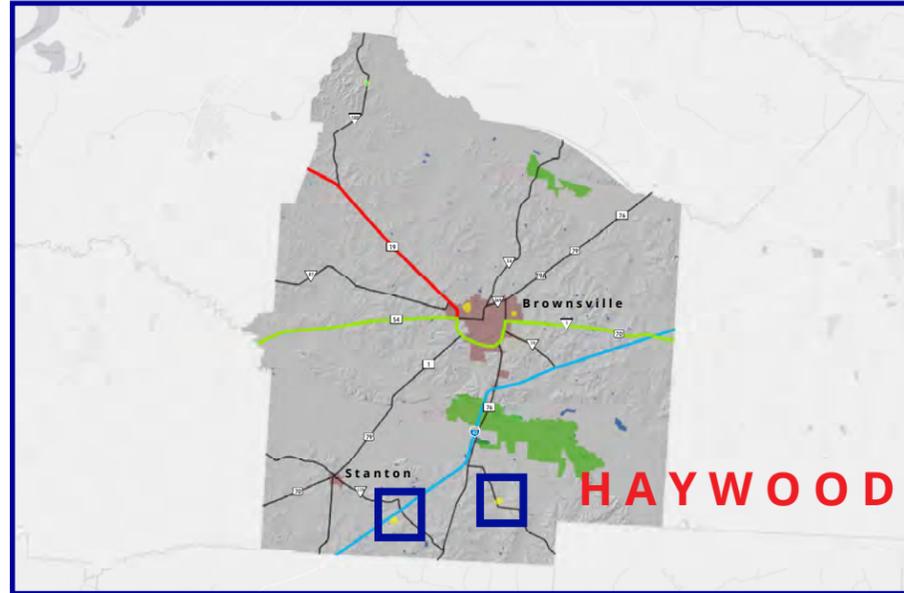
Map 3.29



Map 3.28



Map 3.30

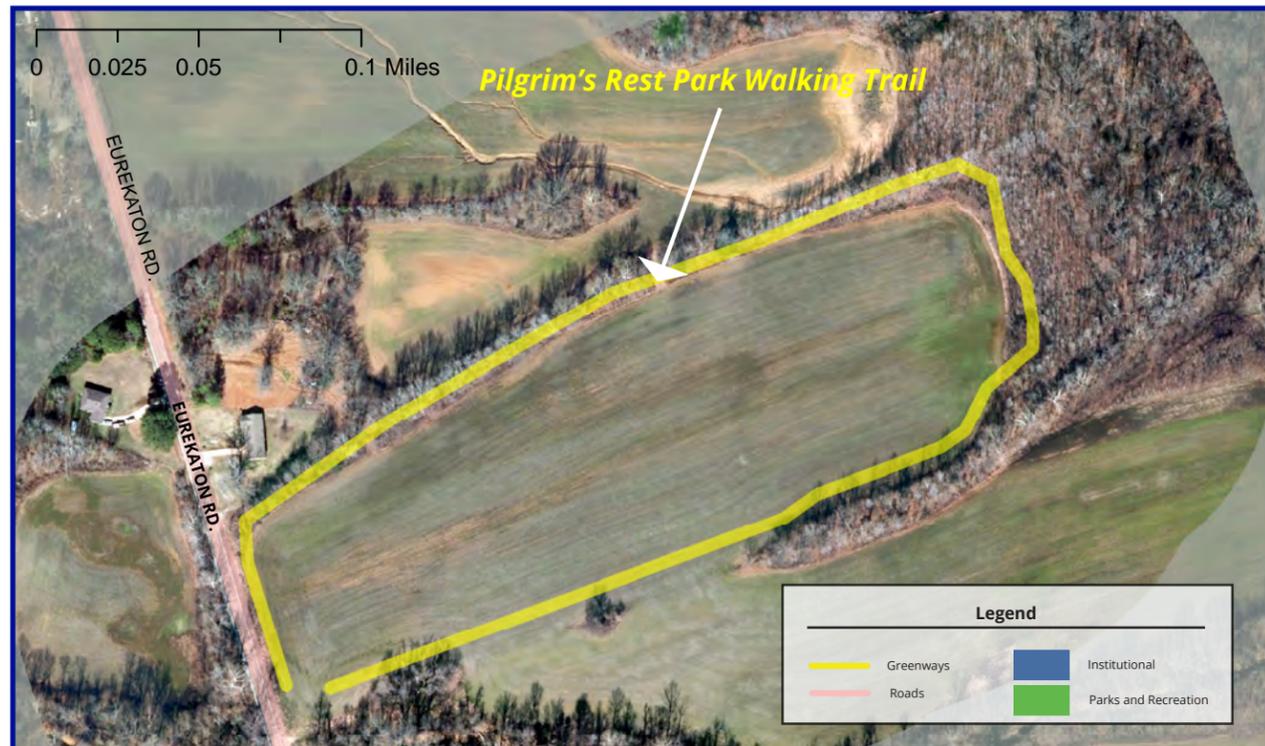


Haywood County: Douglas Community Center Walking Trail & Pilgrim's Rest Park Walking Trail

Douglas Park is located in Haywood County, outside the Brownsville city limits. Like the other parks, it is still maintained by the Brownsville/Haywood County Parks and Recreation Department, and includes a playground and picnic areas.

Pilgrim's Rest Park is located in Haywood County, outside the Brownsville city limits. Like the other parks, it is still maintained by the Brownsville/Haywood County Parks and Recreation Department, and includes a playground and picnic areas.

Map 3.31

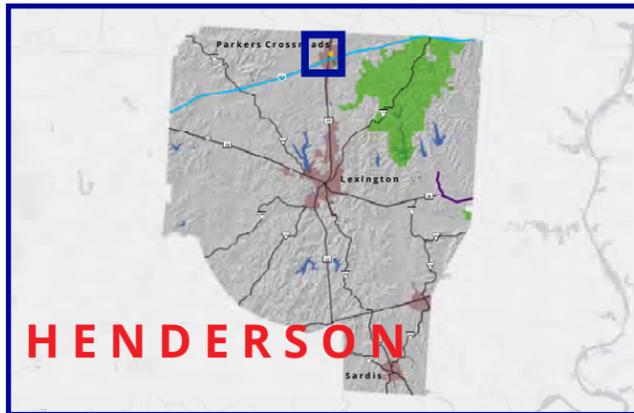


Map 3.32

**Henderson County:
Parkers Crossroads City Park Trail & Parkers Crossroads
Battlefield Trail**

A historical Civil War battlefield, the Parker's Crossroads Battlefield was the site at which General Nathan Bedford Forrest's army was confronted by General Jeremiah C. Sullivan's Union forces on December 31, 1862. Since then, over 350 acres of land have been preserved. The Battlefield and Park are home to a self-guided driving tour and paved trails.

Map 3.33



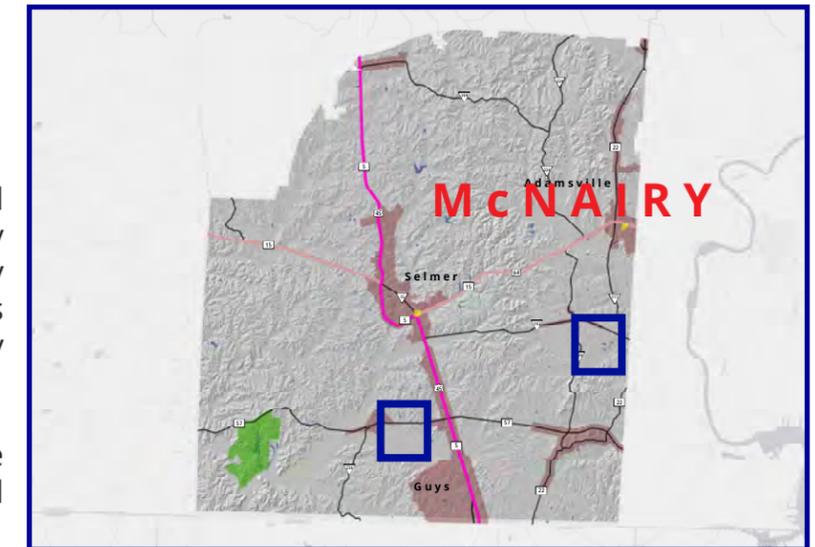
Map 3.34

**McNairy County:
Selmer South Park Walking Trail &
Adamsville City Park Trail**

The Selmer South Park Walking Trail is integrated with the Selmer Middle School and Selmer City Park, as well as neighboring Selmer Elementary School. The area provides greenspace, tennis courts and recreational fields, as well as the City Swimming Pool.

The Adamsville City Park is located in close proximity to residential neighborhoods, and includes a playground and recreational fields.

Map 3.35



Map 3.36



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 seven input meetings held at various locations throughout the Southwest RPO, with one meeting held in each county. 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 vary among stakeholders; however, County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives of the Chamber of Commerce, Public Works, Emergency Management, and School Board were invited and encouraged to attend and participate.



Southwest RPO Workshop

Public Input Meetings

Date and Time	County	Location
Tuesday, October 3, 2017 9:00AM	Chester County	159 East Main Street Henderson, TN, 38340
Tuesday, October 3, 2017 1:00PM	Henderson County	17 Monroe Street Lexington, TN, 38351
Wednesday, October 4, 2017 9:00AM	Decatur County	22 West Main Street Decaturville, TN, 38329
Wednesday, October 4, 2017 1:00PM	McNairy County	170 West Court Avenue Selmer, TN, 38375
Wednesday, October 11, 2017; 10:00AM	Hardin County	465 Main Street Savannah, TN, 38372
Thursday, October 12, 2017; 10:00AM	Hardeman County	100 North Main Street Bolivar, TN, 38008
Thursday, October 12, 2017; 1:00PM	Haywood County	2 East Main Street Brownsville, TN, 38012

Table 4.1

REGIONAL GOALS

The Southwest 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 Southwest 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 Southwest RPO population will have a slight decline by the year 2050 and transportation will continue to play a role in attracting business, 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 the region's steady population, industries such as manufacturing and trade, transportation, and utilities have generated employment and freight destinations. Existing land use is largely agriculture followed by residential and public lands, which are currently compatible with the region's transportation network. With compatible networks, the area has experienced stable traffic volumes within the last decade and overall increases and decreases are distributed throughout the RPO.

The Rural Regional Transportation plan not only measured traffic counts, but took into consideration the “maximum rate at which vehicles can pass through the region”, measuring the Volume/Capacity ratio. The region had little to no volume/capacity issues in 2010, however a small portion along East Main Street in Chester County and a small segment along I-40 in Haywood County are forecasted to have slight capacity increases in 2040. In addition, freight traffic was analyzed; overall truck traffic is high and total traffic has increased. Commuting patterns in the region show residents mainly commute to Madison County outside of the RPO, and within the RPO McNairy and Henderson have the most commuting in. Safety projects in the region are ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements.

In conclusion, the Southwest 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 region’s infrastructure will continue to serve the public’s 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: MONITORING THE REGION’S FREIGHT TRAFFIC WHILE SUPPORTING THE MOVEMENT OF GOODS THROUGH THE REGION**

Objectives & Strategies

Objective 1: Continue to identify hazardous roadway segments and intersections

- » Create a reporting mechanism
- » Post additional signage
- » Encourage law enforcement
- » Enact ordinances
- » Identify and contact local freight businesses

 **Goal 3: IMPROVE SAFETY THROUGHOUT THE REGION**

Objectives & Strategies

Objective 3: Coordinate with local Roadway Superintendents, Office of Community Transportation, and the TDOT’s Project Safety Office

- » Coordination with TDOT and local law enforcement officials
- » Provide more planning and identification of potential areas of concern (i.e. intersections, crosswalks, and segments of roadways)
- » Evaluate and identify funding sources to assist in the improvements

 **Goal 2: PROVIDE MULTIMODAL ACCESS**

Objectives & Strategies

Objective 2: Work with local communities to encourage land use planning, development and signage that is conducive and supportive of pedestrians

- » Public education and awareness
- » Provide appropriate signage
- » Retrofit infrastructure or upgrade existing infrastructure to support pedestrian needs
- » Develop policy to evaluate multimodal options
- » Develop land use policy to support multimodal strategies
- » Encourage local governments to update current land use policy to encourage more connectivity for pedestrians
- » Encourage local governments to offer transit options connected to recreational areas
- » Partner with area school districts, where appropriate, to establish policies that support and provide adequate pedestrian alternatives

 **Goal 4: REVITALIZE COLLABORATIVE EFFORTS WITH RESURFACING AND REPAVING UNDERTAKINGS**

Objectives & Strategies

Objective 4: Coordinate with local Roadway Superintendents, Office of Community Transportation, and the TDOT’s Maintenance Division

- » Interagency and city maintenance agreements, when appropriate
- » Coordinate with TDOT, county roadway superintendents, and municipalities’ public works to identify areas of concern
- » Sharing of the paving schedule

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 Southwest 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 Southwest 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. Aside from multimodal and safety, the following project types were identified during the community engagement process: freight, resurfacing/repaving, and maintenance.

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.

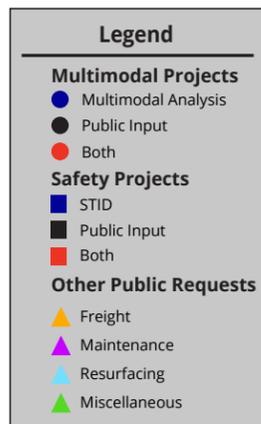


Figure 5.1

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 Southwest 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; and households without vehicles. Demand accounted for population density; employment density; schools; 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 Southwest 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.

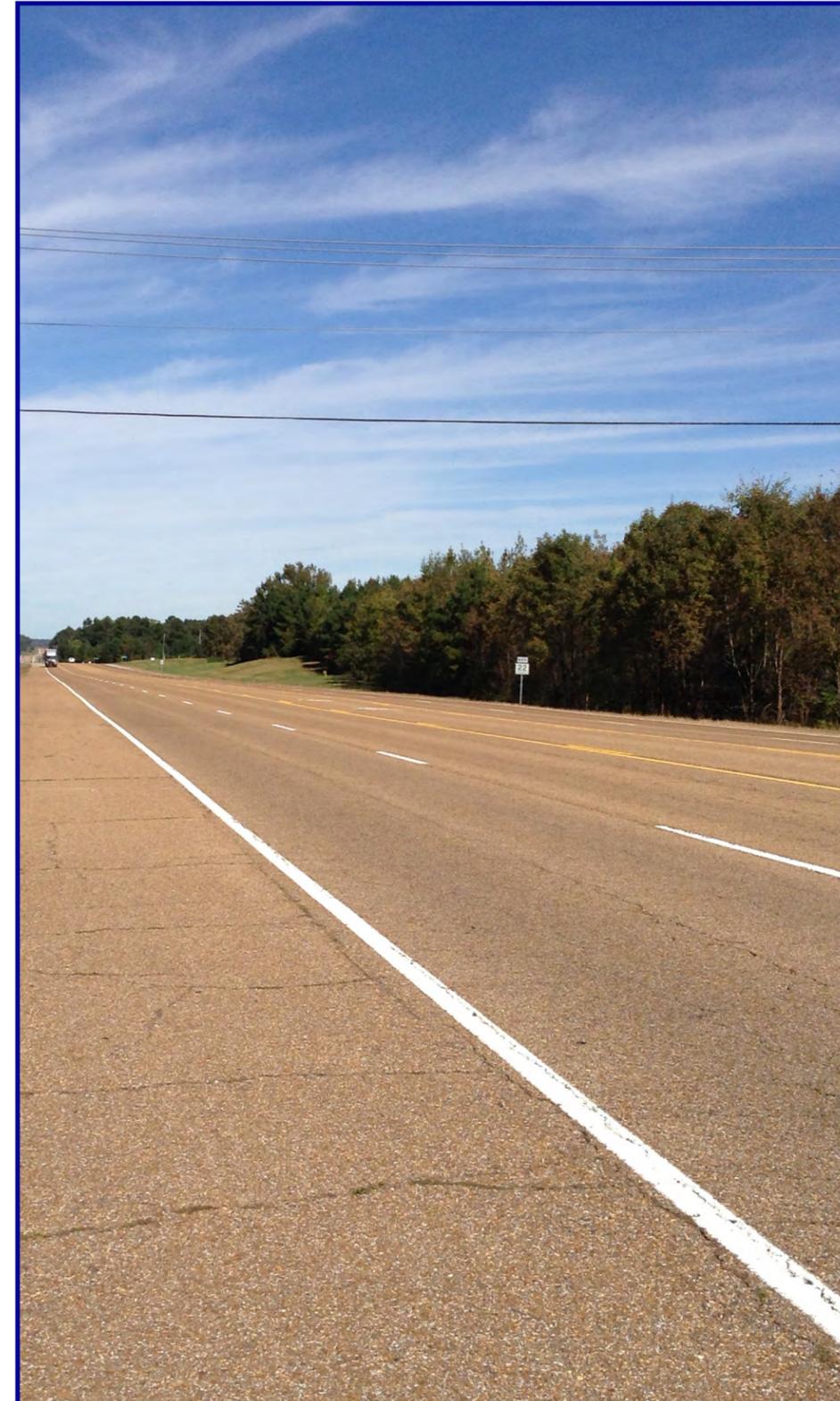
Future Guidance

In addition to the new project prioritization methodology, Long Range Planning has developed a process through which communities can submit requests to TDOT for new projects. In the past, elected officials most often requested projects through direct communication with the Commissioner or through their representatives in the General Assembly. This made it difficult for regional staff to track project requests and status within TDOT. These types of requests sometimes weren't processed in a timely manner or had little to no follow-up, particularly in times of staff turnover.

The new Community Transportation Planning Request (CTPR) process funnels requests through the RPO Coordinator. The coordinator collects data and works with the local jurisdiction to formulate the request in a standardized TDOT format developed by OCT. A draft report highlighting existing conditions and local perspectives on the need is submitted to TDOT's Strategic Transportation Investment Division (STID). STID develops data-driven Transportation Investment Reports for new projects to determine whether they are necessary prior to recommending alternatives that would provide a solution to the particular transportation issue. This new process has received feedback from local communities on its value and utility. They appreciate that the State now has a formal process of receiving and processing local requests for new projects.

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; at that point, no further action is needed and the community will be notified of the decision. If the project is needed, funding is allocated and a formal study is conducted by TDOT's STID and Long Range Planning Division. The project would then enter the Project Development Process, which includes an Environmental Review (NEPA), Right-of-Way (ROW) determinations, and the Design and Construction phases, 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 status updates will be regularly shared with the RPO Coordinator.

Henderson County



Chester County Recommendations

Multimodal

- 1 SR-200
- 2 SR-100
- 3 The county would like to install sidewalks to increase safety for pedestrians from Hillview Manor Apartments crossing SR-5 and SR-365 (West Main St.).

Safety

- 1 Silerton Rd. from LM 0.249 to LM 3.00 LRSI
- 2 Sanford Rd. from LM 0.00 to LM 1.05 LRSI
- 3 Holly Springs/Jones Rd. from LM 0.00 to LM 3.00 LRSI
- 4 Haltom Chapel Rd./Sunsine Rd. from LM 0.00 to LM 4.03 LRSI
- ? Requested Safety Projects Forthcoming

Freight

- 1 The removal of stop light at Church St. and US-45 was identified in the meeting as a high priority request for the county as a result of the truck traffic in the area.

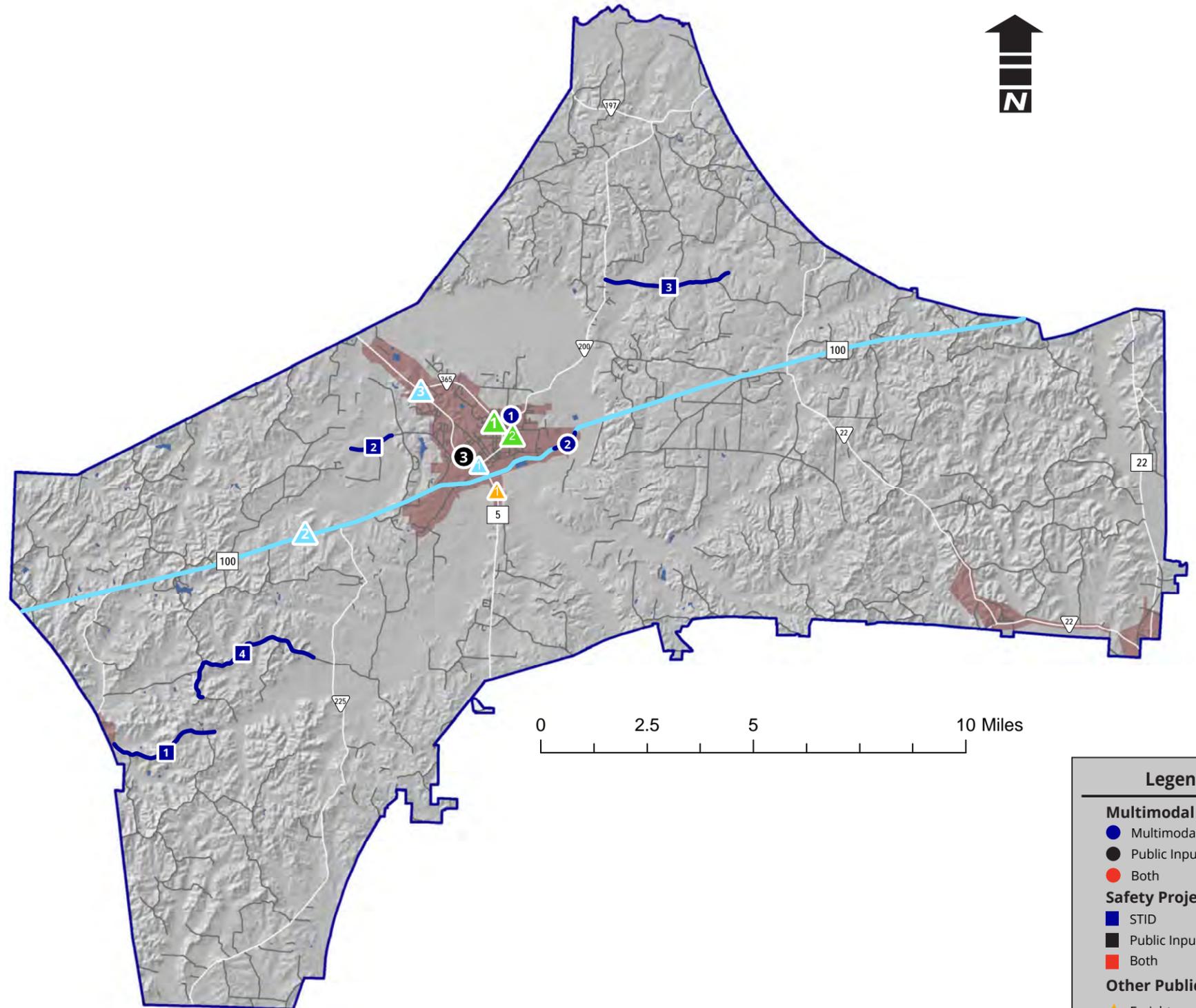
Resurfacing

- 1 City of Henderson identified a potential turn lane from West Main St. to SR-5.
- 2 SR-100 identified for resurfacing.
- 3 City of Henderson requested an enhanced separation of turning lane from SR-365 onto SR-5.

Miscellaneous

- 1 Potential functional classification request change at White Ave. and SR-200 (Steed St.)
- 2 Intersection of Hill Ave. and SR-200(Steed St.) the stop signs are located on SR-200 but not Hill Ave.

*LM = Log Mile



Legend	
Multimodal Projects	
●	Multimodal Analysis
●	Public Input
●	Both
Safety Projects	
■	STID
■	Public Input
■	Both
Other Public Requests	
▲	Freight
▲	Maintenance
▲	Resurfacing
▲	Miscellaneous

Map 5.1

Decatur County Recommendations

Multimodal

- 1 SR-412
- 2 Haynes Rd.
- 3 Requesting bike lanes near fairgrounds along SR-69

Safety

- 1 Largo Rd. RSA
- 2 SR-20 RSA
- 3 Davis Mill/Bunches Chapel/Mouse Tail Rd. from LM 0.00 to LM 5.00 LRSI
- 4 Crawford School Rd. from LM 0.00 to LM 5.00 LRSI
- 5 Perryville Rd. from LM 0.00 to LM 1.42 LRSI
- ? Requested Safety Projects Forthcoming

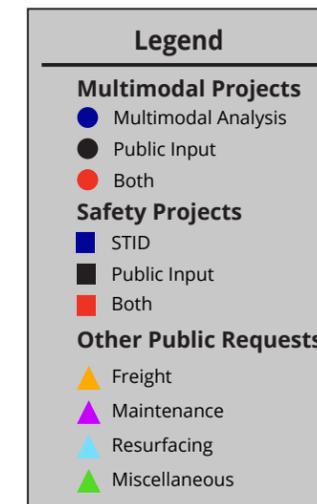
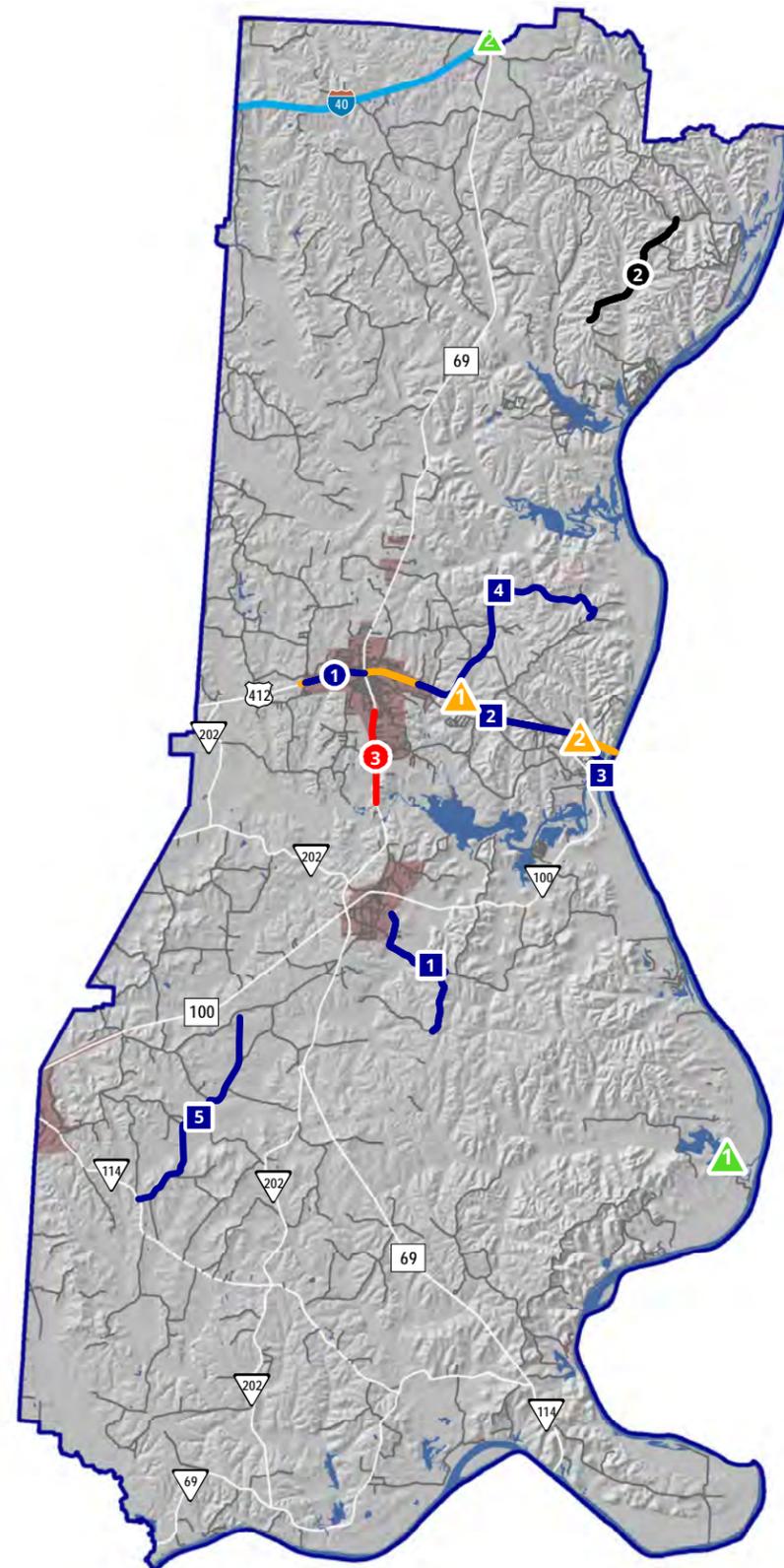
Freight

- 1 SR-20 near Parsons has heavy truck traffic leading into SR-69 by the Tennessee River
- 2 Heavy truck traffic by SR-100.

Miscellaneous

- 1 Mt. Carmel Road is a single lane bridge over Whites Creek. This is reported as a narrow bridge with a width of 17 feet. The lack of width impedes farming traffic. There was an application for a federal grant on this bridge; however, it was not approved.
- 2 I-40/SR-26 - Additional Lighting

*LM = Log Mile



Map 5.2



Hardeman County Recommendations

Multimodal

- 1 SR-15
- 2 SR-18
- 3 Tate Rd.

Safety

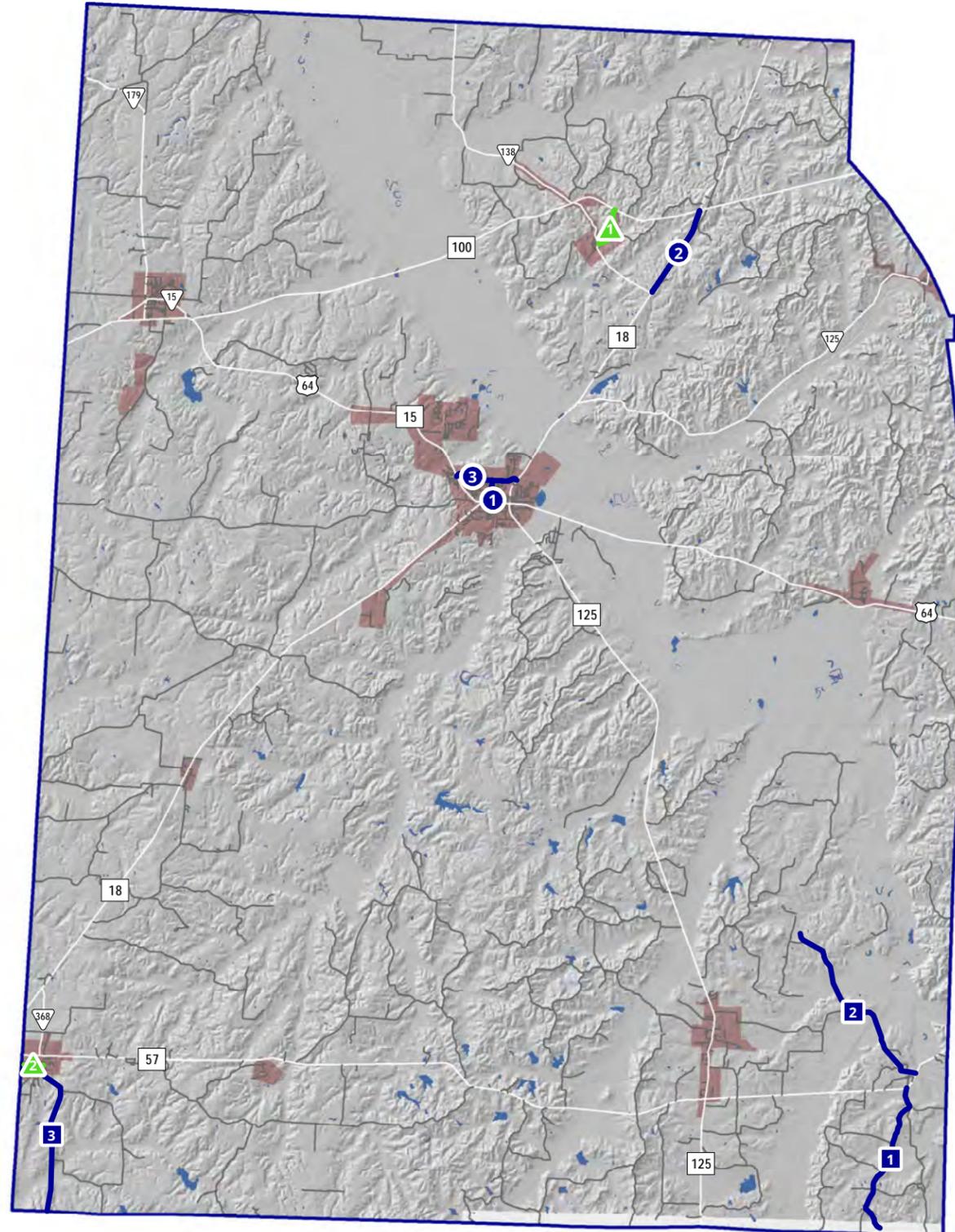
- 1 Largo Rd. Pocahontas Rd./Alcorn Rd. from LM 0.00 to LM 4.00 LRSI
- 2 Pea Vine Rd. from LM 0.00 to LM 5.00 LRSI
- 3 Park Swain Rd. from LM 0.478 to LM 4.18 LRSI
- ? Requested Safety Projects Forthcoming

Miscellaneous

- 1 Kilgore - Current ingress and egress issues as a result of turning radii. Employs approximately 200 persons at this time; however, there is future development.
- 2 SR-57 - Washington Ave. runs parallel to SR-57, want to amend functional classification of this roadway.

*LM = Log Mile

Legend	
Multimodal Projects	
●	Multimodal Analysis
●	Public Input
●	Both
Safety Projects	
■	STID
■	Public Input
■	Both
Other Public Requests	
▲	Freight
▲	Maintenance
▲	Resurfacing
▲	Miscellaneous



Map 5.3

Henderson County Recommendations

Multimodal

- ① SR-20
- ② Scotts Hill SR-114 track team utilizes the roadway
- ③ Motorized wheelchairs were identified as an occurrence along SR-114 in Lexington.

Safety

- ❓ STID Projects Forthcoming
- ❓ Requested Safety Projects Forthcoming

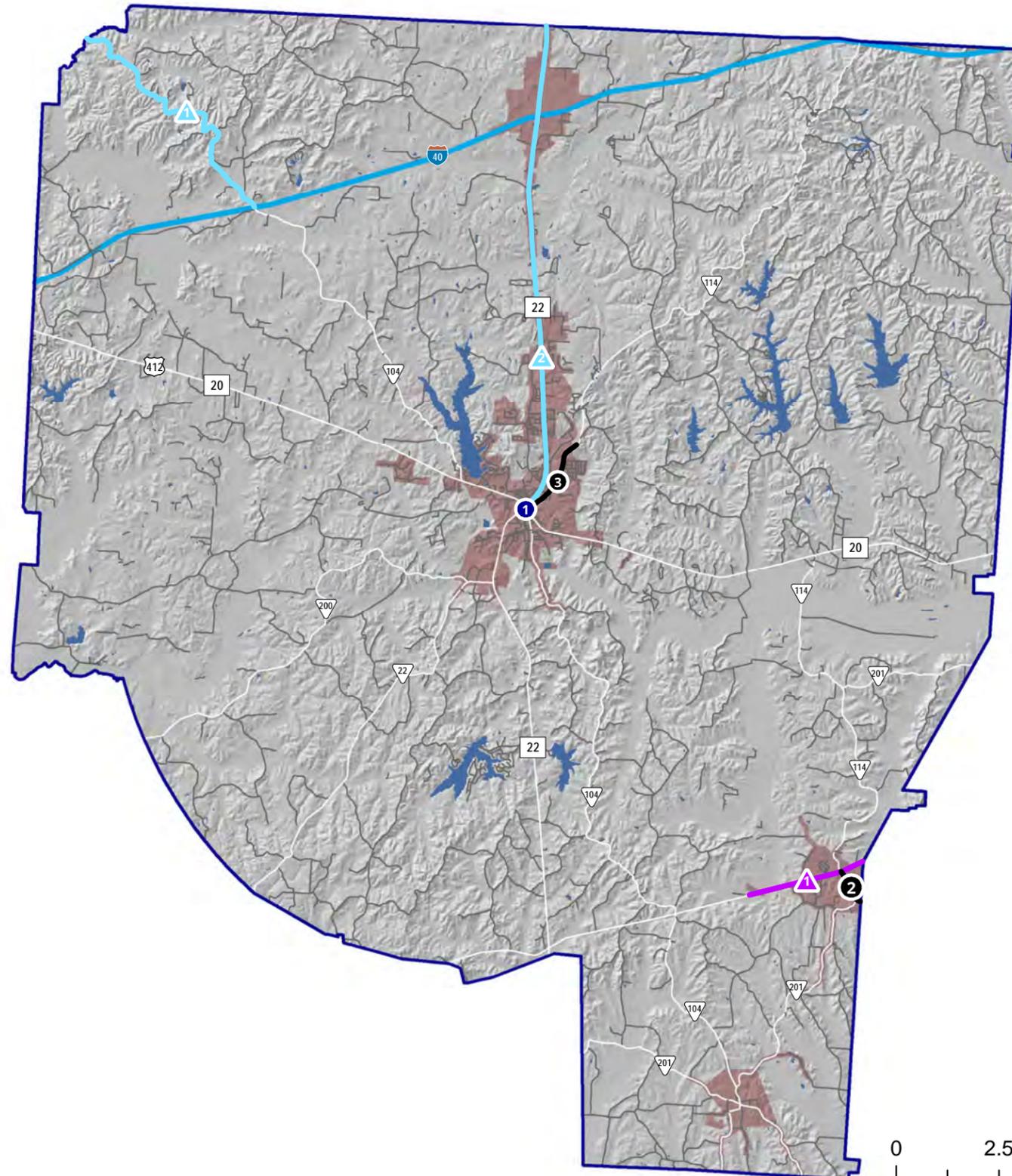
Resurfacing

- ① SR-104 North to I-40 resurfacing
- ② SR-22 resurfacing from Lexington to Carroll County line

Maintenance

- ① Mowing was identified as an issue for Scotts Hill

*LM = Log Mile



Legend

- Multimodal Projects**
 - Multimodal Analysis
 - Public Input
 - Both
- Safety Projects**
 - STID
 - Public Input
 - Both
- Other Public Requests**
 - ▲ Freight
 - ▲ Maintenance
 - ▲ Resurfacing
 - ▲ Miscellaneous

Map 5.6



McNairy County Recommendations

Multimodal

- ① SR-15
- ② Adamsville along SR-15 requesting sidewalks to remove pedestrians from roadway.
- ③ Statontville sidewalks

Safety

- 1 Sticine Rd./New Hope Rd. from LM 1.00 to LM 6.85 LRSI
- 2 Rowsey School Rd. from LM 1.80 to LM 6.80 LRSI
- 3 Purdy Rd. from LM 0.00 to LM 1.11 LRSI
- 4 Houston Cemetary Rd. from LM 0.58 to LM 2.51 LRSI
- ? Requested Safety Projects Forthcoming

Freight

- 1 Heavy through traffic across the southwest region from Memphis to Pickwick Dam in Savannah. A lot of logging traffic.
- 2 City of Bethel Springs SR-5 freight traffic

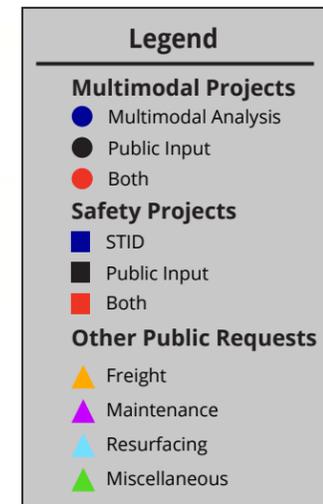
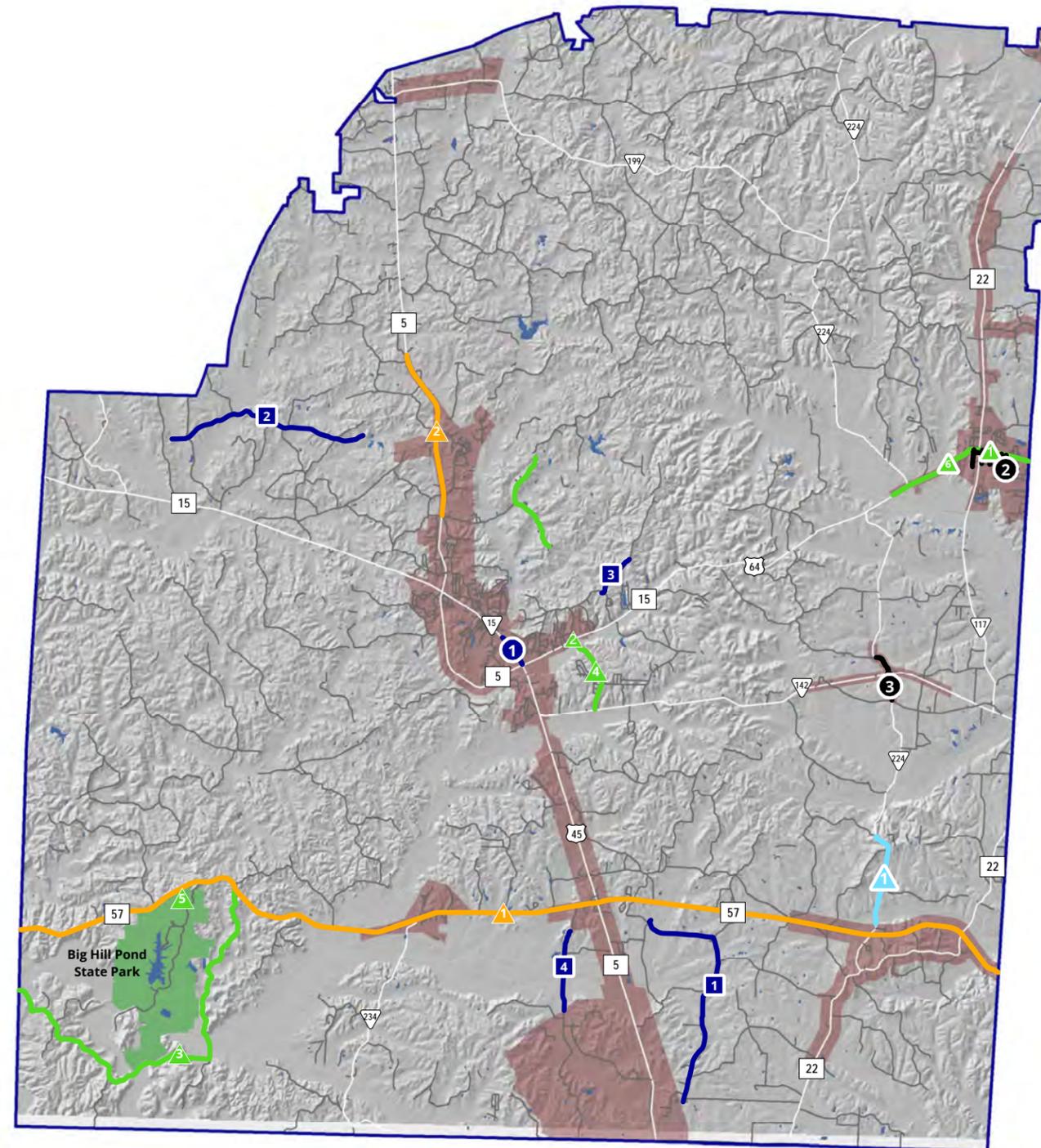
Resurfacing

- 1 SR-224 Pebble Hill Community

Miscellaneous

- 1 Stoplight warrant for the city of Adamsville at SR-15 and South Elm St. (Adamsville Elementary) was identified.
- 2 Stoplight on High School Road and US-64 was identified as a result of school queuing traffic.
- 3 Flooding occurs on roadways in the southern portion of the county. Roads identified for flooding: Cypress Tank Rd.; Wolf Pen Rd.; and Elgie Murray Rd.
- 4 Along SR-57 entrance of Big Hill Pond State Park, Park Entrance Rd. could use improvements.
- 5 SR-15 Adamsville: Amish community nearby and there is a presence of horse and buggy along the roadway.

*LM = Log Mile



Map 5.7

6 REFERENCES & APPENDIX

PREVIOUS PLANS

Name: Stanton, Tennessee
 Author: Shelton I. Merrell, Community Principal Planner, State of Tennessee Dept. of ECD Local Planning Assistance Office
 Date: 2009
 Summary: Future land use and transportation planning guide for the Town of Stanton, Tennessee

Name: Lexington, Tennessee
 Author: Shelton I. Merrell, Regional Planner / RPO Coordinator, Southwest Tennessee Development District
 Date: 2016
 Summary: Future land use and transportation planning guide for the City of Lexington, Tennessee and its Planning Region.

Name: Jackson, Tennessee
 Author: Houseal Lavigne Associates
 Date: 2015
 Summary: Future land use and transportation planning guide for the City of Jackson, Tennessee.

Name: CTPG Savannah SR 69/128
 Author: Neel-Schaffer
 Date: 2016
 Summary: The Savannah SR 69 / 128 Corridor Study was prepared to enhance the functionality of the route for all users through geometric and operational improvements to address management issues, capacity deficiencies and safety concerns. The plan also addresses the movement of people, goods and future development.

Decaturville Main Street Festival



Parkers Crossroads Possum Club Festival



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 Southwest region. This methodology will be described in detail in order to fully understand how the locations 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.

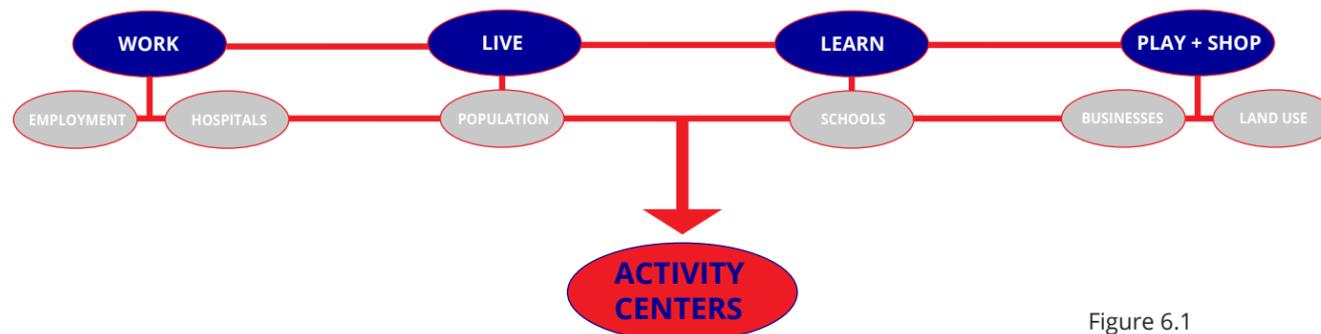


Figure 6.1

Table 6.1

Category	Input	Score Method	Score Range	Category Influence
Live	Total Population	Density of Population	1 - 5	25%
Work	Total Employment	Density of Employment	1 - 5	25%
	Hospitals	Proximity 0 - 1 mile	1 - 5	
Learn	Elementary Schools	Proximity 0 - 1 mile	1 - 5	25%
	Middle Schools	Proximity 0 - 1 mile	1 - 5	
	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 was scored, a list of potential multimodal projects was 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 create 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.

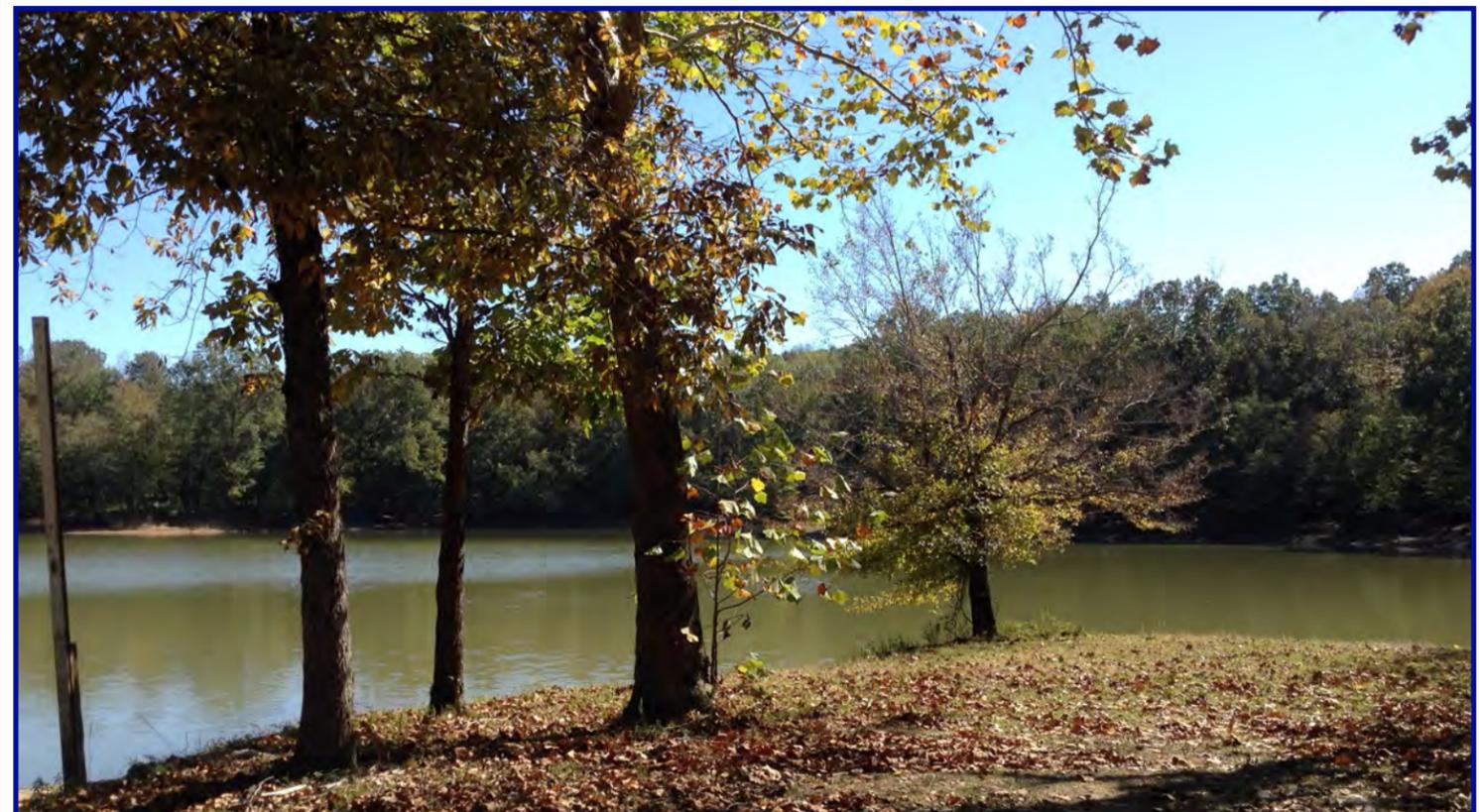
Criteria	Data	Score	Weight	
Safety	Bicycle and Pedestrian Crashes	1 or 5	25%	
Equity	Poverty Level	Sum of populations at the Census Block Group Level with the range of values 1 - 5	25%	
	Non-white Populations			
	Zero Car Households			
	Populations Under 18			
	Populations 64+			
Multimodal Demand	LIVE - Population	Activity Centers values classified from 1 - 5	25%	
	WORK - Employment			
	LEARN - Schools			
	PLAY + SHOP - Businesses, Land Use, Recreation			
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

Hardin County One on One



Tennessee River



Traffic Stations in the Southwest RPO

Chester County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
1	Luray Rd.	From Henderson/Chester County Border to Hwy. 200 (SR-200)	320	302	328	386	20.63	27.81	17.68
3	Jackson Mifflin Rd. (SR-197)	From Madison/Chester County Border to Hwy. 200 (SR-200)	949	1094	1047	881	-7.17	-19.47	-15.85
4	Hwy. 200 (SR-200)	From Needmore Rd. to Luray Rd.	584	625	763	716	22.60	14.56	-6.16
5	Jones Rd./Holly Springs Rd.	From Hwy. 200 (SR-200) to SR-22A (SR-22)	275	362	368	440	60.00	21.55	19.57
7	SR-22A (SR-22)	From SR-100 to Jones Rd.	1279	1290	659	1383	8.13	7.21	109.86
8	Clifford Rd./Clarks Creek Rd.	From SR-100 to Tignors Store Rd.	199	244	271	318	59.80	30.33	17.34
9	Steed St. (SR-200)	From Hill St. to Fawn Dr.	1344	1462	1685	2013	49.78	37.69	19.47
11	Garland Rd.	From White Ave. (SR-365) to Madison/Chester County Border	891	954	987	890	-0.11	-6.71	-9.83
12	Old Jackson Rd.	From US-Hwy. 45 (SR-5) to Garland Rd.	1980	1954	1136	1058	-46.57	-45.85	-6.87
13	US-Hwy. 45 (SR-5)	From N. Church Ave. to White Ave. (SR-365)	12018	14500	13737	13177	9.64	-9.12	-4.08
14	W. Main St. (SR-365)	From US-Hwy. 45 (SR-5) to N. Franklin Ave.	6918	8056	5816	5155	-25.48	-36.01	-11.37
15	S. Church Ave.	From W. Main St. (SR-365) to US-Hwy. 45 (SR-5)	3330	3298	3266	2372	-28.77	-28.08	-27.37
16	Old Jacks Creek Rd.	From S. Mifflin Ave. to end of Old Jacks Creek Rd.	1976	2183	2138	579	-70.70	-73.48	-72.92
17	E. Main St.	From Mifflin Ave. to W. Main St. (SR-100)	8964	10020	9109	6971	-22.23	-30.43	-23.47
18	Tally Store Rd.	From Tar Creek Rd. to Old Jacks Creek Rd.	669	723	669	863	29.00	19.36	29.00
19	Plainview Rd./Old Jacks Creek Rd.	From Enville Rd. (West) to Enville Rd. (East)	1023	1198	1304	840	-17.89	-29.88	-35.58
20	SR-22A (SR-22)	From SR-100 to Carroll Rd.	1959	1922	1547	1180	-39.77	-38.61	-23.72
21	SR-100	From SR-22A (SR-22) to Henderson/Chester County Border	2519	2847	2757	2478	-1.63	-12.96	-10.12
23	SR-22	From SR-201 to Henderson/Chester County Border	3615	3795	3524	3418	-5.45	-9.93	-3.01
25	Broad St. (SR-22)	From McNairy/Chester County Border to SR-201	3047	2548	2989	3121	2.43	22.49	4.42
27	SR-22A (SR-22)/Main St. (SR-22)	From Leapwood Dr. (SR-224) to Carroll Rd.	1804	1669	1105	1101	-38.97	-34.03	-0.36
28	Enville Rd./Sweet Lips Rd.	From Sweet Lips Rd. to Main St. (SR-22)	228	292	142	131	-42.54	-55.14	-7.75
30	Gatley Rd./Knuckles Rd./Deerwood Rd.	From Enville Rd. to Tar Creek Rd.	356	367	332	260	-26.97	-29.16	-21.69
31	US-Hwy. 45 (SR-5)	From McNairy/Chester County Border to Old Finger Rd.	8462	9831	10688	11726	38.57	19.28	9.71
32	Old Friendship Rd.	From Hickory Corner Rd. (SR-225) to McNairy/Chester County Border	360	340	405	453	25.83	33.24	11.85
33	Montezuma Rd.	From Old Montezuma Rd. to US-Hwy. 45 to (SR-5)	540	639	593	503	-6.85	-21.28	-15.18
34	Silerton Rd. (SR-225)/Melody Ln. (SR-225)	From Silerton Rd. to SR-100	1412	1520	1159	1189	-15.79	-21.78	2.59
35	Wilson School Rd./Wayne Harris Rd.	From SR-100 to US-Hwy. 45 (SR-5)	892	841	781	757	-15.13	-9.99	-3.07
38	Deanburg Rd.	From SR-100 to Pleasant Springs Rd.	311	336	308	375	20.58	11.61	21.75
39	Hwy. 125 (SR-125)	From Eaton Ln. to SR-100	273	311	313	261	-4.40	-16.08	-16.61
40	Silerton Rd.	From Hardeman/Chester County Border to Hickory Corner Rd. (SR-225)	109	156	131	199	82.57	27.56	51.91
41	Cave Springs Rd.	From Silerton Rd. to Laurel Hill Rd.	357	417	330	278	-22.13	-33.33	-15.76
43	SR-225	From McNairy/Chester County Border to Robertson Rd.	329	374	253	246	-25.23	-34.22	-2.77
44	Steed St. (SR-200)/Hwy. 200 (SR-200)	From Fawn Dr. to Needmore Rd.	1012	1371	1389	1690	67.00	23.27	21.67
45	Glendale Rd.	From Jones Rd. to SR-100	582	577	696	799	37.29	38.47	14.80
46	White Ave. (SR-365)	From E. Main St. to Garland Rd.	6110	4855	5004	3679	-39.79	-24.22	-26.48
47	E. Main St.	From White Ave. (SR-365) to Mifflin Ave.	12374	12404	10832	8430	-31.87	-32.04	-22.18

Chester County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
48	W. Main St. (SR-365)/E. Main St. (SR-365)	From N. Franklin Ave. to E. Main St.	11717	11869	9433	7572	-35.38	-36.20	-19.73
49	Old Jacks Creek Rd./Enville Rd.	From W. Main St. (SR-100) to Sweet Lips Rd.	270	298	336	340	25.93	14.09	1.19
50	SR-100	From Deanburg Rd. to Wayne Harris Rd.	2385	2604	2352	2498	4.74	-4.07	6.21
51	SR-100	From Hardeman/Chester County Border to Deanburg Rd.	1444	1820	1694	1947	34.83	6.98	14.94
52	Old Montezuma Rd./Montezuma Rd.	From Silerton Rd. (SR-225) to W. Main St. (SR-100)	496	483	599	392	-20.97	-18.84	-34.56
54	US-Hwy. 45 (SR-5)	From W. Main St. (SR-365) to S. Church Ave.	6828	9009	10178	13413	96.44	48.88	31.78
55	US-Hwy. 45 (SR-5)	From W. Main St (SR-365) to N. Church Ave.	8578	10831	10156	12832	49.59	18.47	26.35
56	US-Hwy. 45 (SR-5)	From S. Church Ave. to Old Fingers Rd.	9433	10083	11929	11232	19.07	11.40	-5.84
57	W. Main St. (SR-100)	From E. Main St. to SR-22A (SR-22)	5999	6168	5888	5573	-7.10	-9.65	-5.35
58	Cave Springs Rd./Laurel Hill Rd.	From Deming Rd. to SR-225	94	102	125	96	2.13	-5.88	-23.20
59	W. Main St.	From W. Main St. (SR-100) to US-Hwy. 45 (SR-5)	3823	4661	2753	2101	-45.04	-54.92	-23.68
60	Hickory Corner Rd. (SR-225)	From Cave Springs Rd. to Silerton Rd.	370	353	369	398	7.57	12.75	7.86
61	SR-225	From Cave Springs Rd. to Tucker Rd.	423	372	359	326	-22.93	-12.37	-9.19
62	Hill Ave.	From Steed St. (SR-200) to Second St.	1717	867	789	637	-62.90	-26.53	-19.26
63	N. Church Ave.	From W. Main St. (SR-365) to US-Hwy. 45 (SR-5)	5436	6046	4909	3707	-31.81	-38.69	-24.49
64	Old Finger Rd.	From Anthony Naylor Ln. to US-Hwy. 45 (SR-5)	1405	1479	1783	1029	-26.76	-30.43	-42.29
66	Carroll Rd.	From SR-22A (SR-22) to Roby Rd.	66	92	68	40	-39.39	-56.52	-41.18
68	Needmore Rd.	From Hwy. 200 (SR-200) to Garland Rd.	329	340	399	492	49.54	44.71	23.31
69	Laurel Hill Rd.	From SR-225 to Deming Rd.	177	276	112	115	-35.03	-58.33	2.68
70	Roby Rd.	From SR-22 to SR-100	187	196	157	145	-22.46	-26.02	-7.64
73	Mifflin Ave.	From Steed St. (SR-200) to E. Main St.	1820	1752	1758	2143	17.75	22.32	21.90
75	SR-201	From SR-22 to Henderson/Chester County Border	158	140	121	155	-1.90	10.71	28.10
76	Steed St. (SR-200)	From Hill Ave. to Fawn Dr.	0	1667	1727	2097	N/A	25.79	21.42
77	Leapwood Dr. (SR-224)	From Main St. (SR-22) to McNairy/Chester County Border	0	567	379	337	N/A	-40.56	-11.08
78	Iron Bridge Rd.	From SR-22 to Hardin/Chester County Border	0	262	153	109	N/A	-58.40	-28.76
79	Stewart Rd./Arl Bailey Rd.	From McNairy/Chester County Border to Enville Rd.	0	197	130	104	N/A	-47.21	-20.00
81	Old Sobby Rd.	From SR-225 to McNairy/Chester County Border	0	357	253	226	N/A	-36.69	-10.67
82	Robertson Rd./Worshem Rd.	From SR-225 to McNairy/Chester County Border	0	134	108	118	N/A	-11.94	9.26
83	White Ave. (SR-365)	From US-Hwy. 45 (SR-5) to Garland Rd.	0	6099	4640	4340	N/A	-28.84	-6.47
84	W. Main St. (SR-100)	From Wayne Harris Rd. to W. Main St.	0	0	0	2991	N/A	N/A	N/A
85	W. Main St. (SR-100)	From W. Main St. to US-Hwy. 45 (SR-5)	0	0	0	2735	N/A	N/A	N/A
86	W. Main St. (SR-100)	From US-Hwy. 45 (SR-5) to Old Jacks Creek Rd.	0	0	0	5658	N/A	N/A	N/A
87	W. Main St. (SR-100)	From Old Jacks Creek Rd. to E. Main St.	0	0	0	4136	N/A	N/A	N/A

Decatur County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
4	Old SR-69	From Bohanans Landing Rd. to Sugar Tree School Rd.	104	110	82	90	-13.46	-18.18	9.76
7	Holladay Rd.	From W. Natchez Trace Rd. to Jeanette-Holladay Rd.	276	364	268	231	-16.30	-36.54	-13.81
8	W. Natchez Trace Rd.	From Holladay Rd. and Cub Creek-Hall Rd. to Decatur-Henderson County Border	165	193	160	150	-9.09	-22.28	-6.25
9	Broadies Landing Rd.	From State Hwy. 69 N. (SR-69) to termini	1136	1109	391	448	-60.56	-59.60	14.58
10	State Hwy. 69 N. (SR-69)	From Oscar D. Gibson Rd. and Broadies Landing Rd. to I-40	3514	5482	3678	3740	6.43	-31.78	1.69
11	Bohanans Landing Rd.	From Old SR-69 to termini	400	508	465	469	17.25	-7.68	0.86
12	Cub Creek-Hall Rd.	From Evanstown Rd. to W. Natchez Trace Rd.	533	512	497	553	3.75	8.01	11.27
15	E. Main St./US-412 S. (SR-20)	From Tennessee Ave. S. (SR-69) and Tennessee Ave. N. (SR-69) to State Hwy. 100 E. (SR-100)	4771	4887	4462	4120	-13.64	-15.69	-7.66
19	State Hwy. 100 E. (SR-100)	From Mt. Carmel Rd. to Kilo Ford Rd.	1148	1383	1284	1438	25.26	3.98	11.99
21	State Hwy. 69 S./Tennessee Ave. S. (SR-69)	From Old Decaturville Rd. to W. Holley St. and E. Holley St.	8500	8732	7997	7678	-9.67	-12.07	-3.99
22	W. Main St. (SR-20)	From Wilkinstown Rd. and Bear Creek Rd. to Tennessee Ave. S. (SR-69) and Tennessee Ave. N. (SR-69)	6887	8525	6860	6461	-6.19	-24.21	-5.82
23	Middleburg Rd. (SR-202)	From Beacon Rd. (SR-202) to State Hwy. 69 S. (SR-69)	652	750	682	720	10.43	-4.00	5.57
24	E. Main St./State Hwy. 100 E. (SR-100)	From N. Pleasant St. and E. Pleasant St. to Mt. Carmel Rd.	1151	1421	1391	1575	36.84	10.84	13.23
25	Mt. Carmel Rd.	From State Hwy. 100 E. (SR-100) to Vice Loop	421	810	869	847	101.19	4.57	-2.53
26	Dunbar Rd./Largo Rd.	From State Hwy. 114 W. (SR-114) to E. Main St. (SR-100)	130	119	103	92	-29.23	-22.69	-10.68
27	State Hwy. 69 S. (SR-69)	From Brooksie Access Rd. (SR-202) to W. Main St. (SR-100)	0	0	0	355	N/A	N/A	N/A
28	State Hwy. 100 W./W. Main St. (SR-100)	From Crawford School Rd. to State Hwy. 69 S. (SR-69)	2940	3732	3222	3114	5.92	-16.56	-3.35
30	Brooksie Thompson Rd./Brooksie Access Rd. (SR-202)	From State Hwy. 114 W. (SR-114) to State Hwy. 69 S. (SR-69)	152	150	153	839	451.97	459.33	448.37
33	State Hwy. 114 W. (SR-114)	From Crawford School Rd. to Decatur/Henderson County Border	1987	2053	1748	1672	-15.85	-18.56	-4.35
34	Liberty Rd	From SR-69 S. (SR-69) to State Hwy. 114 W. (SR-114)	389	374	399	319	-17.99	-14.71	-20.05
37	State Hwy. 114 W. (SR-114)	From Jodie Ray Dr. to Crawford School Rd.	810	842	796	800	-1.23	-4.99	0.50
39	Three Way Rd.	From SR-69 S. (SR-69) to State Hwy. 69 S. (SR-69)	329	203	153	136	-58.66	-33.00	-11.11
42	SR-69 S. (SR-69)	From State Hwy. 114 W. (SR-114) to Three Way Rd.	580	485	471	553	-4.66	14.02	17.41
44	I-40	From Carroll/Decatur County Border to State Hwy. 69 N. (SR-69) and US-Hwy. 641 N. (SR-69)	25966	34868	34723	29963	15.39	-14.07	-13.71
45	State Hwy. 100 W. (SR-100)	From Henderson/Decatur County Border to Crawford School Rd.	3217	3539	3047	2547	-20.83	-28.03	-16.41
46	Mt Carmel Rd.	From Three Way Rd. to Vice Loop	126	149	153	142	12.70	-4.70	-7.19
47	Old Decaturville Rd./Georgia Ave. S.	From State Hwy. 69 S. (SR-69) to Fairground Rd.	547	542	529	628	14.81	15.87	18.71
51	Old SR-69	From State Hwy. 69 N. (SR-69) to Sugar Tree School Rd.	503	627	575	617	22.66	-1.59	7.30
52	Old SR-69	From Sugar Tree School Rd. to Decatur/Benton County Border	356	408	312	363	1.97	-11.03	16.35
53	Sugar Tree School Rd.	From Old SR-69 to Decatur/Benton County Border	180	291	212	260	44.44	-10.65	22.64
54	Tennessee Ave. N. (SR-69)	From W. Main St. (SR-20) and E. Main St. (SR-20) to Camden Rd.	8328	12708	7848	9201	10.48	-27.60	17.24
56	Davis Mill Rd. /Bunches Chapel Rd./Mouse tail Rd.	From US-412 S. (SR-20) then loops back to US-412 S. (SR-20)	289	344	282	278	-3.81	-19.19	-1.42
57	SR-69 S. (SR-69)	From Liberty Rd. to State Hwy. 114 W. (SR-114)	342	286	237	230	-32.75	-19.58	-2.95

Decatur County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
58	Beacon Rd. (SR-202)	From US-412 S. (SR-20) to Middleburg Rd. (SR-201/SR-202)	343	419	325	417	21.57	-0.48	28.31
59	Middleburg Rd. (SR-201)	From Henderson/Decatur County Border to Beacon Rd. (SR-202)	293	388	342	476	62.46	22.68	39.18
60	Georgia Ave. S./E. Hollet St.	From Fairground Rd. to Tennessee Ave. S. (SR-69)	1508	1566	1284	1388	-7.96	-11.37	8.10
61	Three Way Rd.	From State Hwy. 69 S. (SR-69) then loops back to State Hwy. 69 S. (SR-69)	532	635	337	404	-24.06	-36.38	19.88
64	State Hwy. 69 S. (SR-69)	From W. Main St. (SR-100) to Old Decaturville Rd.	4813	6329	6035	6167	28.13	-2.56	2.19
65	Tennessee Ave. N./State Hwy. 69 N. (SR-69)	From Camden Rd. to Oscar D. Gibson Rd. to Broadies Landing Rd.	3753	6552	5225	5343	42.37	-18.45	2.26
66	Brooksie Thompson Rd. (SR-202)	From SR-69 S. (SR-69) to State Hwy. 114 W. (SR-114)	391	452	435	407	4.09	-9.96	-6.44
67	Cub Creek-Hall Rd./Bible Hill Rd.	From Evanstown Rd. to Long St.	1014	1044	931	1045	3.06	0.10	12.24
68	State Hwy. 100 E. (SR-100)	From Kilo Ford Rd. to US-412 S. (SR-20)	1544	1561	1464	1538	-0.39	-1.47	5.05
70	State Hwy. 69 S. (SR-69)	From Three Way Rd. to Brooksie Access Rd.	0	1481	1832	2026	N/A	36.80	10.59
71	SR-69 S./State Hwy. 69 S. (SR-69)	From Three Way Rd. then loops back to Three Way Rd.	0	1087	1517	1430	N/A	31.55	-5.74
72	Twin Church Rd./Presley Ridge Rd./Willie Holland Rd.	From Liberty Rd. then loops back to Liberty Rd.	0	72	84	60	N/A	-16.67	-28.57
73	Crawford School Rd.	From State Hwy. 100 W. (SR-100) to State Hwy. 114 W. (SR-114)	0	171	121	145	N/A	-15.20	19.83
74	W. Main St. (SR-100)	From State Hwy. 69 S. (SR-69) to N. East St. and S. East. Rd.	0	2431	2390	2350	N/A	-3.33	-1.67
75	Jeanette-Holladay Rd.	From Holladay Rd. to State Hwy. 69 N. (SR-69)	0	190	179	185	N/A	-2.63	3.35
76	Tennessee Ave. S. (SR-69)	From W. Holley St. and E. Holley St. to W. Main St. (SR-20) and E. Main St. (SR-20)	0	11687	10221	10931	N/A	-6.47	6.95
77	US-641 S. (SR-114)	From SR-69 S. (SR-69) to Decatur/Hardin County Border	0	1284	1805	1557	N/A	21.26	-13.74
78	Bible Hill Rd.	From Long St. to W. Main St. (SR-20)	0	1126	1029	1149	N/A	2.04	11.66
990	US-412 S. (SR-20)	From State Hwy. 100 E. (SR-100) to Decatur/Perry County Border	3291	3633	3178	3129	-4.92	-13.87	-1.54

Hardeman County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
1	Teague Rd.	From State Hwy.18 N. (SR100) to Teague Rd.	270	235	250	276	2.22	17.45	10.40
2	Hwy. 100 (SR100)	From State Hwy.100 to State Hwy.100 (SR100)	1522	1863	1670	1602	5.26	-14.01	-4.07
3	State Hwy. 18 N. (SR018)	From Hwy.100 (SR100) to Hwy.138 (SR138)	4529	5089	5785	4695	3.67	-7.74	-18.84
4	Pine Top Rd. (01626)	From State Hwy.18. N. (SR018) to Silerton Rd. (SR125)	261	288	302	283	8.43	-1.74	-6.29
6	Hwy. 138 (SR138)	From Silerton Rd. (SR125) to Howell Rd.	237	213	181	116	-51.05	-45.54	-35.91
8	Hwy. 138 (SR138)	From State Hwy.18 N. (SR018) to Hwy.100 (SR100)	832	918	897	879	5.65	-4.25	-2.01
9	Main St. (SR138)	From Hwy.100 (SR100) to Dry Creek Rd.	1174	1268	1027	888	-24.36	-29.97	-13.53
11	Dry Creek Rd.	From Hwy.138 (SR138) to Teague Rd.	255	240	215	205	-19.61	-14.58	-4.65
14	Mt. Carmel Rd.	From SR-179 (SR179) to Vildo Rd.	82	115	134	151	84.15	31.30	12.69
15	SR-179	From Fayette Corner Rd. to Sammons Rd.	896	1259	1311	1201	34.04	-4.61	-8.39
16	Sammons Rd.	From SR-179 (SR179) to the Hardeman-Haywood county line.	167	216	143	111	-33.53	-48.61	-22.38
17	Fayette Corner Rd.	From SR-179 (SR179) to the Hardeman-Fayette county line.	649	921	929	643	-0.92	-30.18	-30.79
18	SR-179 (SR179)	From E. Main St. (SR015) to Fayette Corners Rd.	2177	2677	2938	2503	14.97	-6.50	-14.81
19	W. Main St. (SR015)	From Hwy. 64 (SR100) to S. Cross St. (SR179)	621	600	665	640	3.06	6.67	-3.76
20	S. Cross Ave. (SR179)	From Hwy. 64 (SR100) to W. Main St. (SR015)	598	951	1058	1079	80.43	13.46	1.98
21	E. Main St. (SR015)	From Hwy. 64 (SR100) to S. Cross St. (SR179)	2207	2285	2214	1816	-17.72	-20.53	-17.98
22	Vildo Rd.	From Old Hwy.64 to Walton Rd.	1141	1145	1054	206	-81.95	-82.01	-80.46
23	Market St. (SR015)	From Tate Rd. to Old Hwy. 64	10310	11362	12731	11922	15.64	4.93	-6.35
25	Tennessee St. (SR018)	From Van Buren Rd. to West End Dr.	5066	4717	6315	5467	7.92	15.90	-13.43
26	N. Main St. (SR018)	From Naylor St. to Silerton Rd. (SR125)	7808	9410	7793	7104	-9.02	-24.51	-8.84
27	US-64 (SR015)	From S. Main St. (SR125) to Walnut Grove Rd.	6382	7074	5931	5372	-15.83	-24.06	-9.43
28	SR-125 (SR125)	From E. Market St. (SR125) to Pea Vine Rd.	5207	6028	5983	4797	-7.87	-20.42	-19.82
29	US-64 (SR015)	From Walnut Grove Rd. to Old US-Hwy.64	3749	3962	3117	2960	-21.05	-25.29	-5.04
30	Parker St.	From US-64 (SR015) to Silerton Rd. (SR125)	432	531	330	108	-75.00	-79.66	-67.27
31	Powell Chapel Rd.	From US-64 (SR015) to Little Hatchie Loop	672	631	683	429	-36.16	-32.01	-37.19
32	Pea Vine Rd.	From SR-125 (SR125) to Powell Chapel Rd.	860	961	969	826	-3.95	-14.05	-14.76
33	Lake Hardeman Rd.	From SR-125 (SR125) to Sain Rd.	386	419	470	453	17.36	8.11	-3.62
37	Somerville Rd.	From Hwy.18 S. (SR018) to Whiteville- New Castle Rd.	560	726	715	688	22.86	-5.23	-3.78
39	State Hwy.18 S. (SR018)	From Lake Hardeman Rd. to Hwy.368 (SR368)	2029	2558	2620	2097	3.35	-18.02	-19.96
40	Lake Hardeman Rd.	From State Hwy.18 S. to Van Buren Rd.	507	786	734	568	12.03	-27.74	-22.62
41	Hwy.368 (SR368)	From State Hwy.18 S. to SR-57 (SR057)	1311	1456	1344	1115	-14.95	-23.42	-17.04
42	SR-57 (SR057)	From SR-368 (SR368) to Van Buren Rd.	4003	3464	3481	2451	-38.77	-29.24	-29.59
43	Park Swain Rd.	From SR-57 (SR057) to the Tennessee- Alabama state line.	841	1023	895	803	-4.52	-21.51	-10.28
44	SR-57 (SR057)	From Van Buren Rd. to W. SR-57 (SR057) W. Tennessee Ave.	2021	1504	1427	1164	-42.40	-22.61	-18.43
48	SR-57 (SR057)	From Sain Rd. to W. Main St. (SR125)	3011	2512	2351	2452	-18.57	-2.39	4.30
49	S. Main St. (SR125)	From SR-57 (SR057) to the Tennessee- Alabama state line.	3139	3930	4036	4058	29.28	3.26	0.55
50	SR-57 (SR057)	From Pocahontes Rd. to S. Main St. (SR125)	2632	2535	2589	2299	-12.65	-9.31	-11.20

Hardeman County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
51	S. Main St. (SR125)	From SR-57 (SR057) to Dogwood Ave.	5862	5898	6078	5638	-3.82	-4.41	-7.24
52	SR-125 (SR125)	From Dogwood Ave. to Pea Vine Rd.	3395	3684	3841	4149	22.21	12.62	8.02
53	Powell Chapel Rd.	From Pea Vine Rd. to N. Main St. (SR125)	892	1080	928	1077	20.74	-0.28	16.06
54	Pea Vine Rd.	From Powell Chapel Rd. to SR-57 (SR057)	310	315	239	319	2.90	1.27	33.47
55	Powell Chapel Rd.	From Pea Vine Rd. to Gooch Store Rd.	451	491	471	437	-3.10	-11.00	-7.22
56	Pocahontas Rd.	From SR-57 (SR057) to Tennessee- Alabama state line.	443	487	386	362	-18.28	-25.67	-6.22
57	Hwy. 100 (SR100)	From SR-138 (SR138) to Eighteen Loop	2436	2623	2283	2451	0.62	-6.56	7.36
58	Hwy. 64 (SR100)	From W. Main St. (SR015) to E. Main St. (SR015)	4614	7588	7344	5552	20.33	-26.83	-24.40
59	Hwy. 100 (SR100)	From US-64 (SR015) to Vildo Rd	2075	2655	2523	2089	0.67	-21.32	-17.20
60	US-64 (SR015)	From Hwy. 100 (SR100) to Old Hwy.64	4595	6221	6167	5255	14.36	-15.53	-14.79
61	US-64 (SR015)	From W. Main St. (SR015) to the Hardeman- Fayette county line.	4283	5632	6048	5172	20.76	-8.17	-14.48
64	Sain Rd.	From Old Rogers Springs Rd. to Lake Hardeman Rd.	630	527	503	384	-39.05	-27.13	-23.66
66	Mississippi Rd.	From SR-57 (SR057) to the Tennessee- Alabama state line.	339	375	296	360	6.19	-4.00	21.62
67	Old Hwy.64	From US-64 (SR015) to Market St. (SR015)	5322	1430	1314	1144	-78.50	-20.00	-12.94
68	Van Buren Rd.	From Hwy. 18 S. (SR018) to Enon Rd.	1052	664	576	627	-40.40	-5.57	8.85
70	Market St. (SR015)	From South Polk St. to S. Main St. (SR125)	15368	14208	12508	11280	-26.60	-20.61	-9.82
71	Market St. (SR015)	From Tennessee St. (SR018) to South Polk St.	17583	16356	14949	12562	-28.56	-23.20	-15.97
72	N. Main St. (SR018)	From Market St. (SR015) to Naylor St.	8647	7975	7205	6032	-30.24	-24.36	-16.28
73	Sain Rd.	From Lake Hardeman Rd. to South Polk St.	1264	2327	1853	1720	36.08	-26.09	-7.18
77	Vildo Rd.	From Hwy. 100 (SR100) to Old Hwy.64 to Mt. Carmel Rd.	188	221	208	166	-11.70	-24.89	-20.19
78	Vildo Rd.	From Hwy. 100 (SR100) to Walton Rd.	638	678	612	599	-6.11	-11.65	-2.12
79	Lake Hardeman Rd.	From Sain Rd. to Van Buren Rd.	827	834	834	484	-41.48	-41.97	-41.97
80	Van Buren Rd.	From Lake Hardeman Rd. to SR-57 (SR057)	399	488	396	357	-10.53	-26.84	-9.85
81	Whiteville- Newcastle Rd.	From Hwy. 64 (SR100) to Newcastle Dr.	465	695	660	656	41.08	-5.61	-0.61
82	Uptonville Rd.	From Dry Creek Rd. to the Hardeman- Madison county line.	144	163	114	103	-28.47	-36.81	-9.65
83	Piney Grove Rd.	From Silerton Rd. (SR125) to Pine Top Rd.	70	134	41	86	22.86	-35.82	109.76
84	Naylor Rd.	From Hwy. 138 (SR138) to State Hwy. 18 N. (SR018)	882	762	827	772	-12.47	1.31	-6.65
85	Cloverport Rd.	From Main St. (SR138) to Naylor Rd.	77	83	97	68	-11.69	-18.07	-29.90
86	Gooch Store Rd.	From Powell Chapel Rd. to the Hardeman- McNairy county line.	248	271	190	138	-44.35	-49.08	-27.37
87	Margin St.	From Fairgrounds St. E. Market St. (SR015)	968	558	580	557	-42.46	-0.18	-3.97
88	Fairgrounds St.	From N. Main St. (SR018) to dead end.	1572	1278	1400	1351	-14.06	5.71	-3.50
89	Tate Rd.	From N. Main St. (SR018) to Market St. (SR015)	4452	4617	4502	4865	9.28	5.37	8.06
94	Silerton Rd. (SR125)	From Pine Top Rd. to the Hardeman- Chester county line.	297	337	292	219	-26.26	-35.01	-25.00
95	Hwy. 18 S. (SR018)	From Lake Hardeman Rd. to Van Buren Rd.	2935	3093	3320	2668	-9.10	-13.74	-19.64
96	State Hwy. 18 N. (SR018)	From Silerton Rd. (SR125) to Pine Top Rd.	6406	6248	6883	5940	-7.27	-4.93	-13.70
97	Hwy. 100 (SR100)	From Main St. (SR138) to Vildo Rd.	1575	2687	2240	2275	44.44	-15.33	1.56
98	Powell Chapel Rd.	From Gooch Store Rd. to Little Hatchie Loop	232	268	250	256	10.34	-4.48	2.40

Hardeman County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
100	Van Buren Rd.	From Lake Hardeman Rd. to Enon Ln.	302	394	272	286	-5.30	-27.41	5.15
103	Market St. (SR015)	From Tennessee St. (SR018) to Tate Rd.	12893	13847	12808	11936	-7.42	-13.80	-6.81
107	South Polk St.	From Market St. (SR015) to Elmview St.	2406	2422	2479	2751	14.34	13.58	10.97
108	North Jones St.	From Market St. (SR015) to Tate Rd.	4300	3709	3548	3150	-26.74	-15.07	-11.22
114	Madison St.	From Tennessee St. (SR015) to Market St. (SR015)	0	1254	1190	1263	N/A	0.72	6.13
115	Lafayette St.	From Madison St. to S. Main St. (SR125)	0	3933	3531	3004	N/A	-23.62	-14.92
116	W. Jefferson St.	From Market St. (SR015) to Market St. (SR015)	0	701	814	739	N/A	5.42	-9.21
117	Lucy Black Rd.	From Market St. (SR015) to Vildo Rd.	0	924	692	890	N/A	-3.68	28.61
118	Water St.	From N. Main St. (SR018) to E. Market St. (SR015)	0	1000	1212	1142	N/A	14.20	-5.78
119	Bishop Rd.	From Old Enon Rd. to Sain Rd.	0	447	323	430	N/A	-3.80	33.13
120	Ebenezer Rd.	From Silerton Rd. (SR125) to Pine Top Rd.	0	413	428	400	N/A	-3.15	-6.54
121	State Hwy. 18 N (SR018)	From Hwy.100 (SR100) to Teague Rd.	0	6037	5831	4823	N/A	-20.11	-17.29
122	Nuckolls Rd.	From Stevens Rd. to Tate Rd.	0	0	0	904	N/A	N/A	N/A
990	Silerton Rd. (SR125)	From State Hwy. 18 N. to Pine Top Rd.	892	810	720	671	-24.78	-17.16	-6.81

Hardin County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
1	Dickson Rd. / Fellowship Rd.	From Chester/Hardin County Line to State Hwy. 69 N. (SR-69)	208	135	146	129	-37.98	-4.44	-11.64
2	State Hwy. 421 (SR-421)	From State Hwy. 69 N. (SR-69) to Henderson/Hardin County Line	138	124	195	170	23.19	37.10	-12.82
3	State Hwy. 69 N. (SR-69)	From State Hwy. 421 (SR-421) to Main St.	698	686	642	837	19.91	22.01	30.37
4	SR-104	From State Hwy. 69 N. (SR-69) to Henderson/Hardin County Line	408	417	316	324	-20.59	-22.30	2.53
5	Handy Corner Rd. / Bingham Rd.	From State Hwy. 69 N. (SR-69) to Saltillo Rd.	352	333	204	253	-28.13	-24.02	24.02
6	Saltillo Rd. / Main St. / Oak Ave.	From Fisherville Loop to State Hwy. 69 N. (SR-69)	363	360	337	285	-21.49	-20.83	-15.43
7	State Hwy. 69 N. (SR-69)	From Main St. to Decatur/Hardin County Line	466	435	368	399	-14.38	-8.28	8.42
8	State Hwy. 128 (SR-128)	From Friendship Loop to Clifton Rd.	799	2071	1972	2556	219.90	23.42	29.61
9	Clifton Rd.	From Bucktown Loop (North) to Smoky Rd.	1061	865	756	852	-19.70	-1.50	12.70
10	Coffee Landing Rd.	From Glendale Rd. to State Hwy. 69 S. (SR-69)	556	657	580	542	-2.52	-17.50	-6.55
13	State Hwy. 69 S. (SR-69)	From Old Morris Chapel Rd. to McNairy/Hardin County Line	2269	2036	2137	3027	33.41	48.67	41.65
16	Glendale Rd.	From State Hwy. 69 S. (SR-69) to Coffee Landing Rd.	388	442	549	344	-11.34	-22.17	-37.34
17	State Hwy. 69 S. (SR-69)	From Old Stage Rd. to Old Morris Chapel Rd.	3108	3115	2902	4298	38.29	37.98	48.10
19	SR-22	From New Hope Dr. to US-64 (SR-15)	2150	2545	2221	2378	10.60	-6.56	7.07
20	US-64 (SR-15)	From State Hwy. 69 S. (SR-69) to Coffee Landing Rd.	11361	12249	12398	13905	22.39	13.52	12.16
21	Coffee Landing Rd.	From US-64 (SR-15) to Glendale Rd.	1548	1432	1304	1640	5.94	14.53	25.77
22	US-64 (SR-15) / Bridge Ave. (SR-15)	From Coffee Landing Rd. to Water St.	12431	13759	13364	13887	11.71	0.93	3.91
25	US-64 (SR-15) / Wayne Rd. (SR-15)	From Patterson Rd. to Airport Rd. (SR-226)	8851	7240	7472	14228	60.75	96.52	90.42
27	State Hwy. 203 (SR-203)	From Airport Rd. (SR-226) to Choate Creek Rd.	1892	2607	2587	2573	35.99	-1.30	-0.54
29	Friendship Loop / Cerro Gordo Rd.	From State Hwy. 128 (SR-128) to US-64 (SR-15)	203	306	125	164	-19.21	-46.41	31.20
31	US-64 (SR-15)	From Cerro Gordo Rd. to Wayne/Hardin County Line	2159	2602	2285	2464	14.13	-5.30	7.83
32	Burnt Church Rd.	From Old Town Loop to State Hwy. 203 (SR-203)	371	377	331	195	-47.44	-48.28	-41.09
33	Choate Creek Rd.	From State Hwy. 203 (SR-203) to Rogers Dr.	431	525	438	428	-0.70	-18.48	-2.28
34	Morgan Ross Rd. / Walkertown Rd.	From State Hwy. 128 (SR-128) to Airport Rd. (SR-226)	256	360	356	389	51.95	8.06	9.27
35	State Hwy. 69 S. (SR-69) / Florence Rd. (SR-69)	From Walkertown Rd. to Ranch St.	5678	6591	5724	6452	13.63	-2.11	12.72
36	Pickwick St. (SR-128) / State Hwy. 128 (SR-128)	From Walkertown Rd. to Ranch St.	7345	7312	6111	6896	-6.11	-5.69	12.85
43	State Hwy. 142 (SR-142)	From SR-22 to Watkins Rd.	1753	2154	1579	1802	2.80	-16.34	14.12
45	Botel Rd. / Wharf Rd.	From State Hwy. 128 (SR-128) loops back to State Hwy. 128 (SR-128)	110	247	109	165	50.00	-33.20	51.38
46	State Hwy. 69 S. (SR-69)	From Holland Creek Rd. to Airport Rd. (SR-226)	2277	2741	2644	3368	47.91	22.87	27.38
47	Holland Creek Rd.	From Alabama/Tennessee State Line to State Hwy. 69 S. (SR-69)	534	563	324	319	-40.26	-43.34	-1.54
49	Big Ivy Rd.	From State Hwy. 203 (SR-203) to Cherry Chapel Loop	96	88	51	68	-29.17	-22.73	33.33
50	State Hwy. 203 (SR-203)	From Lonesome Pine Rd. to Big Ivy Rd.	522	552	556	648	24.14	17.39	16.55
53	State Hwy. 69 S. (SR-69)	From Wayne/Hardin County Line to Holland Creek Rd.	1838	2102	2044	2706	47.23	28.73	32.39
55	Red Sulphur Rd.	From State Hwy. 57 (SR-57)(North) to State Hwy. 57 (SR-57)(South)	602	768	683	708	17.61	-7.81	3.66
56	State Hwy. 57 (SR-57)	From State Hwy. 142 (SR-142) to State Hwy. 128 (SR-128)	5617	7486	7055	5060	-9.92	-32.41	-28.28
57	Damon Rd.	From State Hwy. 57 (SR-57) to Dr. Williams Dr.	210	193	293	210	0.00	8.81	-28.33

Hardin County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
58	State Hwy. 142 (SR-142)	From State Hwy. 57 (SR-57) to Watkins Rd.	1370	1413	1628	1386	1.17	-1.91	-14.86
59	Federal Rd. / Watkins Rd. / Hamburg-Savannah Rd.	From State Hwy. 57 (SR-57) to SR-22	551	732	417	303	-45.01	-58.61	-27.34
60	State Hwy. 57 (SR-57)	From Watkins Rd. to State Hwy. 142 (SR-142)	3330	3862	4162	4049	21.59	4.84	-2.72
63	State Hwy. 128 (SR-128)	From State Hwy. 57 (SR-57) to Airport Rd. (SR-226)	4363	6473	5199	7172	64.38	10.80	37.95
64	SR-22	From State Hwy. 142 (SR-142) to New Hope Dr.	1900	1753	1793	1877	-1.21	7.07	4.68
65	SR-22	From State Hwy. 142 (SR-142)(North) to State Hwy. 142 (SR-142)(South)	2523	2598	2403	2637	4.52	1.50	9.74
66	State Hwy. 57 (SR-57)	From State Hwy. 128 (SR-128) to Red Sulphur Rd.	3528	5599	5427	5109	44.81	-8.75	-5.86
67	State Hwy. 128 (SR-128)	From Clifton Rd. to Billy Nance Mem Hwy. (SR-114)	930	2190	1816	2381	156.02	8.72	31.11
68	Pyburns Dr.	From State Hwy. 128 (SR-128) to Burton Rd.	1104	1128	830	1085	-1.72	-3.81	30.72
71	Clifton Rd.	From Smoky Rd. to State Hwy. 128 (SR-128)	311	262	136	180	-42.12	-31.30	32.35
72	Saltillo Rd. / Glendale Rd.	From Coffee Landing Rd. to Fisherville Loop (East)	669	795	682	577	-13.75	-27.42	-15.40
73	Florence Rd. (SR-69)	From E. Main St. to Wayne Rd. (SR-15)	16444	15531	10107	10518	-36.04	-32.28	4.07
74	Main St. (SR-15) / Wayne Rd. (SR-15)	From Pickwick St. to Alabama St.	23262	24477	21223	19076	-18.00	-22.07	-10.12
75	Clifton Rd. / Cravens Dr. / Cumberland St. / Alabama St.	From Wayne Rd. (SR-15) to Patterson Rd.	4702	4145	3653	3769	-19.84	-9.07	3.18
76	US-64 (SR-15)	From McNairy/Hardin County Line to State Hwy. 69 S. (SR-69)	8672	9212	9705	9030	4.13	-1.98	-6.96
78	Airport Rd. (SR-226)	From US-64 (SR-15) to State Hwy. 203 (SR-203)	2917	4088	4804	4935	69.18	20.72	2.73
79	Clifton Rd. / Patterson Rd.	From Wayne Rd. (SR-15) to Rosewood Dr.	4793	4544	4230	5022	4.78	10.52	18.72
80	New Hope Dr. / Caney Branch Rd.	From Blanton Rd. to SR-22	244	269	248	315	29.10	17.10	27.02
82	Old Town Loop	From US-64 (SR-15)(East) to US-64 (SR-15)(West)	431	400	306	241	-44.08	-39.75	-21.24
83	Rich Rd.	From Clifton Rd. to US-64 (SR-15)	312	392	271	328	5.13	-16.33	21.03
84	E. End Dr. / Central Ave.	From Wayne Rd. (SR-15) to Clifton Rd.	1342	935	1082	1249	-6.93	33.58	15.43
85	Church St.	From Main St. (SR-15) to Poplar St.	1350	1203	1572	1047	-22.44	-12.97	-33.40
86	Airport Rd. (SR-226)	From State Hwy. 128 (SR-128) to State Hwy. 69 S. (SR-69)	1347	2250	2425	2936	117.97	30.49	21.07
87	US-64 (SR-15)	From Airport Rd. (SR-226) to Poplar Springs Rd.	4200	5907	5643	7593	80.79	28.54	34.56
88	Vine St.	From Stout St. to Meadow Lane Dr.	430	466	527	499	16.05	7.08	-5.31
89	Meadow Lane Dr.	From Pinhook Dr. (SR-203) to Vine St.	779	651	759	842	8.09	29.34	10.94
90	Bowen Dr.	From Church St. to Craven Dr.	589	655	710	755	28.18	15.27	6.34
92	Kendrick Rd. (SR-142)	From State Hwy. 57 (SR-57) to Mississippi/Tennessee State Line	1812	1497	1856	1819	0.39	21.51	-1.99
93	Airport Rd. (SR-226)	From State Hwy. 69 S. (SR-69) to Pinhook Rd. (SR-203)	1230	3472	3552	4116	234.63	18.55	15.88
95	State Hwy. 203 (SR-203)	From Choate Creek Rd. to Lonesome Pine Rd.	1052	1321	946	838	-20.34	-36.56	-11.42
96	State Hwy. 69 S. (SR-69)	From Walkertown Rd. to Airport Rd. (SR-226)	3238	3322	3268	3077	-4.97	-7.38	-5.84
97	State Hwy. 128 (SR-128)	From Airport Rd. (SR-226) to Walkertown Rd.	3973	4581	3970	4312	8.53	-5.87	8.61
98	Clifton Rd.	From Rich Rd. to Bucktown Loop (North)	1526	1466	1682	1112	-27.13	-24.15	-33.89
99	Wayne Rd. (SR-15)	From Alabama St. to Patterson Rd.	19272	19611	18368	17345	-10.00	-11.55	-5.57
100	Pinhook Dr. (SR-203) / Airport Rd. (SR-203)	From Florence Rd. (SR-69) to Airport Rd. (SR-226)	3719	3881	2855	3083	-17.10	-20.56	7.99
101	Florence Rd. (SR-69)	From E. Main St. to Ranch St.	12000	10338	10448	10698	-10.85	3.48	2.39

Hardin County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
102	Wayne Rd. (SR-128) / Water St. (SR-128) / Pickwick St. (SR-128)	From Ranch St. to Main St. (SR-15)	13700	13513	11161	10921	-20.28	-19.18	-2.15
105	Lonesome Pine Rd.	From US-64 (SR-15) to State Hwy. 203 (SR-203)	248	372	287	207	-16.53	-44.35	-27.87
106	Choate Creek Rd.	From State Hwy. 69 S. (SR-69) to Rogers Dr.	243	357	241	214	-11.93	-40.06	-11.20
107	Cherry Chapel Loop / Whites Creek Rd. / Morris Rd.	From State Hwy. 69 S. (SR-69)(East) to State Hwy. 69 S. (SR-69)(East)	103	103	79	49	-52.43	-52.43	-37.97
108	Pyburns Dr.	From State Hwy. 69 S. (SR-69) to Bruton Rd.	795	748	935	614	-22.77	-17.91	-34.33
109	Bruton Branch Rd. / Bruton Rd.	From Pyburns Dr. to end of Bruton Branch Rd.	490	581	390	452	-7.76	-22.20	15.90
110	Dr. Williams Dr.	From Kendrick Rd. (SR-142) to Damon Rd.	80	105	82	94	17.50	-10.48	14.63
111	State Hwy. 57 (SR-57)	From Red Sulphur Rd. to Mississippi/Tennessee State Line	2140	4044	4328	4586	114.30	13.40	5.96
112	Clifton Rd.	From Rosewood Dr. to Rich Rd.	1638	1955	1782	1697	3.60	-13.20	-4.77
113	Northwood Dr. / Cravens Dr.	From Bowen Dr. to Clifton Rd.	1109	1278	1590	1419	27.95	11.03	-10.75
114	Bridge Ave. (SR-15) / Main St. (SR-15)	From Water St. to Pickwick St.	14801	10876	10177	11146	-24.69	2.48	9.52
115	Water St.	From Bridge Ave. (SR-15) to Pickwick St. (SR-128)	7482	6974	7514	7130	-4.70	2.24	-5.11
117	Malcomb St.	From Pinhook Dr. (SR-203) to Pickwick St. (SR-128)	458	605	600	616	34.50	1.82	2.67
118	E. Main St.	From Belmont St. to Florence Rd. (SR-69)	1893	2024	1630	1909	0.85	-5.68	17.12
119	Fairground St.	From Wayne Rd. (SR-15) to Pinhook Dr. (SR-203)	885	1008	905	982	10.96	-2.58	8.51
120	Belmont St.	From E. Main St. to Wayne Rd. (SR-15)	1415	1315	1359	1532	8.27	16.50	12.73
121	E. Main St.	From Belmont St. to Harbert Dr.	1009	987	972	1635	62.04	65.65	68.21
122	Harbert Dr.	From Pinhook Dr. (SR-203) to Wayne Rd. (SR-15)	2593	2552	3002	2516	-2.97	-1.41	-16.19
123	Ranch St.	From Pickwick St. (SR-128) to Florence Rd. (SR-69)	1900	1687	1522	1607	-15.42	-4.74	5.58
124	Stout St.	From Florence Rd. (SR-69) to Vine St.	1037	1206	1050	1019	-1.74	-15.51	-2.95
125	Stout St. / Airways Blvd.	From Florence Rd. (SR-69) to Vine St.	626	786	737	800	27.80	1.78	8.55
126	Billy Nance Mem Hwy. (SR-114)	From State Hwy. 128 (SR-128) to Decatur/Hardin County Line	0	1888	1848	2110	N/A	11.76	14.18
127	Campbell Old Mill Rd.	From Damon Rd. to State Hwy. 57 (SR-57)	0	112	51	39	N/A	-65.18	-23.53
128	Carroll Rd.	From State Hwy. 57 (SR-57) to McNairy/Hardin County Line	0	199	180	269	N/A	35.18	49.44
130	US-64 (SR-15)	From Poplar Springs Rd. to Cerro Gordo Rd.	0	2626	2711	2503	N/A	-4.68	-7.67
131	Russell Chapel Ln. / Wilkinson Ferry Dr.	From Clifton Rd. to end of Wilkinson Ferry Dr.	0	161	121	149	N/A	-7.45	23.14
132	Cravens Dr.	From Northwood Dr. to Clifton Rd.	0	1955	1962	2008	N/A	2.71	2.34
133	Oak St.	From Church St. to Craven Dr.	0	344	380	277	N/A	-19.48	-27.11
134	Lewis St.	From Pickwick St. (SR-128) to Florence Rd. (SR-69)	0	781	828	1051	N/A	34.57	26.93
136	Water St.	From Wayne Rd. (SR-128) to Florence Rd. (SR-69)	0	5163	4367	4160	N/A	-19.43	-4.74
137	State Hwy. 128 (SR-128)	From Friendship Loop to US-64 (SR-15)	0	1905	2145	2766	N/A	45.20	28.95
138	Pickwick St.	From Main St. (SR-15) to Water St. (SR-128)	0	9242	6739	6053	N/A	-34.51	-10.18
139	Damon Rd.	From Dr. Williams Dr. to Mississippi/Tennessee State Line	0	0	0	136	N/A	N/A	N/A
140	King St.	From Clifton Rd. to Wayne Rd. (SR-15)	0	0	0	1455	N/A	N/A	N/A
141	Bell Ln. / E. Main St.	From Harbert Dr. to Wayne Rd. (SR-15)	0	0	0	1322	N/A	N/A	N/A

Haywood County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
2	Forked Deer Rd. (SR-180)	From Lauderdale/Haywood County Border to Stanley Rd. and Tibbs-Forked Deer Rd.	635	613	696	621	-2.20	1.31	-10.78
3	Tibbs-Forked Deer Rd./Rudolph Rd.	From Forked Deer Rd. to Christmasville Rd.	178	110	150	145	-18.54	31.82	-3.33
4	Woodville Rd.	From Forked Deer Rd. (SR-180) to Haywood/Lauderdale County Border	277	308	347	305	10.11	-0.97	-12.10
6	Forked Deer Rd. (SR180)	From State Hwy. 19 W. (SR-19) to Stanley Rd./Tibbs-Forked Deer Rd.	599	536	538	488	-18.53	-8.96	-9.29
7	Tibbs Rd.	From Tibbs-Forked Deer Rd. to Forked Deer Rd. (SR-180)	376	343	301	305	-18.88	-11.08	1.33
8	Tibbs-Forked Deer Rd./Shaw Loops/Forked Deer Rd.	From Tibbs Rd. to Tibbs-Forked Deer Rd./Rudolph Rd.	534	545	401	305	-42.88	-44.04	-23.94
9	Rudolph Rd.	From State Hwy. 54 N. (SR-54) to Christmasville Rd.	365	384	433	307	-15.89	-20.05	-29.10
10	State Hwy. 54 N. (SR-54)	From Rudolph Rd. to Cherryville Rd.	849	887	961	1217	43.35	37.20	26.64
11	Norris Crossing Rd.	From Poplar Corner Rd. to Hwy. 79 N. (SR-76)	411	419	369	428	4.14	2.15	15.99
12	Hwy. 79 N. (SR-76)	From Sturdivant Rd. to Norris Crossing Rd.	3750	3628	3903	3823	1.95	5.37	-2.05
14	Poplar Corner Rd.	From Upper Zion Rd. to Norris Crossing Rd.	318	359	347	292	-8.18	-18.66	-15.85
18	Tabernacle Rd.	From Hwy. 79 N. (SR-76) to State Hwy. 54 N. (SR-54)	324	323	335	311	-4.01	-3.72	-7.16
20	Fulton Rd. (SR-87)	From Allen Cox Rd. to St. Peters Rd.	427	410	357	231	-45.90	-43.66	-35.29
24	Bond Ferry Rd./Herbert Willis Rd.	From US-70 E. (SR-1) to State Hwy. 54 W. (SR-54)	204	266	204	140	-31.37	-47.37	-31.37
26	State Hwy. 54 W./W. Main St. (SR-54)	From Lebabnon Ln./Macedonia Rd. to Brownsville Bypass (SR-19)	3242	4778	4338	4526	39.61	-5.27	4.33
27	Fulton Rd. (SR-87)	From St. Peters Rd. to State Hwy. 19 W. (SR-19)	618	604	595	490	-20.71	-18.87	-17.65
28	Haralson St.	From Brownsville Bypass (SR-19) to W. Main St. (SR-54)	2248	2940	2222	2254	0.27	-23.33	1.44
29	Key Corner St.	From Meadow St. to Thomas St.	903	1112	975	1014	12.29	-8.81	4.00
30	N. McLemore Ave.	From Thomas St. to Lola St.	6123	5813	4912	3709	-39.43	-36.19	-24.49
31	Thornston Rd./State Hwy. 54 N. (SR-54)	From N. Washington Ave. (SR-363/SR-54) to Rudolph Rd.	1383	1232	1592	2245	62.33	82.22	41.02
32	N. Washington Ave. (SR-369)	From Thornton Rd. (SR-54) to Dupree Ave. (SR-76)	5967	6260	6630	5825	-2.38	-6.95	-12.14
33	Boyd Ave./Poplar Corner Rd.	From Dupree Ave. (SR-76) to Upper Zion Rd.	1306	1603	1648	1750	34.00	9.17	6.19
34	E. Main St./Hwy. 70 E. (SR-1)	From Dupree Ave. (SR-76/SR-1) to Springfield Rd.	5621	6653	6667	6530	16.17	-1.85	-2.05
37	Anderson Ave. (SR-76)	From I-40 to Brownsville Bypass (SR-1) to Dupree Ave. (SR-1)	7711	8719	8076	7970	3.36	-8.59	-1.31
39	Hwy. 70 E. (SR-1)	From Dupree Ave. (SR-76/SR-1) to Springfield Rd.	4420	4958	7094	5068	14.66	2.22	-28.56
40	Doctor Hess Rd.	From Hwy. 70 E. (SR-1) to Hwy. 79 N. (SR-76)	343	390	376	449	30.90	15.13	19.41
41	Union-Mercer Rd.	From Woodland Church Rd. to Hwy. 70 E. (SR-1)	456	463	496	541	18.64	16.85	9.07
42	Woodland Church Rd.	From Madison/Haywood County Border to Union-Mercer Rd.	165	174	135	155	-6.06	-10.92	14.81
48	Dancyville Rd. (SR-179)	From State Hwy. 76 S. (SR-76) to Douglas Rd.	675	721	735	735	8.89	1.94	0.00
49	State Hwy. 76 S. (SR-76)	From Dancyville-Eurekaton Rd. and Dancyville Rd. (SR-179) to Eurekaton Rd. (SR-179)	1929	2327	1965	1815	-5.91	-22.00	-7.63
50	Eurekaton Rd. (SR-179)	From State Hwy. 76 S. (SR-76) to Haywood/Hardeman County Border	1321	1596	1725	1868	41.41	17.04	8.29
51	State Hwy. 76 S./Anderson Ave. (SR-76)	From Eurekaton Rd. (SR-179) to I-40	2896	3183	2916	2908	0.41	-8.64	-0.27
52	Stanton-Koko Rd.	From State Hwy. 76 S. (SR-76) to Dancyville Rd. (SR-179)	322	298	277	252	-21.74	-15.44	-9.03
53	Dancyville Rd. (SR-179)	From Stanton-Koko Rd. to State Hwy. 76 S. (SR-76)	410	433	450	427	4.15	-1.39	-5.11
54	Camp Ground Rd.	From Fayette/Haywood County Border to Keeling Rd. (SR-222)	151	115	88	98	-35.10	-14.78	11.36

Introduction & Overview

Demographic & Land Use Trends

Regional Transportation System

Goals & Objectives

Recommendations

References & Appendix

Haywood County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
55	W. Main St./S. Main St./Stanotn-Koko Rd. (SR-179)	From First St. W./First St. E. (SR-1) to Dancyville Rd. (SR-179)	693	679	618	562	-18.90	-17.23	-9.06
56	Keeling Rd./Fayette St. (SR-222)	From Stanon-Somerville Rd./Muex Rd. to First St. W. (SR-1)	607	589	543	433	-28.67	-26.49	-20.26
57	Hwy. 70 E./First St. W. (SR-1)	From Tipton/Haywood County Border to Covington St./W. Main St. (SR-179)	1799	1735	1764	1407	-21.79	-18.90	-20.24
58	Charleston Rd./Covington St. (SR-179)	From Chaney Ln. to First St. W. (SR-1) and First St. E. (SR-1)	609	656	586	490	-19.54	-25.30	-16.38
59	First St. E./US-70 E. (SR-1)	From Covington St. (SR-179) and W. Main St. (SR-179) to Bond Ferry Rd.	1992	1877	2044	1774	-10.94	-5.49	-13.21
60	I-40	From Old Mercer Rd. to Hwy. 70 E. (SR-1)	23000	28666	33340	34801	51.31	21.40	4.38
61	I-40	From Anderson Ave. (SR-76) to Old Mercer Rd.	25927	28698	35903	34170	31.79	19.07	-4.83
62	I-40	From Stanton-Koko Rd. to Anderson Ave. (SR-76)	28490	35018	34870	34948	22.67	-0.20	0.22
63	I-40	From Fayette/Haywood County Border to Dancyville Rd. (SR-179)	24016	34958	33295	32104	33.68	-8.16	-3.58
64	Old Mercer Rd.	From I-40 to Mercer Rd.	942	985	608	668	-29.09	-32.18	9.87
65	I-40	Hwy. 70 E. (SR-1) to Haywood/Madison County Border	27994	31788	37139	38077	36.02	19.78	2.53
66	Dupree Ave. (SR-76)	From Boyd Ave. to N. Washington Ave. (SR-76)	5928	6466	6320	5400	-8.91	-16.49	-14.56
67	Dupree Ave. (SR-76)	From E. Main St. (SR-1) to Boyd Ave.	8296	8949	7746	7811	-5.85	-12.72	0.84
69	E. Main St.	From S. Washington Ave. and N. Washington Ave. (SR-54) to Anderson Ave.	13120	13423	11647	9962	-24.07	-25.78	-14.47
70	W. Main St. (SR-54)	From Brownsville Bypass (SR-19) to N. Grand Ave. and S. Grand Ave.	7754	8493	6790	6642	-14.34	-21.79	-2.18
71	W. Main St. (SR-54)	From N. Grand Ave. and S. Grand Ave. to N. LaFayette Ave. and S. LaFayette Ave.	12225	11636	9263	8886	-27.31	-23.63	-4.07
72	Anderson Ave.	From E. Main St. to E. Cooper St.	4825	4962	4481	4019	-16.70	-19.00	-10.31
73	N. Washington Ave. (SR-54)	From S. Court St. (SR-54) to Thornton Rd. (SR-54)	6682	5721	5174	4505	-32.58	-21.26	-12.93
74	Pepper Ln.	From State Hwy. 54 W. (SR-54) to Fulton Rd. (SR-87)	107	131	118	125	16.82	-4.58	5.93
75	Hwy. 70 E. (SR-1)	From I-40 to Haywood/Madison County Border	1756	2335	2902	2170	23.58	-7.07	-25.22
76	Poplar Corner Rd.	From Carlyle Williams Rd. and Norris Crossing Rd. to Haywood/Madison County Border	459	498	382	410	-10.68	-17.67	7.33
78	State Hwy. 54 W. (SR-54)	From Pepper Ln. to Lebanon Ln. and Macedonia Rd.	2378	2306	2204	2029	-14.68	-12.01	-7.94
79	Dupree Ave. (SR-1)	From Anderson Ave. (SR-76) to E. Jefferson St. and Old Mercer Rd. (SR-19)	5131	6518	6609	6810	32.72	4.48	3.04
81	Old Mercer Rd. (SR-19)	From Dupree Ave. (SR-1) to Cox Ln. and Marvin Chapel Rd.	1701	1578	1867	2024	18.99	28.26	8.41
82	N. Washington Ave./Hwy. 79 N. (SR076)	From Dupree Ave. (SR-76) to Sturdivant Rd.	4715	4718	5128	4237	-10.14	-10.19	-17.38
83	Dancyville-Eurekaton Rd.	From Fayette Corners Rd. to Eurekaton Rd. (SR-179)	79	83	161	130	64.56	56.63	-19.25
84	Hatchie St.	From Cooper St. to Brownsville Bypass (SR-1)	1790	2053	1472	1467	-18.04	-28.54	-0.34
87	Dancyville Rd. (SR-179)	From I-40 to Douglas Rd.	871	937	956	975	11.94	4.06	1.99
88	Stanton-Somerville Rd. (SR-222)	From Fayette /Haywood County Border to Keeling Rd. (SR-222)	365	518	593	609	66.85	17.57	2.70
91	Old Mercer Rd. (SR-19)	From Cox Ln. and Marvin Chapel Rd. to I-40	1458	1445	1362	1674	14.81	15.85	22.91
92	Eurekaton Rd. (SR-179)	From State Hwy. 76 S. (SR-76) to Haywood/Hardeman County Border	710	917	1018	1228	72.96	33.91	20.63
94	State Hwy. 19 W. (SR-19)	From Forked Deer Rd. (SR-180) to Fulton Rd. (SR-87)	2001	2362	2587	2060	2.95	-12.79	-20.37
95	Dupree Ave. (SR-1)	From E. Jefferson St. and Old Mercer Rd. (SR-19) to E. Main St. (SR-1)	6317	7361	7144	10779	70.63	46.43	50.88

Haywood County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
97	N. McLemore Ave./Tibbs Rd.	From Iola St. to Christmasville Rd.	927	982	809	703	-24.16	-28.41	-13.10
99	Union-Mercer Rd.	From Mercer Rd. to Woodland Church Rd.	118	124	131	133	12.71	7.26	1.53
100	Cherryville Rd.	From Bolding Rd. to State Hwy. 54 N. (SR-54)	269	340	293	292	8.55	-14.12	-0.34
101	Christmasville Rd.	From Rudolph Rd. to Tibbs Rd.	159	212	153	125	-21.38	-41.04	-18.30
102	Tibbs Rd.	From Christmasville Rd. to Tibbs-Forked Deer Rd.	750	880	698	603	-19.60	-31.48	-13.61
103	Nunn Rd.	From Lauderdale/Haywood County Border to State Hwy. 19 W. (SR-19)	190	162	147	71	-62.63	-56.17	-51.70
104	Anderson Ave.	From E. Cooper St. to Brownsville Bypass (SR-1) and Dupree Ave. (SR-1)	3800	3928	3001	3032	-20.21	-22.81	1.03
105	S. Washington Ave./Cooper St.	From S. Hatchie St. then loops back to S. Hatchie St.	1129	1282	1275	1497	32.60	16.77	17.41
106	S. Washington Ave./S. Hatchie St.	From S. Court St. (SR-54) to Cooper St.	4350	3774	3129	3555	-18.28	-5.80	13.61
107	E. Jefferson ST.	From S. Washington Ave. to Dupree Ave. (SR-1)	2437	2356	2290	1730	-29.01	-26.57	-24.45
108	Old SR-1/S. Grand Ave.	From Brownsville Bypass (SR-19/SR-1) to W. Main St. (SR-54)	4886	4217	3002	2843	-41.81	-32.58	-5.30
110	N. McLemore Ave.	From W. Main St. (SR-54) to Thomas St.	1832	1900	1694	1316	-28.17	-30.74	-22.31
118	Tamm St.	From N. Park Ave. to Dupree Ave. (SR-76)	1778	2550	1871	1889	6.24	-25.92	0.96
119	Thomas St.	From Thornton Rd. (SR-54) to N. McLemore Ave.	6500	6716	5512	4961	-23.68	-26.13	-10.00
120	Thomas St.	From Hart Dr. to N. McLemore Ave	2125	2198	1781	1885	-11.29	-14.24	5.84
122	Thomas St.	From Key Corner St. and Key Corner Rd. to Hart Dr.	716	941	787	882	23.18	-6.27	12.07
123	Brownsville Bypass (SR-1)	From Old SR-1 and US-70 E. (SR-1) to Anderson Ave. (SR-76)	3179	3502	3992	3155	-0.75	-9.91	-20.97
125	Brownsville Bypass (SR-19)	From W. Main St. (SR-54) to Old SR-1 and US-70 E. (SR-1)	1864	2682	2596	2482	33.15	-7.46	-4.39
126	Hillville Rd.	From Mt. Pleasant Rd. to Eureka Rd. (SR-179)	0	467	468	436	N/A	-6.64	-6.84
127	Batchelor Levee Rd.	From Union-Mercer Rd. to Haywood/Madison County Border	0	193	172	264	N/A	36.79	53.49
128	State Hwy. 19 W./Haralson St./Brownsville Bypass (SR-19)	From Fulton Rd. to W. Main St. (SR-54)	0	3751	3168	2990	N/A	-20.29	-5.62
129	Fayette Corners Rd.	From Fayette/Haywood County Border to Dancyville-Eureka Rd.		514	667	658	N/A	28.02	-1.35
130	E. Main St.	From Dupree Ave. (SR-76/SR-1) to Anderson Ave.	0	8237	7413	7967	N/A	-3.28	7.47
131	N. Court St./N. LaFayette Ave. (SR-54)	From N. Washington Ave. (SR-54) to W. Main St. (SR-54)	0	10500	8091	6330	N/A	-39.71	-21.76
132	N. Park Ave.	From N. Washington Ave. (SR-369) to Tamm St.	0	2192	2822	2600	N/A	18.61	-7.87
133	S. LaFayette Ave./S. Court St. (SR-54)	From S. Washington Ave. (SR-54) to W. Main St. (SR-54)	0	0	7801	6609	N/A	N/A	-15.28
134	Country Ln.	From Fulton Rd. (SR-87) to W. Main St. (SR-54)	0	0	587	509	N/A	N/A	-13.29
135	Briarcliff Rd./Meadow St.	From Haralson St. to Key Corner St.	0	0	0	998	N/A	N/A	N/A
990	US-70 E. (SR-1)	From Bond Ferry Rd. to Brownsville Bypass (SR-19/SR-1)	2850	2741	2808	2188	-23.23	-20.18	-22.08
991	I-40	From Dancyville Rd. (SR-179) to Stanton-Koko Rd.	26776	32109	36960	34667	29.47	7.97	-6.20

Henderson County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
2	Wildersville Rd.	From State Hwy. 22 (SR-22) to Timberlake-Wildersville Rd.	916	1031	1081	1209	31.99	17.26	11.84
3	State Hwy. 22 (SR-22)	From I-40 to Henderson/Carroll County Border	7641	10042	9364	8379	9.66	-16.56	-10.52
4	Union Cross Rd.	From Leo Woods Rd. and Mt. Gilead Rd. to State Hwy. 22 (SR-22)	1009	1178	1139	1322	31.02	12.22	16.07
5	Timberlake-Wildersville Rd.	From Natchez Trace Rd. (SR-114) to Wildersville Rd.	444	548	513	391	-11.94	-28.65	-23.78
8	SR-104	From I-40 to Bargerton-Union Cross Rd.	1398	1579	1302	1200	-14.16	-24.00	-7.83
10	Natchez Trace Rd. (SR-114)	From Timberlake-Wildersville Rd. to Alberton Rd. and Scarce Creek Rd.	685	1114	1411	975	42.34	-12.48	-30.90
11	Natchez Trace Rd. (SR-114)	From Hall St. to Timberlake-Wildersville Rd.	2480	3349	3101	2185	-11.90	-34.76	-29.54
14	Corinth Rd.	From US-412 (SR-20) to Rebud Lake Rd.	475	604	476	380	-20.00	-37.09	-20.17
15	Middleburg Rd. (SR-114)	From Middleburg-Decaturville Rd. (SR-201) to US-412 (SR-20)	1321	1520	1289	1316	-0.38	-13.42	2.09
16	Shady Hill Rd.	From Roy Pruitt Rd. to US-412 (SR-20)	663	942	811	665	0.30	-29.41	-18.00
17	Oak Grove Rd./Alberton Rd./Harmon Rd.	From US-412 (SR-20) to Pope Rd.	703	877	656	652	-7.25	-25.66	-0.61
18	E. Church St./US-412 (SR-20)	From Airways Dr. to Shady Hill Rd. and Oak Grove Rd.	7956	9637	10238	9050	13.75	-6.09	-11.60
19	Natchez Trace Dr. (SR-114)	From Airways Dr. to Hall St.	6926	8881	7238	5398	-22.06	-39.22	-25.42
20	N. Broad St. (SR-22)	From Hamlett St. to Longsought Rd.	9274	10812	9539	11101	19.70	2.67	16.37
21	W. Church St. (SR-20)	From SR-104 to S. Broad St. (SR-22) and N. Broad St. (SR-22)	23466	25754	18966	18047	-23.09	-29.93	-4.85
23	Main St./SR-104	From Vine St. to Neisler Rd.	1245	1449	1399	1134	-8.92	-21.74	-18.94
24	S. Broad St. (SR-22)	From Cook St. (SR-22) to W. Church St. (SR-22) and E. Church St. (SR-22)	12353	13930	13447	11626	-5.89	-16.54	-13.54
26	State Hwy. 200 (SR-200)	From Broadway Rd. S. to Cook St. (SR-22)	1085	1245	1333	1098	1.20	-11.81	-17.63
27	US-412/W. Church St. (SR-20)	From Hooper Rd. and Crucifer Rd. to SR-104	10487	11447	11243	10065	-4.02	-12.07	-10.48
28	SR-104	From Poplar Springs-Bargerton Rd. and Bargerton-Union Cross Rd. to Jan Dr.	1931	2392	2157	1870	-3.16	-21.82	-13.31
30	New Juno-Bargerton Rd./Poplar Springs-Bargerton/Bargerton-Union Cross Rd.	From US-412 (SR-20) to Union Cross Rd.	152	226	277	400	163.16	76.99	44.40
31	Luray Rd./Crucifer Rd.	From Blue Goose Rd. to US-412 (SR-20)	1553	1827	2126	2146	38.18	17.46	0.94
32	Blue Goose Rd.	From US-412 (SR-20) to Luray Rd.	404	428	497	543	34.41	26.87	9.26
34	White Fern Rd.	From Madison/Henderson County Border to Luray Rd.	347	396	344	340	-2.02	-14.14	-1.16
36	Luray Rd.	From Luray Cir. to Blue Goose Rd.	460	475	470	569	23.70	19.79	21.06
39	State Hwy. 200 (SR-200)	From Chester/Henderson County Border to Lift Cutoff Rd.	341	656	552	461	35.19	-29.73	-16.49
40	Huron Rd.	From State Hwy. 200 (SR-200) to Luray Rd. and Sand Ridge Rd.	179	192	170	170	-5.03	-11.46	0.00
41	Tignors Store Rd./Middle Fork Rd.	From Chester/Henderson County Border to Hwy. 22A (SR-22)	163	145	114	105	-35.58	-27.59	-7.89
42	Hwy. 22A (SR-22)	From Pollock Rd. and Stegall Rd. to Pimey Creek Rd.	1405	1542	1548	1573	11.96	2.01	1.61
45	Ebenezer Rd./Neisler Rd.	From Stage Rd. to SR-104	280	283	296	285	1.79	0.71	-3.72
46	Shady Hill Rd.	From Ebenezer Rd. and Neisler Rd. to Roy Pruitt Rd.	406	424	444	347	-14.53	-18.16	-21.85
47	Middleburg-Decaturville Rd. (SR-201)	From Middleburg Rd. (SR-114) to Darden Rd.	339	420	286	414	22.12	-1.43	44.76
49	Hwy. 114 S. (SR-114)	From Sardis-Scotts Hill Rd. (SR-201) to Hwy. 100 (SR-100)	4221	5596	4229	3820	-9.50	-31.74	-9.67
50	Ebenezer Rd.	From Hwy. 100 (SR-100) to Stage Rd.	76	128	133	167	119.74	30.47	25.56
51	Hwy. 100 (SR-100)	From SR-104 to Hwy. 114 S. (SR-114) and Hwy. 114 N. (SR-144)	2895	3609	3444	3726	28.70	3.24	8.19
52	SR-104	From Dyers Chapel Rd. to Hwy. 100 (SR-100)	512	601	529	642	25.39	6.82	21.36
54	Hwy. 100 (SR-100)	From State Hwy. 22 (SR-22) to SR-104	3719	4956	3905	4036	8.52	-18.56	3.35
55	SR-104	From Hwy. 100 (SR-100) to Henderson Rd. (SR-201)	1108	884	1060	1389	25.36	57.13	31.04

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Henderson County Cont.

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57	Henderson Rd. (SR-201)	From Martin Rd. to Hwy. 104 (SR-104)	169	124	148	115	-31.95	-7.26	-22.30
59	Hwy. 201/Sardis-Scotts Hill Rd. (SR-201)	From Hwy. 104 (SR-104) to Hwy. 114 S. (SR-114)	629	691	704	592	-5.88	-14.33	-15.91
61	Hwy. 104 (SR-104)	From Henderson Rd. (SR-201) to Carter Rd.	567	597	604	556	-1.94	-6.87	-7.95
62	State Hwy. (SR-22)	From Hwy. 100 (SR-100) to Lena Petty Ln. and Center Hill Loop	3293	5202	4957	5171	57.03	-0.60	4.32
64	I-40	From SR-104 to State Hwy. 22 (SR-22)	25573	35748	32543	28409	11.09	-20.53	-12.70
65	I-40	From State Hwy. 22 (SR-22) to Natchez Trace Rd. (SR-114)	27189	35391	34698	29144	7.19	-17.65	-16.01
66	Natchez Trace (SR-114)	From Parsons Rd. to Henderson/Carroll County Border	293	359	304	130	-55.63	-63.79	-57.24
67	N. Broad St./State Hwy. 22 (SR-22)	From Longsought Rd. to I-40	5363	7725	6587	6274	16.99	-18.78	-4.75
70	State Hwy. 22/S. Broad St. (SR-22)	From Center Hill Loop and Lena Petty Ln. to Cook St. (SR-22)	5905	6588	7265	6424	8.79	-2.49	-11.58
71	State Hwy. 200 (SR-200)	From Life Cutoff Rd. to Broadway Rd. S.	373	333	442	484	29.76	45.35	9.50
72	SR-104	From Obrien Rd. to Waller Rd.	605	770	655	621	2.64	-19.35	-5.19
73	Pope Rd.	From Harmon Rd. to Natchez Trace Dr. (SR-114)	768	970	916	882	14.84	-9.07	-3.71
74	US-412 (SR-20)	From Madison/Henderson County Border to Hopper Rd. and Crucifer Rd.	4673	7873	8968	9700	107.58	23.21	8.16
75	US-412 (SR-20)	From Shady Hill Rd. and Oak Grove Rd. to Corinth Rd. and Blackwell Rd. N.	4935	7360	6634	5435	10.13	-26.15	-18.07
76	US-412 (SR-20)	From Corinth Rd. to Henderson/Decatur County Border	3772	5722	6191	4937	30.89	-13.72	-20.26
78	Natchez Trace (SR-114)	From Alberon Rd. and Scarce Creek Rd. to Parsons Rd.	500	734	640	359	-28.20	-51.09	-43.91
80	Hwy. 22A (SR-22)	From Chester/Henderson County Border to Pollock Rd. and Stegall Rd.	953	901	1035	1168	22.56	29.63	12.85
81	Hwy. 10 (SR-100)	From Chester/Henderson County Border to State Hwy. 22 (SR-22)	1639	2476	1765	1784	8.85	-27.95	1.08
82	Cook St. (SR-22)	From Mig Dr. to S. Broad St. (SR-22)	3962	4935	4763	4514	13.93	-8.53	-5.23
84	Hwy. 114 N./Middleburg Rd. (SR-114)	From Hwy. 100 (SR-100) to Middleburg-Decaturville Rd. (SR-201)	1385	2207	1582	1594	15.09	-27.78	0.76
85	Darden Rd.	From Middleburg-Decaturville Rd. (SR-201) to US-412 (SR-20)	200	241	249	356	78.00	47.72	42.97
86	Wildersville Rd.	From Timberlake-Wildersville Rd. to Natchez Trace (SR-114)	173	205	200	178	2.89	-13.17	-11.00
88	Rogers Rd.	From Middleburg Rd. (SR-114) to Stage Rd.	100	145	114	95	-5.00	-34.48	-16.67
89	Poplar Springs-Bargerton Rd.	From US-412 (SR-20) to New Juno-Bargerton Rd.	77	167	158	143	85.71	-14.37	-9.49
90	Hospital Dr./N. Main St.	From W. Church St. (SR-20) to S. Broad St. (SR-22)	7999	8689	6612	5355	-33.05	-38.37	-19.01
91	Hall St.	From N. Broad St. (SR-22) to Natchez Trace (SR-114)	1459	1776	1860	2430	66.55	36.82	30.65
94	Huntingston St.	From Boswell St. to Parkview Courts	2241	3266	2445	2382	6.29	-27.07	-2.58
95	Hamlett St.	From N. Broad St. (SR-22) to Natchez Trace (SR-114)	3883	3939	3282	2741	-29.41	-30.41	-16.48
96	Airways Dr.	From E. Church St. (SR-20) to Natchez Trace Dr. (SR-114)	1334	1803	1520	2075	55.55	15.09	36.51
97	Adams St./Main St. (SR-104)	From E. Church St. (SR-20) to Vine St.	3790	4067	3640	2576	-32.03	-36.66	-29.23
98	Corinth Rd.	From Rebud Lake Rd. to Parsons Rd.	60	88	64	60	0.00	-31.82	-6.25
99	Sand Ridge Rd.	From US-412 (SR-20) to Huron Rd.	442	461	383	480	8.60	4.12	25.33
100	Broadway Rd. N./Broadway Rd. S.	From McCaney Mill Rd. to State Hwy. 200 (SR-200)	864	1020	936	1037	20.02	1.67	10.79
104	Stage Rd.	From Hwy. 114 N. (SR-114) and Middleburg Rd. (SR-114) to Ebenezer Rd.	141	292	400	248	75.89	-15.07	-38.00
105	Center Hillwright Rd./Center Hill Loop	From State Hwy. 22 (SR-22) to Stegall Rd.	471	528	556	441	-6.37	-16.48	-20.68

Henderson County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
106	Stegall Rd.	From Hwy. 22 A. (SR-22) to Center Hill-Wright Rd.	154	169	157	196	27.27	15.98	24.84
107	Pollock Rd.	From State Hwy. 200 (SR-200) to Hwy. 22A (SR-22)	83	141	94	107	28.92	-24.11	13.83
108	SR-104	From Neisler Rd. to Dyers Chapel Rd.	322	350	328	299	-7.14	-14.57	-8.84
111	Broadway Rd. N.	From US-412 (SR-20) to McCaney Mill Rd.	417	408	465	548	31.41	34.31	17.85
112	O'Brien Rd.	From SR-104 then loops back to SR-104	201	192	196	195	-2.99	1.56	-0.51
113	Strayleaf Rd.	From Union Cross Rd. to State Hwy. 22 (SR-22)	166	135	132	158	-4.82	17.04	19.70
114	Parsons Rd.	From Natchez Trace Rd. (SR-114) to Wildersville Rd. Henderson/Decatur County Border	232	322	239	283	21.98	-12.11	18.41
116	E. Church St. (SR-20)	From S. Broad St. (SR-22) and N. Broad St. (SR-22) to Airways Dr.	12429	11058	13863	12898	3.77	16.64	-6.96
118	N. Broad St. (SR-22)	From W. Church St. (SR-20) and E. Church St. (SR-20) to Hamlett St.	11805	12061	13258	12526	6.11	3.86	-5.52
119	Madison Ave./Wilson St. E./Wilson St. W.	From Main St. (SR-104) to N. Broad St. (SR-22)	2441	2630	1679	1602	-34.37	-39.09	-4.59
120	E. Church St. (SR-20)	From S. Broad St. (SR-22) and N. Broad St. (SR-22) to Natchez Trace Dr. (SR-114) and Adams St. (SR-104)	16287	17765	16936	16247	-0.25	-8.54	-4.07
121	N. Main St.	From S. Broad St. (SR-22) to Natchez Trace Drive St. and Adams St. (SR-104)	5069	5762	5723	3805	-24.94	-33.96	-33.51
122	First St.	From S. Broad St. (SR-22) to Stanford Ave. and Standford St.	2093	2712	1865	1690	-19.25	-37.68	-9.38
123	Old Jackson Rd./Barnhill St./W. Main St.	From in the middle of Old Jackson Rd. to S. Broad St. (SR-22)	1901	1688	1737	2087	9.78	23.64	20.15
124	Huntingdon St.	From W. Church St. (SR-20) to Boswell St.	2057	4437	2031	2212	7.54	-50.15	8.91
126	Parkview Courts	From Huntingdon St. to N. Broad St. (SR-22)	1101	1156	478	534	-51.50	-53.81	11.72
127	Hinkle Rd. (SR-421)	From Spring Hill Cemetery Rd. to Henderson Rd. (SR-201)	0	429	535	241	N/A	-43.82	-54.95
128	Union Cross Rd.	From Bargerton-Union Cross Rd. to Leo Woods Rd. and Mt. Gilead Rd.	0	426	407	431	N/A	1.17	5.90
129	SR-104	From Waller Rd. to I-40	0	996	940	939	N/A	-5.72	-0.11
130	Cecil Walls Rd.	From Union Cross Rd. to Henderson/Carroll County Border	0	198	264	311	N/A	57.07	17.80
131	Stanford Ave.	From First St. to Main St. (SR-104)	0	2535	1730	1320	N/A	-47.93	-23.70
132	Wilson St. W.	From Huntingdon St. to N. Broad St. (SR-22)	0	2723	1441	952	N/A	-65.04	-33.93
133	SR-104	From Jan Dr. to W. Church St. (SR-20)	0	3577	3235	3435	N/A	-3.97	6.18
134	Natchez Trace Dr. (SR-114)	From E. Church St. (SR-20) to Airways Dr.	0	8888	7510	6128	N/A	-31.05	-18.40
990	Hwy. 22A/Cook St. (SR-22)	From Piney Creek Rd. to State Hwy. 200 (SR-200)	0	0	0	2890	N/A	N/A	N/A

McNairy County

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
1	Saltillo Rd. (SR-69)	From Smith Ln. to Broad St. (SR-22)	1203	1387	1173	1412	17.37	1.80	20.38
2	Hwy. 22A (SR-22)	From Broad St. (SR-22) to McNairy/Chester County Border	1781	1732	1523	1306	-26.67	-24.60	-14.25
4	N. Maple St./Hwy. 22 (SR-22)	From Glen Harris Rd. to Hwy. 69 (SR-69)	2191	3249	3149	2484	13.37	-23.55	-21.12
5	Hardin Graveyard Rd.	From Hwy. 22 (SR-22) to Meeks Rd.	154	141	95	102	-33.77	-27.66	7.37
8	Leapwood-Enville Rd. (SR-224)	From Hardin Graveyard Rd. and Finger-Leapwood Rd. (SR-199) to McNairy/Chester County Border	795	728	559	506	-36.35	-30.49	-9.48
9	Hardin Graveyard Rd.	From Meeks Rd. to Gilchrist-Stantonville Rd. (SR-224)	154	222	133	130	-15.58	-41.44	-2.26
10	Gilchrist-Stantonville Rd. (SR-224)	From Old Stage Rd. to Finger-Leapwood Rd. (SR-199)	1381	1670	1336	1379	-0.14	-17.43	3.22
11	Finger-Leapwood Rd. (SR-199)	From N. McCormack Rd. and High Smith Rd. to Gilchrist-Stantonville Rd. (SR-224) and Leapwood-Enville Rd. (SR-224)	777	966	709	674	-13.26	-30.23	-4.94
17	Finger-Leapwood Rd. (SR-199)	From Center Hill Rd. to N. McCormack Rd. and High Smith Rd.	1280	1290	1160	1228	-4.06	-4.81	5.86
18	Main St./Finger-Leapwood Rd. (SR-199)	From US-45 (SR-5) to Center Hill Rd.	1147	1490	1526	1730	50.83	16.11	13.37
20	Masseyville-McNairy Rd.	From McNairy/Chester County Border to N. US-45 (SR-5)	361	400	421	454	25.76	13.50	7.84
21	Rowsey School Rd.	From Woodville Rd. (SR-225) to Buena Vista Rd.	143	192	130	162	13.29	-15.63	24.62
22	Woodville Rd. (SR-225)	From Old Woodville Loop to US-64 (SR-15)	310	325	221	349	12.58	7.38	57.92
24	Rose Creek Rd.	From US-64 (SR-15) to Hines Gin Rd.	452	575	499	439	-2.88	-23.65	-12.02
25	Buena Vista Rd.	From Rowsey School Rd. to S. Main St.	543	619	588	542	-0.18	-12.44	-7.82
27	Otis Plunk Rd./Wright St.	From Limon Gauge Rd. to Bethel-Purdy Rd.	438	506	421	351	-19.86	-30.63	-16.63
28	Bethel-Purdy Rd.	From Bethesda-Purdy Rd. to Wright St.	507	631	590	490	-3.35	-22.35	-16.95
29	Gann Rd./Purdy-Beauty Hill Rd.	From Old Stage Rd. to Beauty Hill Rd.	266	311	394	427	60.53	37.30	8.38
30	Airport Rd.	From Gann Rd. to US-64 (SR-15)	542	596	608	648	19.56	8.72	6.58
31	Gilchrist-Stantonville Rd. (SR-224)	From W. Main St. (SR-15) to Old Stage Rd.	902	818	883	987	9.42	20.66	11.78
32	US-64/W. Main St. (SR-15)	From Gilchrist-Stantonville Rd. (SR-224) to N. Maple St. (SR-22) and S. Maple St. (SR-117)	7797	7857	9100	9148	17.33	16.43	0.53
33	N. Maple St. (SR-22)	From W. Main St. (SR-15) and E. Main St. (SR-15) to Glen Harris Rd.	3623	4760	4629	3160	-12.78	-33.61	-31.73
34	Walnut St./Old Shiloh Rd.	From E. Main St. (SR-15) to McNairy/Hardin County Border	848	995	938	760	-10.38	-23.62	-18.98
35	Gilchrist-Stantonville Rd. (SR-224)	From Mt. Sharon Rd. to US-64 (SR-15)	1190	921	620	695	-41.60	-24.54	12.10
36	Race Path Rd.	From SR-142 to US-64 (SR-15)	352	337	453	447	26.99	32.64	-1.32
37	SR-142	From Mulberry St. (SR-05) to Brooks Rd.	2358	2873	2937	3919	66.20	36.41	33.44
38	Mulberry St. (SR-5)	From SR-142 to E. Poplar Ave. (SR-15)	12300	17635	19335	18768	52.59	6.42	-2.93
41	Canal St./Purdy Rd./Bethesda-Purdy Rd.	From Poplar Ave. to Lipford Rd.	727	1067	823	873	20.08	-18.18	6.08
42	Peach Ave./S. Main St./N. Main St.	From W. Cherry Ave. (SR-15) and W. Court Ave. (SR-15) to General Marcus J. Wright (SR-5)	4230	4517	3613	3162	-25.25	-30.00	-12.48
43	W. Cherry Ave. (SR-15)	From General Marcus J. Wright (SR-5) to Peach Ave.	5447	5615	5184	5030	-7.66	-10.42	-2.97
44	New Bethel Rd./Southern Ave./S. 8th St.	From Dunaway Rd. to W. Court Ave. (SR-15)	1230	926	772	940	-23.58	1.51	21.76
47	Friendship Rd./New Bethel Rd.	From State Hwy. 57 (SR-57) to Dunaway Rd.	795	596	603	416	-47.67	-30.20	-31.01
49	Sulphur Springs Rd.	From State Hwy. 57 (SR-57) to Hines Gin Rd.	460	498	544	542	17.83	8.84	-0.37
50	Vernie Kirk Rd.	From State Hwy. 57 (SR-57) to Hines Gin Rd.	204	227	163	132	-35.29	-41.85	-19.02

Introduction & Overview

Demographic & Land Use Trends

Regional Transportation System

Goals & Objectives

Recommendations

References & Appendix

McNairy County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
51	State Hwy. 57 (SR-57)	From Hardeman/McNairy County Border to Sulphur Springs Rd.	1581	1567	1510	1805	14.17	15.19	19.54
52	Wenasoca Rd./Chewella Rd. (SR-234)	From Mississippi/Tennessee State Border to Guys Chewella Rd. to Butler Chapel Rd.	553	428	447	330	-40.33	-22.90	-26.17
53	Guys Chewella Rd.	From Chewella Rd. (SR-234) to Gay Thompson Rd. and Dickey Rd.	325	257	175	208	-36.00	-19.07	18.86
54	Chewella Rd. (SR-234)	From Hurley School House Rd. to State Hwy. 57 (SR-57)	1332	969	955	737	-44.67	-23.94	-22.83
55	State Hwy. 57 (SR-57)	From Sulphur Springs Rd. to Friendship Rd. and Chewella Rd. (SR-234)	1449	1645	1739	1768	22.02	7.48	1.67
56	State Hwy. 57 (SR-57)	From Friendship Rd. and Chewella Rd. (SR-234) to US-45 (SR-5)	2397	2684	2666	3077	28.37	14.64	15.42
58	Guys Chewella Rd./W. Chewella Rd.	From Gay Thompson Rd. and Dickey Rd. to US-45 (SR-5)	429	502	524	467	8.86	-6.97	-10.88
61	State Hwy. 57 (SR-57)	From US-45 (SR-5) to Michie-Pebble Hill Rd. (SR-224)	2384	3107	3249	2417	1.38	-22.21	-25.61
63	Old Hwy. 45	From Mississippi/Tennessee State Border to US-45 (SR-5)	1617	1583	1488	955	-40.94	-39.67	-35.82
64	Sticine Rd.	From Old Hwy. 45 to New Hope Rd.	651	739	641	547	-15.98	-25.98	-14.66
65	SR-22	From Mississippi/Tennessee State Border to Hamburg Rd.	2984	2753	2539	2581	-13.51	-6.25	1.65
66	Hamburg Rd.	From SR-22 to Childers Rd.	408	428	377	399	-2.21	-6.78	5.84
68	Michie-Pebble Hill Rd. (SR-224)	From State Hwy. 57 (SR-57) to Chambers Store Rd.	992	970	1026	986	-0.60	1.65	-3.90
69	Chambers Store Rd.	From SR-22 to Michie-Pebble Hill Rd. (SR-224)	171	207	169	136	-20.47	-34.30	-19.53
70	SR-22	From State Hwy. 57 (SR-57) to McNairy/Hardin County Border	1333	1412	1088	1262	-5.33	-10.62	15.99
72	Shiloh-Adamsville Rd. (SR-117)	From SR-142 to Gilchrist Rd.	1491	1553	1153	1091	-26.83	-29.75	-5.38
73	SR-142	From Scove Rd. and Gilchrist-Stantonville Rd. (SR-224) to Shiloh-Adamsville Rd. (SR-117)	1650	2105	1440	1294	-21.58	-38.53	-10.14
74	Gilchrist-Stantonville Rd. (SR-224)	From SR-142 to Gilchrist Rd.	527	808	426	577	9.49	-28.59	35.45
75	SR-142	From Brooks Rd. to Scove Rd. and Gilchrist-Stantonville Rd. (SR-224)	1283	1696	1218	1373	7.01	-19.04	12.73
76	Michie-Pebble Hill Rd. (SR-224)	From Chambers Store Rd. to SR-142	1123	1246	905	792	-29.47	-36.44	-12.49
77	Hwy. 22/Broad St. (SR-22)	From Hwy. 69 (SR-69) to McNairy/Chester County Border	4468	5221	4844	5188	16.11	-0.63	7.10
78	Shiloh-Adamsville Rd./S. Maple St. (SR-117)	From Sharlon Ln. and Gilchrist Rd. to W. Main St. (SR-15) and E. Main St. (SR-15)	2651	2723	2308	1979	-25.35	-27.32	-14.25
79	US-45/Mulberry St. (SR-5)	From State Hwy. 57 (SR-57) to SR-142	9000	11670	12845	14879	65.32	27.50	15.83
80	Butler Chapel Rd.	From Chewella Rd. (SR-234) to Rosa Burrow Ln. and Cypress Rd.	324	390	309	201	-37.96	-48.46	-34.95
81	State Hwy. 57 (SR-57)	From SR-22 to McNairy/Hardin County Border	1951	2330	2092	2000	2.51	-14.16	-4.40
82	Ramer-Selmer Rd./Old Selmer Rd./Falcon Rd.	From State Hwy. 57 (SR-57) to Mulberry St. (SR-5)	480	508	447	385	-19.79	-24.21	-13.87
83	SR-142	From Shiloh-Adamsville Rd. (SR-117) to McNairy/Hardin County Border	1569	1754	1486	1548	-1.34	-11.74	4.17
84	W. Court Ave./Court Ave. (SR-15)	From N. 5th St. and S. 5th St. to Poplar Ave.	18300	17258	15207	13778	-24.71	-20.16	-9.40
85	W. Court Ave. (SR-15)	From Peach Ave. to N. 5h St. and S. 5th St.	10651	11965	10509	9651	-9.39	-19.34	-8.16
86	SR-22	From Michie-Pebble Hill Rd. (SR-224) to State Hwy. 57 (SR-57)	1373	1344	1164	1339	-2.48	-0.37	15.03
87	Lawton Rd.	From US-64 (SR-15) then loops back to US-64 (SR-15)	134	169	141	149	11.19	-11.83	5.67
88	State Hwy. 57 (SR-57)	From Michie-Pebble Hill Rd. (SR-224) to SR-22	1688	2064	1963	2229	32.05	7.99	13.55
89	Hines Gin Rd./Sulphur Springs Rd.	From Hardeman/McNairy County Border to US-64 (SR-15)	625	604	589	521	-16.64	-13.74	-11.54

McNairy County Cont.

Station Number	Route	Termini	1996 AADT	2001 AADT	2006 AADT	2016 AADT	1996 - 2016 Percent Change	2001 - 2016 Percent Change	2006 - 2016 Percent Change
90	US-64 (SR-15)	From Hardeman/McNairy County Border to Woodville Rd. (SR-225)	2908	3013	2522	2550	-12.31	-15.37	1.11
93	Michie-Pebble Hill Rd. (SR-224)	From SR-22 to State Hwy. 57 (SR-57)	1583	1746	1535	1348	-14.85	-22.79	-12.18
94	Gann Rd./Old Stage Rd.	From Airport Rd. and Bethesda-Purdy Rd. to Gilchrist-Stantonville Rd.	439	542	439	509	15.95	-6.09	15.95
96	Old Stage Rd.	From Gilchrist-Stantonville Rd. (SR-224) to W. Main St. (SR-15)	2196	2455	2232	2155	-1.87	-12.22	-3.45
97	E. Poplar Ave. (SR-15)	From Mulberry St. (SR-05/SR-15) to High School Rd.	10993	9924	10768	11798	7.32	18.88	9.57
98	New Hope Rd.	From SR-22 to Sticine Rd.	212	270	171	181	-14.62	-32.96	5.85
99	Pleasant Site Rd.	From SR-142 to State Hwy. 57 (SR-57)	234	238	164	154	-34.19	-35.29	-6.10
100	Mulberry St. (SR-15)	From Poplar Ave. to General Marcus J. Wright (SR-5)	12539	12663	12019	11646	-7.12	-8.03	-3.10
105	Bethesda-Purdy Rd.	From Lipford Rd. to Bethel-Purdy Rd.	435	487	452	485	11.49	-0.41	7.30
106	US-45 (SR-5)	From Mississippi/Tennessee State Border to Allen McCoy Rd.	5197	7692	9044	10740	106.66	39.63	18.75
107	SR-22	From Hamburg Rd. to Michie-Pebble Hill Rd. (SR-224)	2856	2571	2433	2569	-10.05	-0.08	5.59
108	New Hope Rd./Mayflower Rd.	From Sticine Rd. to State Hwy. 57 (SR-57)	266	310	360	275	3.38	-11.29	-23.61
109	Gay Thompson Rd./Dickey Rd./Captooth Rd.	From Mississippi/Tennessee State Border to Chewella Rd. (SR-234)	250	323	165	279	11.60	-13.62	69.09
110	Cypress Rd.	From Wolf Pen Rd. and Butler Chapel Rd. to State Hwy. 57 (SR-57)	85	148	79	73	-14.12	-50.68	-7.59
111	Gilchrist Rd.	From Shiloh-Adamsville Rd. (SR-117) to Mt. Sharon Rd.	759	665	506	454	-40.18	-31.73	-10.28
112	Bethesda-Purdy Rd.	From Airport Rd. to Bethel-Purdy Rd.	642	720	688	557	-13.24	-22.64	-19.04
113	Ed Barham Rd./Otis Plunk Rd.	From Finger-Leapwood Rd. (SR-199) to Limon Gauge Rd.	140	119	118	83	-40.71	-30.25	-29.66
114	Buena Vista Rd.	From Chester/McNairy County Border to Rowsey School Rd.	125	141	167	162	29.60	14.89	-2.99
115	General Marcus J. Wright (SR-5)	From Mulberry St. (SR-5/SR-15) to New Bethel Rd.	8609	10509	11256	6610	-23.22	-37.10	-41.28
117	General Marcus J. Wright (SR-5)	From New Bethel Rd. to W. Cherry Rd. Ave. (SR-15)	7159	8629	9803	10802	50.89	25.18	10.19
118	General Marcus J. Wright (SR-5)	From W. Cherry Ave. (SR-15) to N. Main St.	6750	8548	9700	10597	56.99	23.97	9.25
119	US-45 (SR-5)	From Allen McCoy Rd. to State Hwy. 57 (SR-57)	0	9165	10584	11792	N/A	28.66	11.41
120	Hamburg Rd.	From Childers Rd. to State Hwy. 57 (SR-57)	0	331	179	158	N/A	-52.27	-11.73
121	Ramer-Selmer Rd.	From US-45 (SR-5) to Old Selmer Rd. and Falcon Rd.	0	619	644	624	N/A	0.81	-3.11
122	High School Rd.	From E. Poplar Ave. (SR-15) to SR-142	0	2248	2238	2377	N/A	5.74	6.21
123	US-64 (SR-15)	From Prentiss Johnson Ln. and Woodville Rd. (SR-225) to Rose Creek Rd.	0	3303	2730	2805	N/A	-15.08	2.75
125	Elmer Cox Rd.	From Buena Vista Rd. to Masseyville-McNairy Rd.	0	85	97	91	N/A	7.06	-6.19
126	Massey St./Beene Rd./Young Rd.	From Main St. (SR-199) to McNairy/Chester County Border	0	184	213	129	N/A	-29.89	-39.44
127	Poplar Ave.	From Court Ave. (SR-15) to Canal St.	0	5189	4369	3834	N/A	-26.11	-12.25
128	Falcon Rd./Old Falcon Rd.	From Roberts Rd. to Mulberry St. (SR-5)	0	738	711	739	N/A	0.14	3.94
129	Mt. Vernon Rd.	From Chewella Rd. (SR-234) to State Hwy. 57 (SR-57)	0	142	176	134	N/A	-5.63	-23.86
130	US-64/W. Cherry Ave. (SR-15)	From Rise Creek Rd. to General Marcus J. Wright (SR-5)	0	4213	3788	3683	N/A	-12.58	-2.77
131	Bethel-Purdy Rd.	From Turner St. and Wright St. to S. Main St. and N. Main St.	0	1534	1330	1068	N/A	-30.38	-19.70
132	Purdy-Beauty Hill Rd./Limon Gauge Rd.	From Beauty Hill Rd. to Otis Plunk Rd.	0	190	145	95	N/A	-50.00	-34.48
133	High Smith Rd./Bullman Rd.	From Finger-Leapwood Rd. (SR-199) to McNairy/Chester County Border	0	96	102	68	N/A	-29.17	-33.33
990	E. Poplar Ave./US-64 (SR-15)	From High School Rd. to Gilchrist-Stantonville Rd. (SR-224)	8644	8450	9855	9449	9.31	11.82	-4.12

Safety Projects in the Southwest RPO

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.73	Chester	Garland Rd.	From Harts Bridge Rd. at Madison/Chester County border to Williams Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	3.760
115370.73	Chester	Old Finger Rd.	From Beene Rd. to US-Hwy. 45	LRSI	Signing, Pavement Marking	5/3/2017	Let	2.712
115370.73	Chester	Glendale Rd.	From SR-100 to Holly Springs Rd./Jones Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	2.730
115370.73	Chester	Old Jacks Creek Rd.	From LM .407 at Henderson city limit to Enville Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.203
115370.73	Chester	Roby Rd.	From Jennings Access to Grove Springs Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	3.975
115370.73	Chester	Jones Rd.	From Glendale Rd. to Clarks Creek Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.610
115370.73	Chester	Needmore Rd.	From Garland Rd. to Hwy 200 (SR-200)	LRSI	Signing, Pavement Marking	5/3/2017	Let	3.320
115370.73	Chester	Wilson School Rd.	From Sanford Rd. 2.507 miles North to LM 4.387 at Henderson city limit	LRSI	Signing, Pavement Marking	5/3/2017	Let	2.507
115370.73	Chester	Old Jacks Creek Rd.	From Enville Rd. to Plainview Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.101
115370.73	Chester	Talley Store Rd.	From Old Jacks Creek Rd. to SR-100	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.085
115370.73	Chester	Old Jacks Creek Rd.	From Plainview Rd. to Spears Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.648
115370.73	Chester	Memory Ln.	From Old Finger Rd. to Mayfield Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	0.744
119844.00	Chester	SR-22A	From Plunk Road to Chester/Henderson County border	RSA	Signing, Pavement Markings and Guardrail	6/30/2016	Construction Complete	5.200
115370.74	Decatur	Liberty Rd.	From SR-69 S. (SR-69) to Clark Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.327
115370.74	Decatur	Broadies Landing Rd.	From State Hwy. 69 N. (SR-69), 4.27 miles West to end of Broadies Landing Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	4.270
115370.74	Decatur	Largo Rd.	From Three Way Rd. to Largo Rd. "T" intersection	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	3.197
115370.74	Decatur	Holladay Rd.	From W. Natchez Trace Rd. to Horney Head Creek Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.491
118851.00	Decatur	Mt Carmel Rd.	From State Hwy. 100 E. (SR-100) to Three Way Rd.	RSA	Project involves: signing, pavement markings, and guardrail.	11/14/2015	Closed	17.050
115370.74	Decatur	Three Way Rd.	From Dunbar Rd./Largo Rd. to Mary Jane Welch Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.684
115370.74	Decatur	Club Creek-Hall Rd., Bible Hill Rd.	From Holladay Rd., 6.412 miles South	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	6.412
115370.74	Decatur	McMurry Rd.	From Bible Hill Rd., .865 miles West to Parsons city limit	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.865
115370.74	Decatur	Camden Rd.	From Iron Hill Rd. at Parsons city limit to Tennessee Ave. N. (SR-69)	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.734
115370.74	Decatur	Sardis Ridge Rd.	From Cecil King Rd. to Vet Conder Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.965
115370.74	Decatur	Old Perryville Rd.	From Townsend Rd. at Parsons city limit to McKenize Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.036
115370.74	Decatur	Cecil King Rd.	From McKenize Rd. to Sardis Ridge Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.339
115370.74	Decatur	Mays Town Rd.	From Marshall Town Rd. at Parsons city limit, 1.302 miles West to end of Mays Town Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.302
115370.74	Decatur	McKenize Rd.	From Old Perryville Rd. to Cecil King Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.042
115370.74	Decatur	Vet Conder Rd.	From McKenize Rd. to Sardis Ridge Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.406
115370.74	Decatur	Walter Herndon Rd.	From Mays Town Rd., 0.92 miles South to end of Walter Herndon Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.920
115370.74	Decatur	Bobs Landing Rd.	From State Hwy. 69 S. (SR-69) to A.B. Montgomery Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.327
115370.74	Decatur	Sue Dr.	From Bobs Landing Rd. 1.135 miles West to end of Sue Dr.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.135

PIN	County	Route	Termini	Project Type	Scope of work	Estimated Date of Completion	Status	Project Length (Miles)
115370.39	Harde- man	Van Buren Rd.	From Lake Hardeman Rd. to 2.34 miles North on Van Buren Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	2.34
115370.39	Harde- man	Sain Rd.	From Lake Hardeman Rd. to past Sain Way	LRSI	Signing, Pavement Marking	5/3/2017	Let	7.102
115370.39	Harde- man	Whiteville-Newcastle Rd., Old Somerville Rd., Somerville Rd.	From Newcastle Dr. to Hwy. 18 S.	LRSI	Signing, Pavement Marking	5/3/2017	Let	5.414
113511.00	Harde- man	Park Swain Rd., Tippah St.	Park Swain Road, From SR-57 to Tennessee State Line	RSA	Sign, Stripe, Guardrail	9/30/2011	Closed	4.18
115370.39	Harde- man	Peavine Rd.	From Powel Chapel Rd. to Porter Creek Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	2.796
115370.39	Harde- man	Mott Rd.	From Roosevelt Rd. to SR-57	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.33
115370.39	Harde- man	Lake Hardeman Rd.	From Van Buren Rd. to Sain Rd.	LRSI	Signing, Pavement Marking	5/3/2017	Let	5.87
115370.39	Harde- man	Union Springs Rd.	From US 64 in Whiteville to Murphy Ln.	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.842
115370.39	Harde- man	Union Springs Rd.	From Murphy Ln. to Spencer Ln.	LRSI	Signing, Pavement Marking	5/3/2017	Let	1.49
101593.03	Harde- man	SR015	From Market Street to Old Hwy 125	EPD	Signing, Pavement Marking, Guardrail	8/27/2015	Closed	4.22
119976.00	Harde- man	State Hwy. 18 N.	From Hwy. 100 to Hardeman/Madison County Line	RSA	Miscellaneous Safety Improvements	9/30/2017	Let	4.75
112533.00	Harde- man	SR018	Intersection at Tate Road/Naylor Street in Bolivar	Spot Safety	Install left turn lanes on SR-18 and the intersecting Tate Road and Naylor Road.	11/26/2013	Closed	0.01
115370.81	Hardin	Glendale Rd.	From Old Union Rd. to Cypress Ln.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.951
115370.81	Hardin	Pyburns Rd.	From Bruton Rd. to State Hwy. 128	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	5.5
115370.81	Hardin	Bruton Rd.	From Pyburns Dr. to Bruton Branch Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.42
115370.81	Hardin	Wharf Rd.	From State Hwy. 128 to past Botel Ln.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.971
115370.81	Hardin	Coffee Landing Rd.	From Glendale Rd. to Marshall Dr.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.219
115370.81	Hardin	Old Town Loop	From US 64 (SR-128) to US 64/Fire Tower Rd. Intersection	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	5.113
115370.81	Hardin	Clifton Rd.	From Rosewood Dr. to Lion Ln.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	6.984
115370.81	Hardin	Worley Rd.	From State Hwy. 128 to Pyburns Dr.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.519
115370.81	Hardin	Bruton Rd.	From Pyburns Dr. to State Hwy. 69 S.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.693
118454.00	Hardin	SR-57	Intersection at SR-142, LM 2.71 (RSAR)	RSA	Sign and mark no parking zones, improve signage and pavement markings at intersection.	6/17/2015	Construction Complete	0.01
118451.00	Hardin	SR-57	From YMCA Lane to Mississippi State Line (RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	8/29/2014	Construction Complete	1.86
101885.02	Hardin	SR-128	From Pyburns Drive to Airport Rd. (SR-226) (Phase 1)	EPD	Project Involves: Pavement Removal, signing, pavement markings, and guardrail.	8/29/2014	Closed	3.43
100322.03	Hardin	SR-129	From SR-226 to South of One Stop Drive (EPD/PHASE 1)	EPD	Signing, Rumble Stripes, Guardrail	6/30/2016	Construction Complete	2.36

PIN	County	Route	Termini	Project Type	Scope of work	Estimated Date of Completion	Status	Project Length (Miles)
118449.00	Hardin	SR-142	From SR-57 to the Mississippi State Line (RSAR)	RSA	Project involves: signing and pavement markings.	10/30/2015	Construction Complete	4.08
117876.00	Hardin	SR-203	From SR-226 to Choate Creek Road(RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	10/30/2015	Construction Complete	4.53
118208.00	Hardin	SR-204	From Choate Creek Road to Nichols Branch	RSA	Project involves: signing, pavement markings, and guardrail.	10/30/2015	Construction Complete	9.02
115370.51	Haywood	Poplar Corner Rd.	From Boyd Ave. at Brownsville city line to Albert Booth Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	4.704
115370.51	Haywood	Mercer Rd.	From Beech Grove Rd. to Cliff Creek Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	1.755
115370.51	Haywood	Dr. Hess Rd.	From Albert Booth Rd. 2.485 miles north on Dr. Hess Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	2.485
115370.51	Haywood	Tibbs Rd.	From Gillespie Rd. to Christmasville Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	3.16
115370.51	Haywood	Bond Ferry Rd.	From US-70 E. to Herbert Willis Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	5.02
115370.51	Haywood	Gillespie Rd.	From Tibbs Rd. to Hickory Grove Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	1.563
115370.51	Haywood	Allen Station Rd.	From Marbury Rd. to Poplar Corner Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	1.062
115370.51	Haywood	Whitehead Rd., Cliff Creek Rd.	From Tritt Rd. to Mercer Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	2.345
115370.51	Haywood	Shaw Chapel Rd.	From Sugar Creek Rd. to 2.059 miles north at Brownsville city line	LRSI	Signing and Pavement Marking	6/21/2017	Let	2.059
120231.00	Haywood	Sugar Creek Rd., Shaw Chapel Rd.	From Anderson Avenue (SR-76) to Brownsville Bypass (SR-1)	RSA	Signs, Pavement Markings, Guardrail	9/30/2017	Let	4.88
115370.51	Haywood	Shaw Chapel Rd.	From Landfill Rd. to Sugar Creek Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	1.039
115370.51	Haywood	Shaw Chapel Rd.	From US-70 E. to Landfill Rd.	LRSI	Signing and Pavement Marking	6/21/2017	Let	3.299
115370.51	Haywood	Key Corner Rd.	From State Hwy. 19 W. to 3.299 miles west at Brownsville city line	LRSI	Signing and Pavement Marking	6/21/2017	Let	3.328
120233.00	Haywood	Charleston Rd., Covington St., South Main St., Stanton Koko Rd., Dancyville Rd.	From Tipton County line near Lloyd Harden Rd. to State Hwy. 76 (SR-76)	RSA	Signing and Pavement Marking	9/30/2017	Let	12.36
120003.00	Haywood	N. Washington Ave. (SR-369)	From Thornton Rd. (SR-54) to Dupree Rd. (SR-76)	RSA	Miscellaneous Safety Improvements	9/30/2017	Let	1.1
115370.54	Hender-son	Luray Rd., Crucifer Rd.	From near Blue Goose Rd. to Westover Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	3.705
115370.54	Hender-son	Corinth Rd.	From US 412 (SR-20) to Nealis Woods Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	6.55
115370.54	Hender-son	Broadway Rd. N., Mc-Caney Mill Rd.	From US 412 (SR-20) to Old Jackson Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.987
115370.54	Hender-son	Wilderson Rd.	From I-40 at Parker Crossroads city line to Exchange Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.894
115370.54	Hender-son	Bargerton - Union Cross Rd.	From SR-104 to Union Cross Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.87
115370.54	Hender-son	Juno-Bargerton Rd., Poplar Springs Bargerton Rd., Bargerton - Union Cross Rd., Union Cross Rd.	From past Holmes Rd. to Strayleaf Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	-6.408
115370.54	Hender-son	Rock Springs Rd.	Drom Rue Hamner Rd. to 2.411 miles east on Rock Springs Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.351
115370.54	Hender-son	Union Cross Rd.	From Douglas Rd. to Bargerton - Union Cross Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.613
115370.54	Hender-son	Rue Hamner Rd.	From Murphy Tower Rd. to Rock Springs Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.896

PIN	County	Route	Termini	Project Type	Scope of work	Estimated Date of Completion	Status	Project Length (Miles)
115370.54	Henderson	Exchange Rd.	From Old Gordon Rd. to Wildersville Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.311
115370.54	Henderson	Darden Christian Chapel Rd.	From Hays Rd. to Wallace Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.104
115370.54	Henderson	Hays Rd.	From Darden Christian Chapel Rd. to Corinth Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.759
115370.54	Henderson	Wallace Rd.	From US 412 (SR-20) to Darden Christian Chapel Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.61
115370.54	Henderson	McCaney Mill Rd.	From Broadway Rd. N. to Carol Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	1.644
115370.54	Henderson	Old Jackson Rd.	From Broadway Rd. S. to loop near Barnhill St.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.97
115370.54	Henderson	Sticky Ridge Rd.	From SR-104 to Old Reagan Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	2.409
115370.54	Henderson	Mt Gilead Rd. (Rock Springs Rd.)	From Union Cross Rd. to Rock Springs Cemetery Rd.	LRSI	Signing, Pavement Marking	5/15/2017	Construction Complete	0.206
110747	Henderson	SR-104	From Poplar Springs Bargerton Road to Jan Street	RSA	Project Involves: Signing, pavement markings, guardrail, and vegetation removal.	8/17/2012	Closed	6.28
110748	Henderson	SR-104	Near Barren Springs Church and Cemetery	RSA	Milling, Paving, Striping, Signing, Tree Trimming and Removal	12/4/2009	Closed	0.1
117879	Henderson	Middleburg Rd. (SR-114)	From SR-201(Middleburg-Decaturville Road) to SR-20	RSA	Project involves: signing, pavement markings, and guard-rail.	6/20/2014	Closed	4.01
112340.00	McNairy	Bethesda-Purdy Road, From Lipford Road to Gann Road	From Lipford Road to Gann Road	RSA	Signs, Pavement Markings.	9/30/2017	Closed	5.417
115370.76	McNairy	Old Stage Rd.	From Leapwood Enville Rd. to near W. Cemetery Rd.	LRSI	Signing, Pavement Marking	5/3/2016	Let	2.249
115370.76	McNairy	Hines Gin Rd., Sulphur Springs Rd.	From Gooch Store Rd. at Hardeman County line to US 64 (SR-15)	LRSI	Signing, Pavement Marking	5/3/2016	Let	9.81
115370.76	McNairy	Capooth Rd.	From Dickey Rd. to Chewella Rd. (SR-234)	LRSI	Signing, Pavement Marking	5/3/2016	Let	2.688
115370.76	McNairy	Butler Chapel Rd.	From near Turner Rd. to Chewalla Rd. (SR-234)	LRSI	Signing, Pavement Marking	5/3/2016	Let	1.64
115370.76	McNairy	Vernie Kirk Rd., Rose Creek Rd.	From Aurther Byrd Rd. to Locke Rd.	LRSI	Signing, Pavement Marking	5/3/2016	Let	2.406
115370.76	McNairy	Sulphur Springs Rd.	From Dee Moore Rd. to Hines Gin Rd.	LRSI	Signing, Pavement Marking	5/3/2016	Let	2.753
115370.76	McNairy	Hamburg Rd.	From Matrose Rd. to Carroll Rd. at Hardin County line	LRSI	Signing, Pavement Marking	5/3/2016	Let	3.943
115370.76	McNairy	Neely Sharp Rd.	From Old Stage Rd. to Pleasant Ridge Loop	LRSI	Signing, Pavement Marking	5/3/2016	Let	0.793
115370.76	McNairy	Matrose Carrolls Rd.	From Michie city line near Carpenter Dr. (SR-22) to Hamburg Rd.	LRSI	Signing, Pavement Marking	5/3/2016	Let	1.356
119848.00	McNairy	Michie Pebble Hill Rd. (SR-224)	From Smith Circle to Ode Moore Road (RSAR)	RSA	Signing, Pavement Markings and Guardrail	6/30/2016	Construction Complete	1.44

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