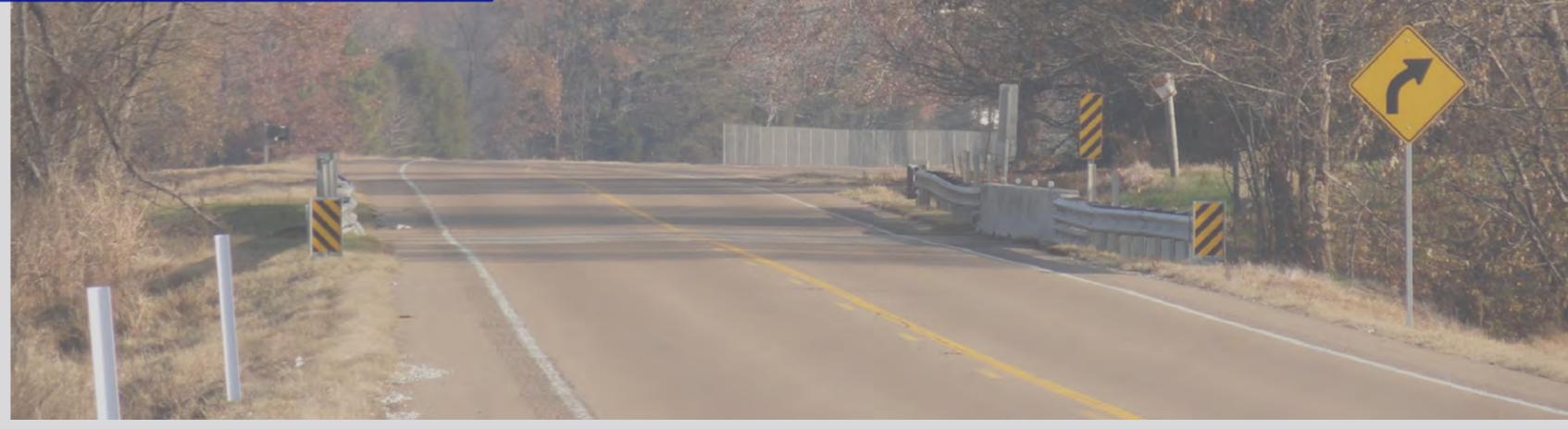


Rural Regional Transportation Plan:

West Tennessee Rural Planning Organization

Tennessee Department of Transportation



The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration (FHWA), the U.S. Department of Transportation (U.S. DOT), under the State Planning and Research Program (SPR Program). The contents of this report do not necessarily reflect the official views or policy of the U.S. DOT. This report was prepared in cooperation with the U.S. DOT, the FHWA, and the Tennessee Department of Transportation (TDOT). Per Title VI policy, TDOT prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance.

Prepared by:



With support from:



Acknowledgements

Clay Bright
Commissioner

Toks Omishakin
Deputy Commissioner/Chief of Environment and Planning

Larry McGoogin
Director, Long Range Planning

David Lee, Ph.D.
Assistant Director, Long Range Planning/Data Management

Major Contributors:

Andrea Barbour
Project Lead

Mareike Ortmann
University of Tennessee, Technical Assistance

Susan Steffenhagen
TDOT Long Range Planning, Air Quality Planning

Chris McPhilamy
TDOT Long Range Planning, Planning Application

William Brewer
TDOT Long Range Planning, Data Visualization

Christian Snelgrove
TDOT Long Range Planning, Data Visualization

Meredith Hoos
TDOT Long Range Planning, Data Visualization

Jasmine Champion
Memphis Area Association of Governments, RPO Coordinator

TDOT Long Range Planning Office of Community Transportation, Region 4

TDOT Division Contributors:

Strategic Transportation Investments
Multimodal Transportation Resources
Aeronautics
Structures

Other Partners:

Federal Highway Administration
Memphis Area Association of Governments
Comptroller of the Treasury, Office of Local Governments
Delta Human Resource Agency

Resolution to Approve and Recommend

RESOLUTION 09-19

RESOLUTION ADOPTING THE RURAL REGIONAL TRANSPORTATION PLAN PREPARED FOR THE WEST TENNESSEE RURAL PLANNING ORGANIZATION

WHEREAS, the members of the West Tennessee Rural Planning Organization committed to support and improve the area's transportation system for mobility, accessibility of present and future generations of citizens; and;

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

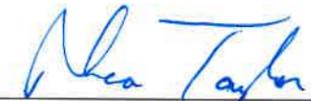
WHEREAS, the members of West Tennessee Rural Planning Organization received an oral presentation on the West Tennessee Rural Regional Transportation Plan on Thursday, September 5, 2019, and;

WHEREAS, the members of the West Tennessee Rural Planning Organization hereby acknowledge receipt of the Rural Regional Transportation Plan prepared for the West Tennessee Rural Planning Organization for 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 West Tennessee Rural Planning Organization, this 5th day of September 2019, that the West Tennessee Rural Planning Organization adopted by unanimous vote the Rural Regional Transportation Plan prepared for the West Tennessee Rural Planning Organization as a guiding document in future planning decisions.

READ, ADOPTED, AND APPROVED IN OPEN PUBLIC MEETING THIS 5th Day of September 2019.

Signed:



Mayor Rhea "Skip" Taylor, Chairman

Attest:



Kamillah Kelly, West Tennessee RPO Coordinator

Table of Contents

01 Introduction & Overview

46 Goals & Objectives

04 Demographic & Land Use Trends

48 Recommendations

16 Regional Transportation System

53 References & Appendix



Figures

Figure 1.1: West Tennessee Goals	03
Figure 2.1: Current and Projected County Population	04
Figure 2.2: Age of Population in Tennessee	04
Figure 2.3: Disability	05
Figure 2.4: Population by Ethnicity	05
Figure 2.5: Educational Attainment	06
Figure 2.6: Income	07
Figure 2.7: Poverty	07
Figure 2.8: Employment	08
Figure 2.9: West Tennessee Land Use.....	13
Figure 3.1: Functional Classification	20
Figure 3.2: Commute by Industry	34
Figure 3.3: Commute Origin-Destination.....	35
Figure 3.4: Bicycle and Pedestrian Crashes in West Tennessee	40
Figure 3.5: Bicycle and Pedestrian Crashes by Location.....	40
Figure 3.6: Bicycle and Pedestrian Crashes in West Tennessee Counties.....	40
Figure 3.7: Bicycle and Pedestrian Crashes by Weather Conditions	40
Figure 3.8: Bicycle and Pedestrian Crashes by Light Conditions.....	40
Figure 3.9: Bicycle and Pedestrian Crashes by Severity	40
Figure 5.1: Project Type Legend	48
Figure 5.2: Recommendations	48
Figure 6.1: Activity Center Model	54

Maps

Map 1.1: West Tennessee Rural Planning Organization	02
Map 2.1: Fayette County Economic Profile	09
Map 2.2: Lauderdale County Economic Profile	10
Map 2.3: Tipton County Economic Profile.....	11
Map 2.4: West Tennessee Existing Land Use	13
Map 2.5: West Tennessee Public Lands & Trails.....	15
Map 3.1: West Tennessee Airports.....	17
Map 3.2: West Tennessee Structurally Deficient Bridges	18
Map 3.3: West Tennessee Functional Classification	22
Map 3.4: Fayette County AADT Percent Change 2005 - 2015.....	24
Map 3.5: Lauderdale County AADT Percent Change 2005 - 2015.....	25
Map 3.6: Tipton County AADT Percent Change 2005 - 2015	26
Map 3.7: West Tennessee Volume / Capacity Ratio - 2010.....	28
Map 3.8: West Tennessee Volume / Capacity Ratio - 2040.....	29
Map 3.9: West Tennessee Railroads.....	31
Map 3.10: West Tennessee Truck Annual Average Daily Traffic	33
Map 3.11: Commuting Patterns and Activity Centers	36
Map 3.12: West Tennessee Safety Projects	38
Map 3.13: West Tennessee Crash Density.....	39
Map 3.14: West Tennessee 2016 Bicycle Level of Service.....	42
Map 3.15: Lauderdale County Greenways Overview	43
Map 3.16: Ripley Parks	43
Map 3.17: Munford City Park.....	44
Map 3.18: Tipton County Greenways Overview.....	44
Map 3.19: Atoka Walker Park Trail and proposed Atoka Greenway Trail.....	44
Map 3.20: Tipton County Greenways Overview.....	45
Map 3.21: Cobb Parr Park Walking Trail and Covington City Park Trail	45
Map 5.1: Fayette County Recommendations	50
Map 5.2: Lauderdale County Recommendations	51
Map 5.3: Tipton County Recommendations.....	52

Tables

Table 2.1: West Tennessee Unemployment Status	08
Table 2.2: Fayette County Average Weekly Wages	09
Table 2.3: Fayette County Establishments.....	09
Table 2.4: Fayette County Major Industry.....	09
Table 2.5: Fayette County % of Residents Working in Manufacturing	09
Table 2.6: Lauderdale County Average Weekly Wages	10
Table 2.7: Lauderdale County Establishments.....	10
Table 2.8: Lauderdale County Major Industry.....	10
Table 2.9: Lauderdale County % of Residents Working in Manufacturing.....	10
Table 2.10: Tipton County Average Weekly Wages.....	11
Table 2.11: Tipton County Establishments	11
Table 2.12: Tipton County Major Industry	11
Table 2.13: Tipton County % of Residents Working in Manufacturing.....	11
Table 2.14: Land Use by County.....	12
Table 2.15: Public Lands.....	14
Table 3.1: State Owned Structurally Deficient Highway Bridges.....	19
Table 3.2: Locally Owned Structurally Deficient Highway Bridges.....	19
Table 3.3: West Tennessee Functional Classification	20
Table 3.4: 2010 Volume / Capacity Ratio Mileage	28
Table 3.5: 2040 Volume / Capacity Ratio Mileage	29
Table 3.6: Statewide Average Annual Daily Traffic of Single-Unit and Multi-Unit Truck Shares per Functional Class	32
Table 3.7: Industry Employed in by Destination County.....	34
Table 3.8: Commuting Patterns and Activity Centers.....	34
Table 3.9: Commute Origin-Destination	35
Table 3.10: West Tennessee Crashes	37
Table 3.11: Delta HRA 2015 - 2018 Ridership	41
Table 3.12: State Routes Most/Least Suitable for Bicycle Travel.....	42
Table 3.13: Bicycle Level of Service.....	42
Table 3.14: Greenways	43
Table 6.1: Public Input Meetings.....	46
Table 6.2: Activity/Demand Analysis Components	54
Table 6.3: Multimodal Suitability Index Components	55

Executive Summary

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the West Tennessee 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 Memphis Area Association of Governments (MAAG). The development of this plan allows local elected officials, citizens, and TDOT to define a collaborative approach to evaluating transportation in the region.

- » **Monitoring the regions freight traffic while supporting the movement of goods through the region**
- » **Providing support for current and future maintenance needs**
- » **Continue participating in grant and additional funding mechanisms**
- » **Provide multimodal access**
- » **Grants and other funding mechanisms**

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 a compilation of identified community concerns 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 or circumvent the Community Transportation Planning Request process, or 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**
- * **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 West Tennessee Rural Planning Organization (RPO) and the Memphis Area Association of Governments (MAAG) to develop the West Tennessee 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 will address streets, highways, transit, bike infrastructure, and sidewalks. The plan engages various stakeholders from Lauderdale, Fayette, and Tipton 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, independent 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 West Tennessee Rural Planning Organization

West Tennessee is located in the most southwestern portion of the state of Tennessee. This region is bordered by the Mississippi River and Arkansas to the west and Mississippi to the south. The West Tennessee RPO serves Lauderdale, Fayette, and Tipton Counties, and neighbors the Memphis Metropolitan Planning Organization (MPO). The West Tennessee RPO is located within the Mississippi Embayment, which is a flat region that is prone to flooding, especially in communities directly bordering the Mississippi River. West Tennessee is also geographically unique in that the region is located on top of an artesian aquifer, as well as on the edge of the New Madrid Seismic Zone.

Memphis Metropolitan Planning Organization

The Memphis Metropolitan Planning Organization (MPO) is the primary entity which carries out transportation policy development, planning, and programming for the following areas:

- Shelby County, Tennessee

- DeSoto County, Mississippi
- Portions of Fayette County, Tennessee
- Portions of Marshall County, Mississippi

Specifically, the Fayette County jurisdictions within the Memphis MPO Planning Area include Braden, Gallaway, Oakland, Piperton, and Rossville. Because Fayette County is within both the Memphis MPO's and the West Tennessee RPO's jurisdictions, it is essential that planning efforts are not duplicative, but complementary.

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 Memphis MPO produced Livability 2040, an updated Regional Transportation Plan, in 2016. 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 Memphis MPO Planning Area are considered in this plan, Livability 2040 was analyzed, and key relevant findings are indicated below.

As a prominent freight and logistics hub, ensuring efficient movement to, from, and within the Memphis area is vital to the economic health of the region. Because cargo volumes and truck movements are projected to grow by 49% and 79% in the region, respectively, by 2040, current roadway capacity and operations may be found unsuitable to accommodate this anticipated growth. Additionally, the ongoing growth and decentralization of jobs, as well as households, further emphasize the need for differentiated, multimodal transportation options. By providing alternative options wherever possible, a fraction of traffic will be diverted from key freight and regional corridors.

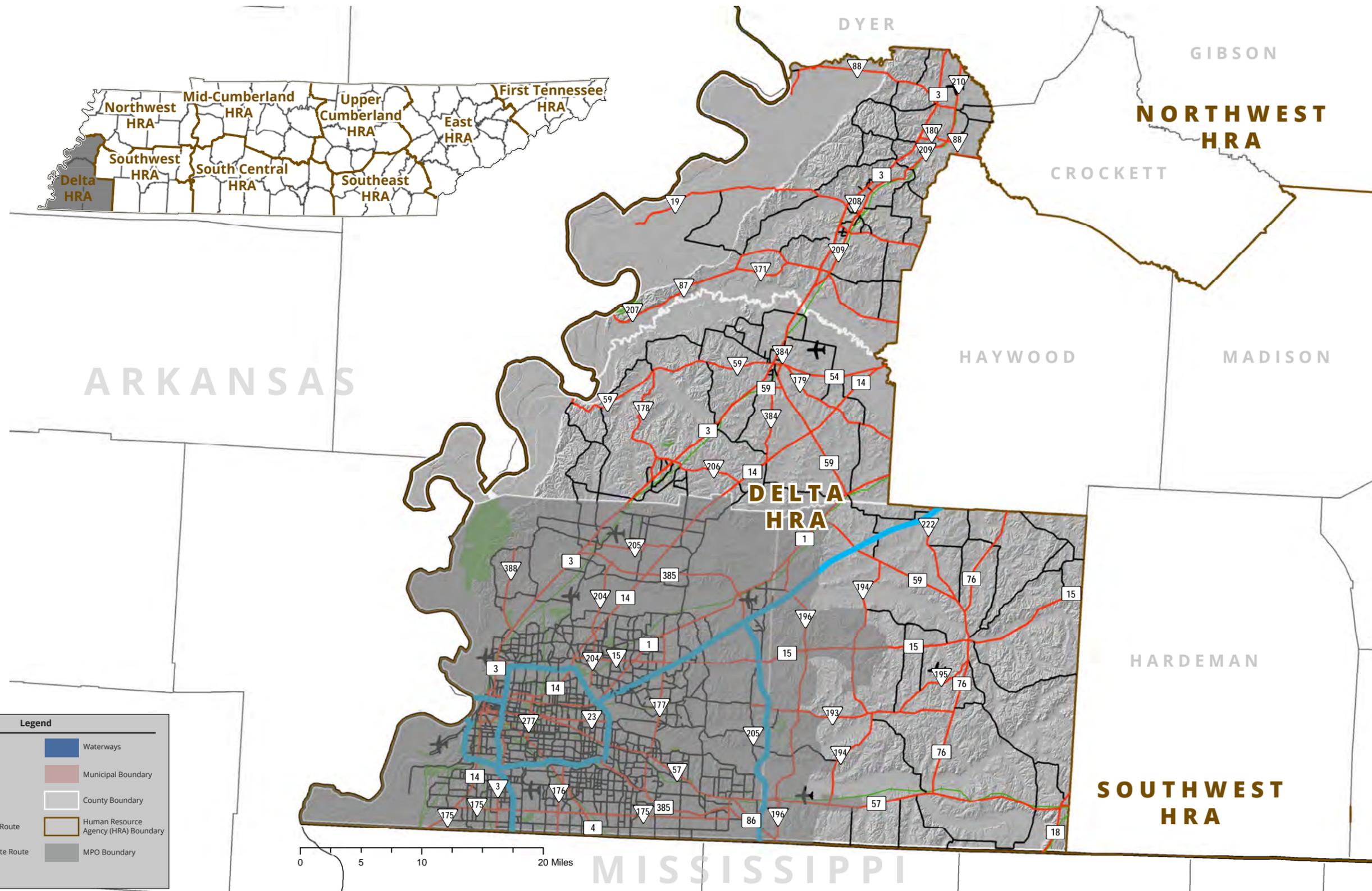
Multimodal options are essential for large Environmental Justice (EJ) populations. Environmental Justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, 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. Within the Memphis MPO Planning Area, Braden and Gallaway are jurisdictions which are outside the Memphis Area Transit Authority (MATA)'s current service area, yet exhibit significant EJ populations. In the West Tennessee RPO, ensuring that diverse multimodal options are readily available, particularly to EJ populations, is critical.

Transportation Network Overview

Interstate (I)-40 passes through northwest Fayette County, which is located in the eastern portion of the West Tennessee RPO. The primary corridor running east to west is State Route (SR)-57 and SR-15; corridors that provide north-south connections include SR-3 and SR-14. There is one public transit agency that serves the West Tennessee RPO, the Delta Human Resource Agency. There are currently 64 miles of designated bike routes, and 3.31 miles of bike lanes within the RPO. There are 7 miles of greenways within the West Tennessee RPO. There are three airports. Four railroad companies - Illinois Central, Norfolk Southern, CSX, and Mississippi Central 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.

West Tennessee Rural Planning Organization

West Tennessee
Rural Planning
Organization



Map 1.1

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



Fayette County

Goals and Objectives

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

The regional goals were identified during the one-on-one meetings that took place with each county. The goals listed below were the most commonly shared throughout the region. It should be noted that 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 West Tennessee RPO's regional transportation network.

GOAL 1	<i>Monitoring the region's freight traffic while supporting the movement of goods</i>	
GOAL 2	<i>Providing support for current and future maintenance needs</i>	
GOAL 3	<i>Continue participating in grant and additional funding mechanisms</i>	
GOAL 4	<i>Provide multimodal access</i>	
GOAL 5	<i>Grants and other funding mechanisms</i>	

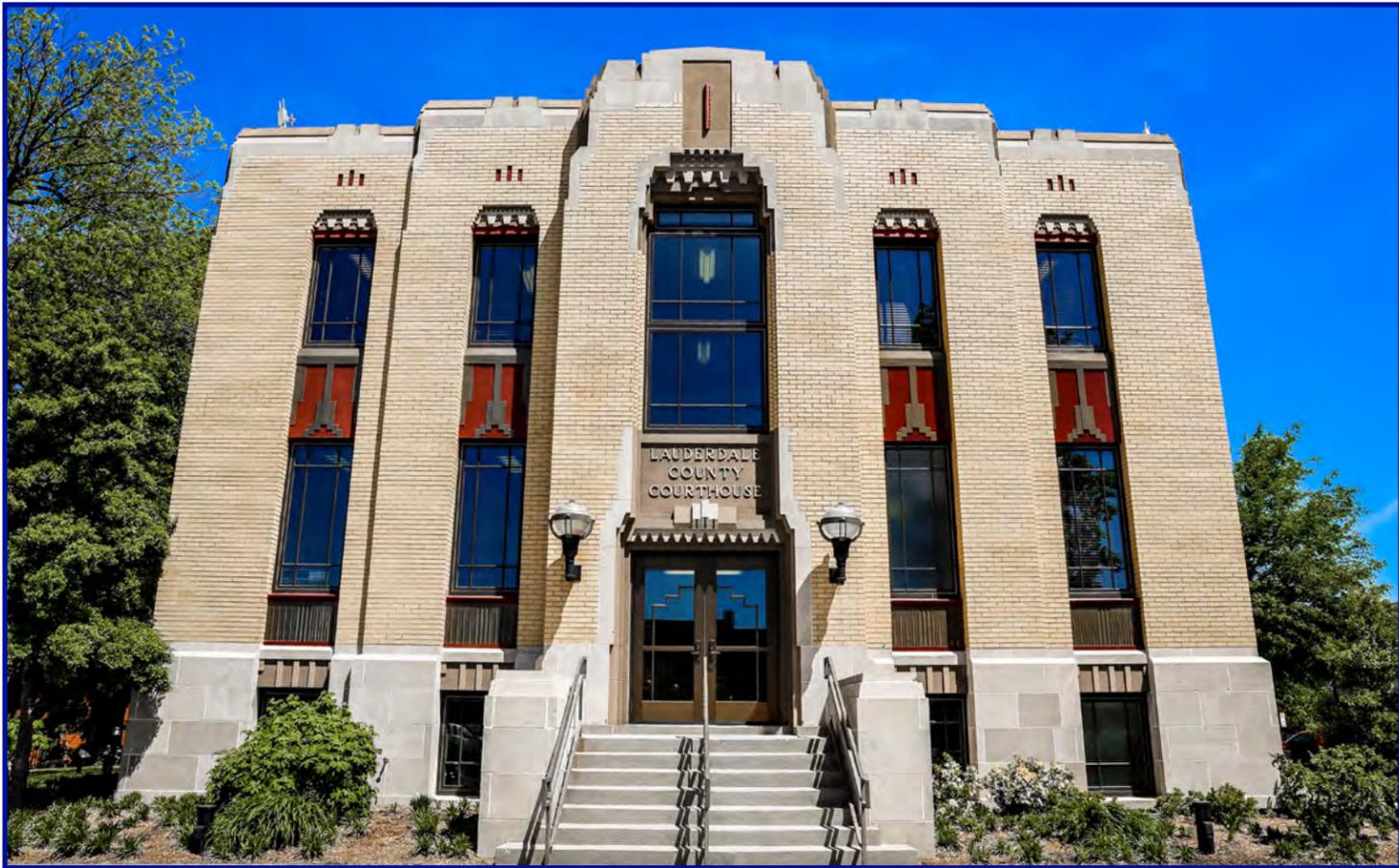
Figure 1.1

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



Lauderdale County

2 DEMOGRAPHIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the West Tennessee RPO. The analysis takes into consideration future projections for 2017 through 2050. This plan will evaluate numerous demographic factors in each county within the RPO, including minority and low-income populations, age, disability, educational attainment, employment, and income. All data collected for this section was obtained 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 West Tennessee RPO is currently 127,267, and is projected to grow to 155,499 by the year 2050. This is a 22.2 percent increase in population. In comparison, the state of Tennessee is expected to experience a 24 percent change (growth) in population by 2050. Therefore, the RPO's projected growth lags slightly behind that of the state of Tennessee. Additionally, each county within the RPO is expected to increase in population, with the exception of Lauderdale County. While Fayette and Tipton Counties are expected to experience 34 and 25.5 percent increases in population, respectively, Lauderdale County is projected to decrease in population by nearly four percent.

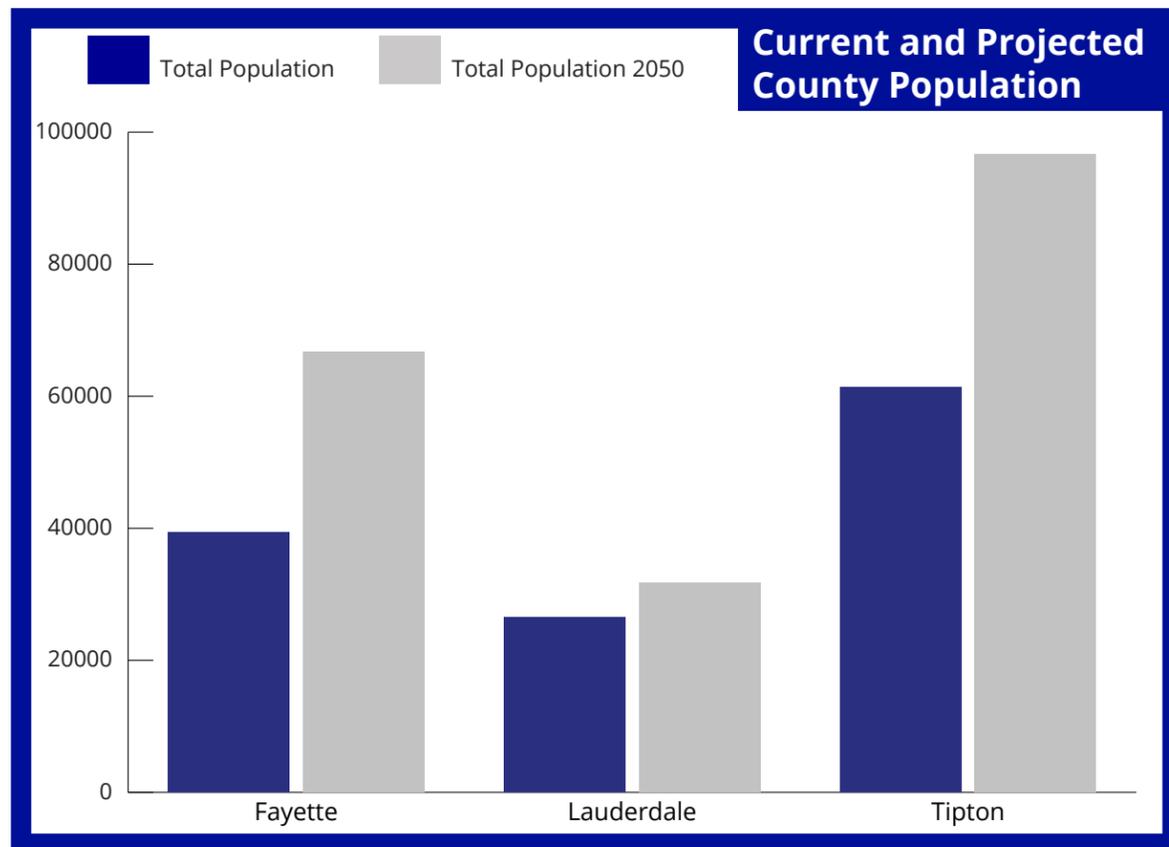


Figure 2.1

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 West Tennessee RPO is very comparable to these state and national averages. Lauderdale County has the highest portion of 20 to 64 year olds at 59.7 percent, while Fayette County has the lowest at 58.5 percent. Fayette County has the largest population over 65 in the RPO, with nearly 19 percent of the county's overall population over 65. In contrast, Lauderdale and Tipton Counties have between 13 and 15 percent of the population over 65. Regarding the under 20 population, Tipton County has the highest, at nearly 28 percent, while Fayette County has the lowest, at approximately 22 percent.

Source: Memphis Area Association of Governments (MAAG)



Age of Population in Tennessee

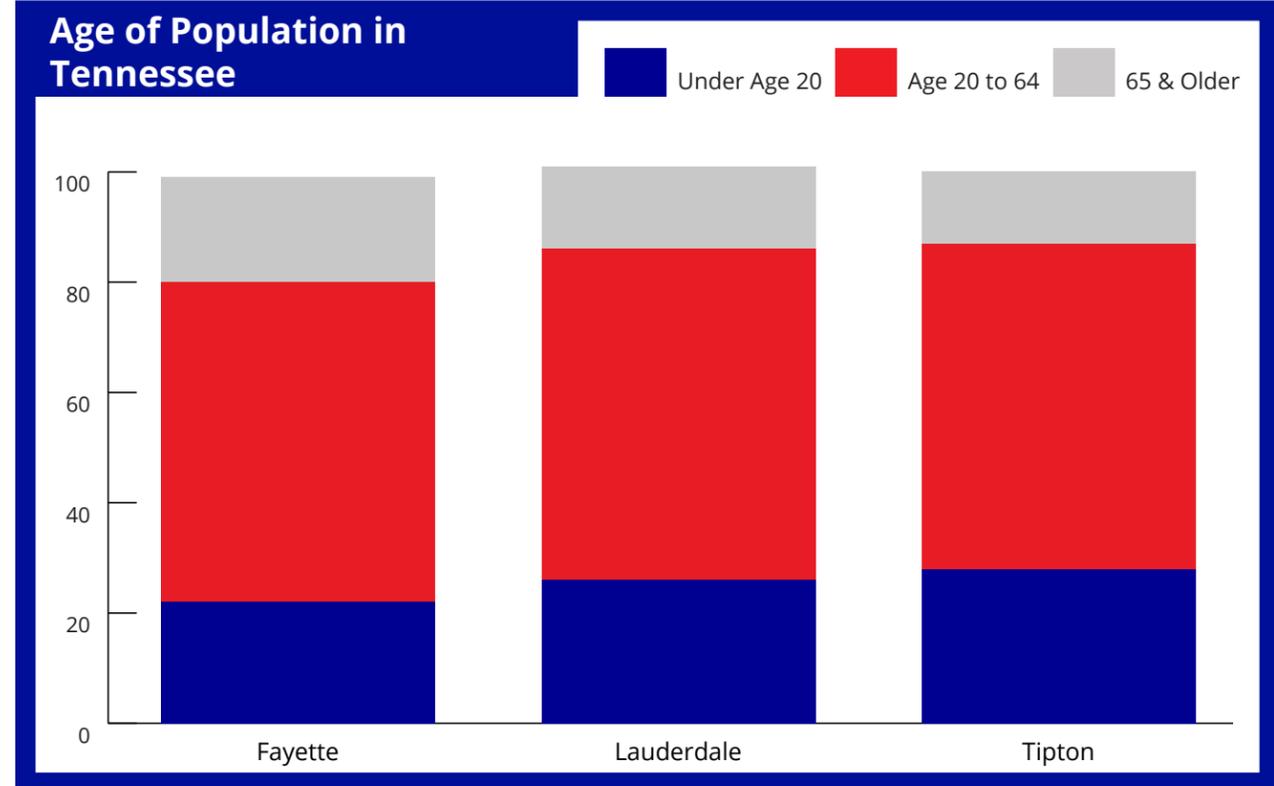


Figure 2.2

Race and Ethnicity

The West Tennessee RPO is predominately White. Lauderdale County has the highest African American population, at nearly 34 percent, while Tipton County has the lowest portion of African Americans, at around 18 percent. The Hispanic or Latino ethnic group makes up 2.9 percent of Tennessee, and 11 percent of the national minority population. Fayette, Lauderdale, and Tipton Counties each have a Hispanic population which makes up between two and three percent of the county's overall population, which is fairly comparable to the state of Tennessee.

Disability

On average, 15 percent of Tennessee's population is disabled. The West Tennessee RPO, by county, has relatively comparable disability rates, ranging from 15 to nearly 23 percent. Lauderdale County has a significantly higher disability rate, when compared to the other two counties within the RPO. It is also elevated when compared to state and national averages.

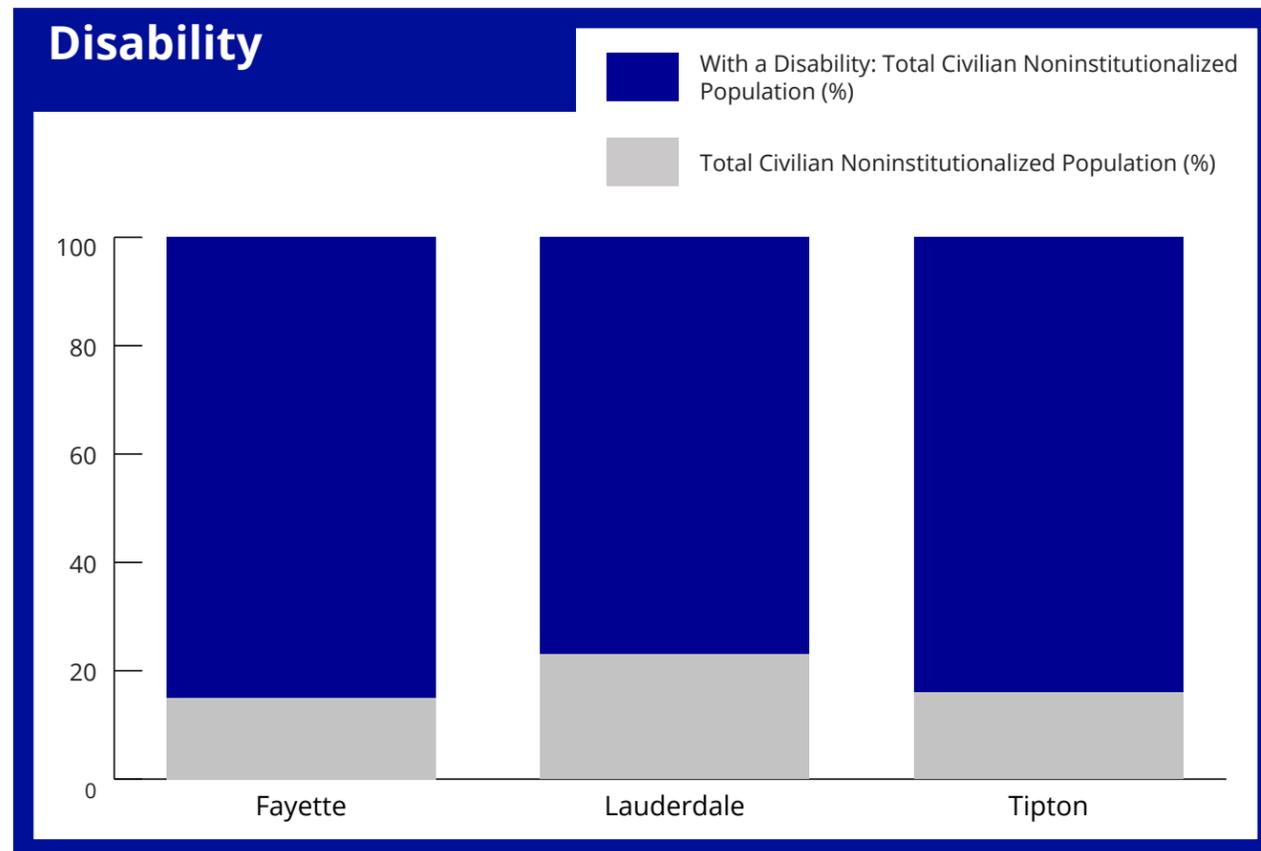


Figure 2.3

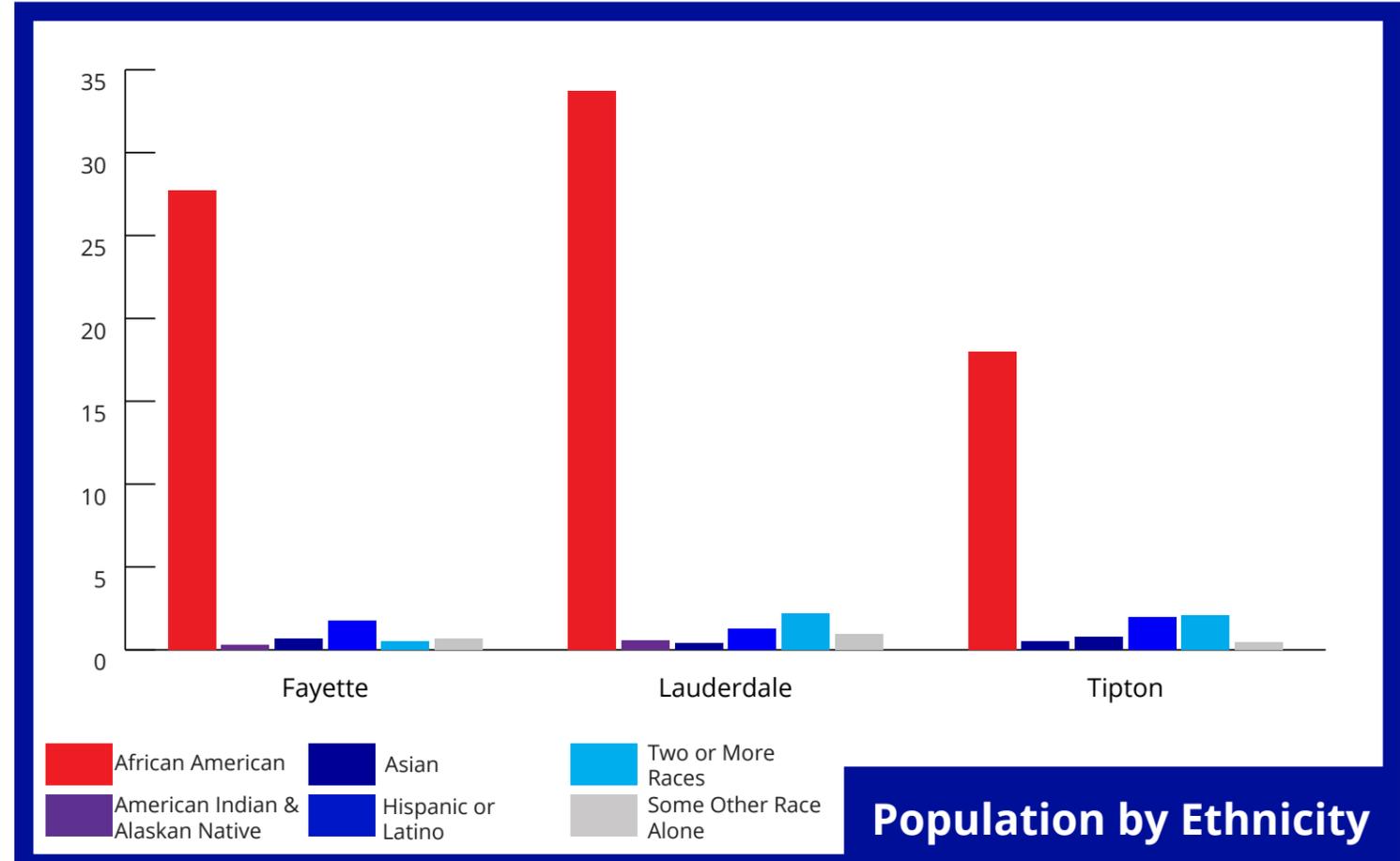


Figure 2.4



Lauderdale County

Education

The state and national averages for high school graduation (traditional high school diploma or GED) are approximately 33 and 27 percent, respectively. These averages are much higher for each county within the West Tennessee RPO, as high school graduation rates are between 35 and 45 percent. Higher Education percentages for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, are lower for each of these counties, when compared to the state and national averages. Fayette and Tipton Counties have the highest percentage of individuals who attended college, but did not earn a degree, at just under 24 percent each. Tipton County has the highest percentage of those with Associate's degrees, at 7.5 percent. Fayette County has the highest percentage of those having obtained Bachelor's Degrees, at just under 15 percent. Fayette County also has the highest percentage of those with Graduate or Professional Degrees, at around 7 percent.



Lauderdale County



Fayette County

Educational Attainment

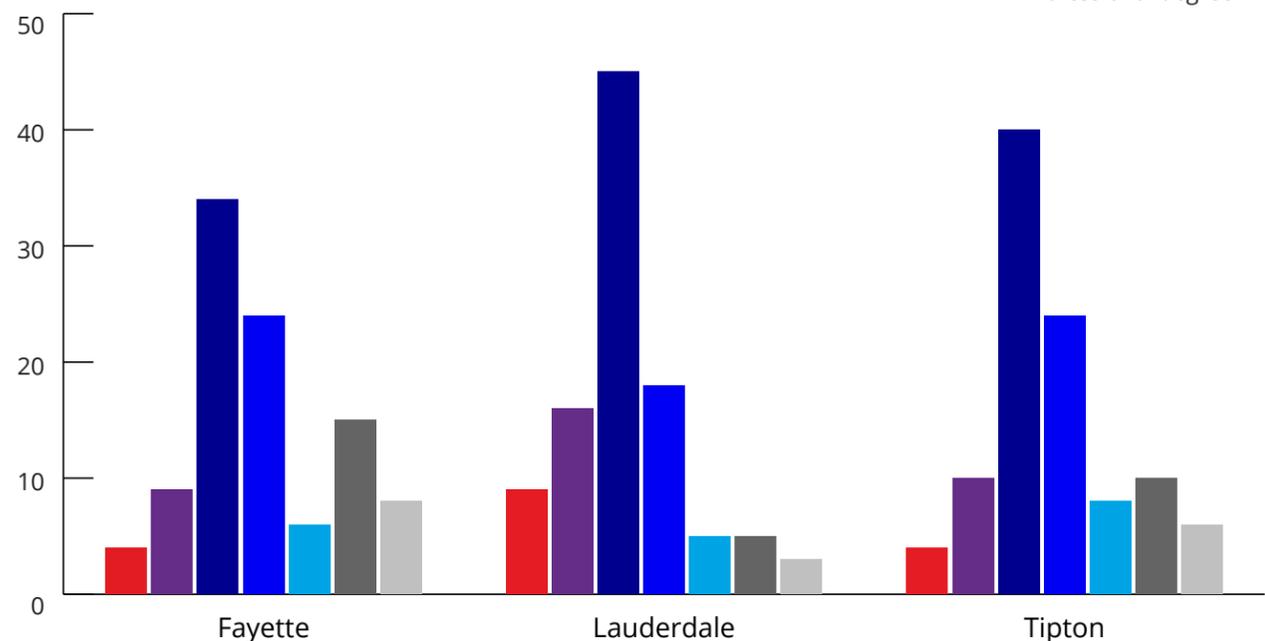


Figure 2.5

Income

This section of the plan provides an overview of the income distribution within the West Tennessee 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 West Tennessee RPO are correlated. Lauderdale County has the lowest Household Mean Income (\$47,025) and Family Mean Income (\$53,402). Fayette County has the highest Household Mean Income at \$77,455, and Family Mean Income at \$88,902. Tennessee’s Household Mean Income is \$68,386, and Family Mean Income is \$80,742. The national Household Mean Income is \$81,283, and the Family Mean Income is \$95,031. In the West Tennessee RPO, Fayette and Tipton Counties’ Household Mean Incomes are above the Tennessee averages, but below the national averages. Lauderdale County’s Household Mean Income and Family Mean Income are below both the state and national averages.

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 measurement, a family is considered to be living in poverty. The chart for the West Tennessee 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 three counties, the percent of children living in poverty ranges from 20 to 30.5 percent. The state and national averages for those 18 and under living in poverty are 24 and 20 percent, respectively. Within the West Tennessee RPO, nearly 13 to nearly 23 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 West Tennessee RPO, these rates are between 9.8 and 12.3 percent.

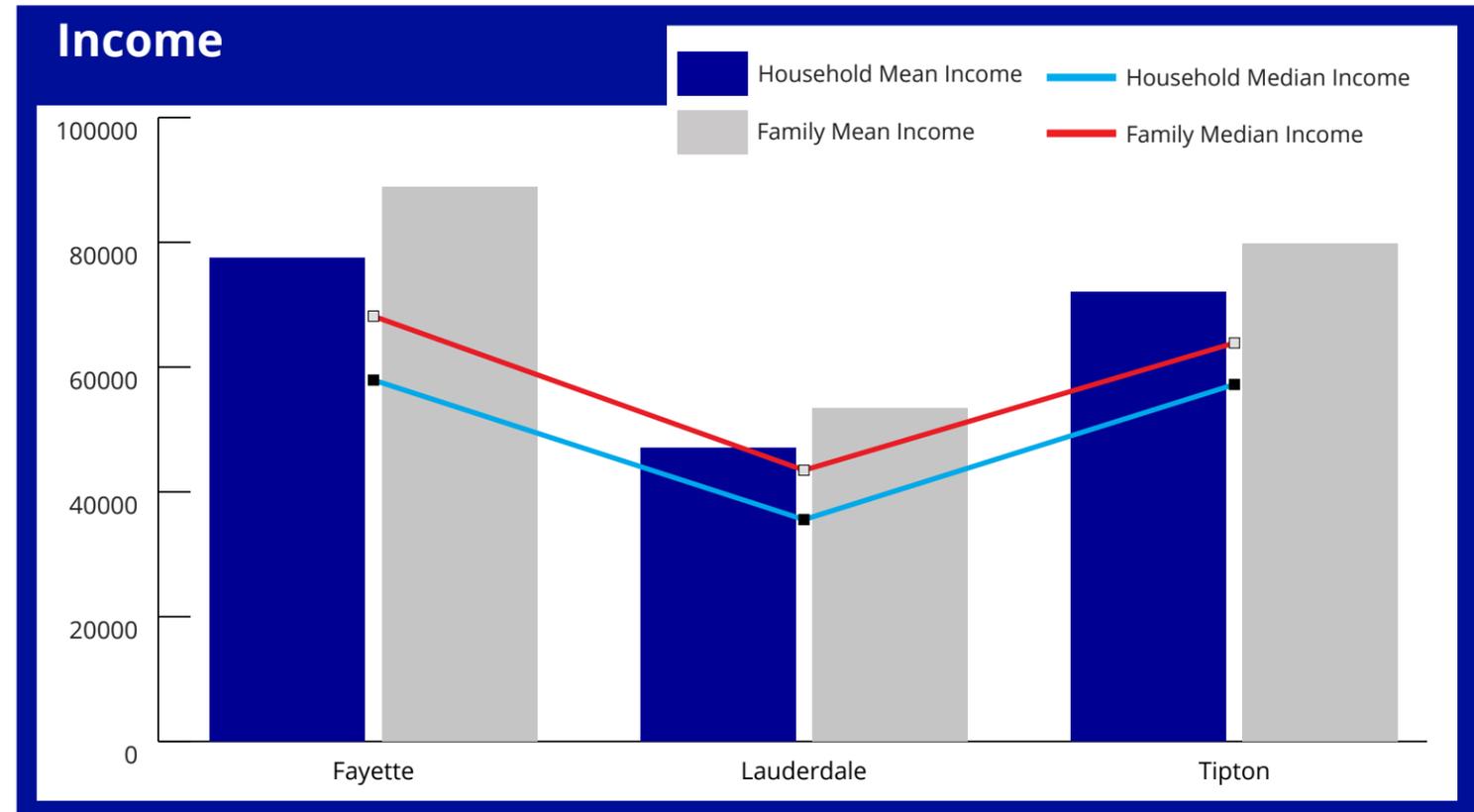


Figure 2.6

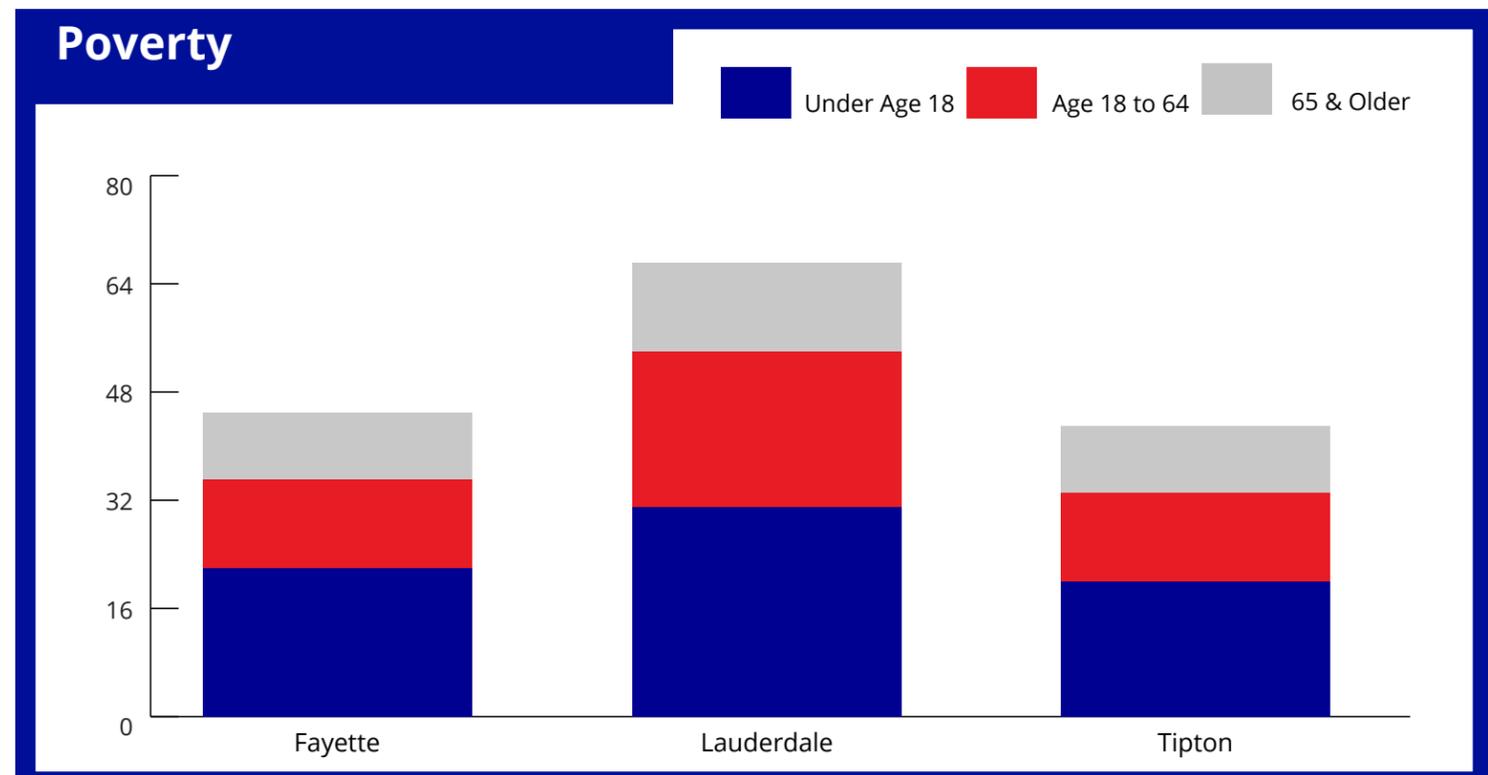


Figure 2.7

Employment

Unemployment is defined by the U.S. Census Bureau as “any civilian 16 years old and over who are either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed”. Unemployment in the state of Tennessee is very comparable to the national average, approximately 7 percent. All counties within the West Tennessee RPO experience higher unemployment rates, when compared to state and national averages. The unemployment rates within the West Tennessee RPO range from 7.9 to 9.9 percent, with Fayette County having the lowest unemployment rate, and Lauderdale County experiencing the highest.

West Tennessee Unemployment Status	
County	% Unemployment
Fayette	8.4%
Lauderdale	11.4%
Tipton	9.4%
Tennessee	4.7%
National	4.3%

Table 2.1

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

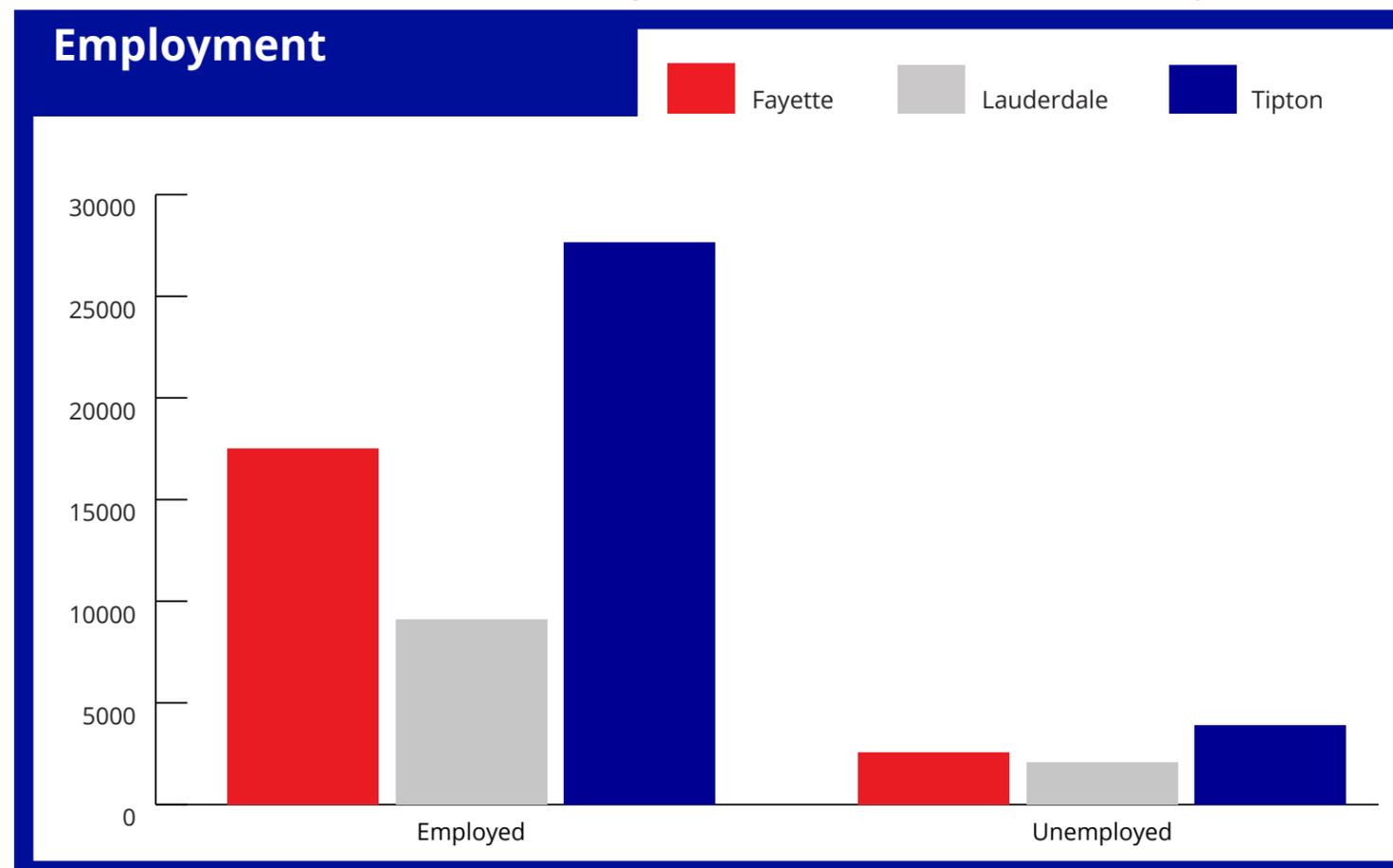


Figure 2.8

Demographic Summary

Demographic trends have significant effects on the transportation network within a region. While the population is projected to steadily increase, there are several segments of the general population that should be given additional consideration when transportation decisions are being made. These groups within the West Tennessee 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 West Tennessee RPO, and Lauderdale County in particular, have been determined to have elevated low-income and disability rates, compared to state and national averages. When making long-range planning decisions with long-term implications, these populations should be significantly considered.

Industries and Freight Movement

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

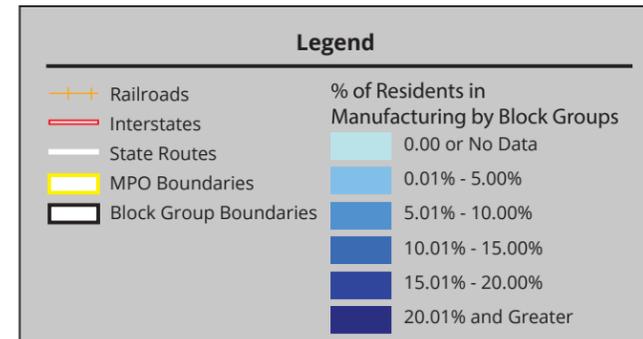
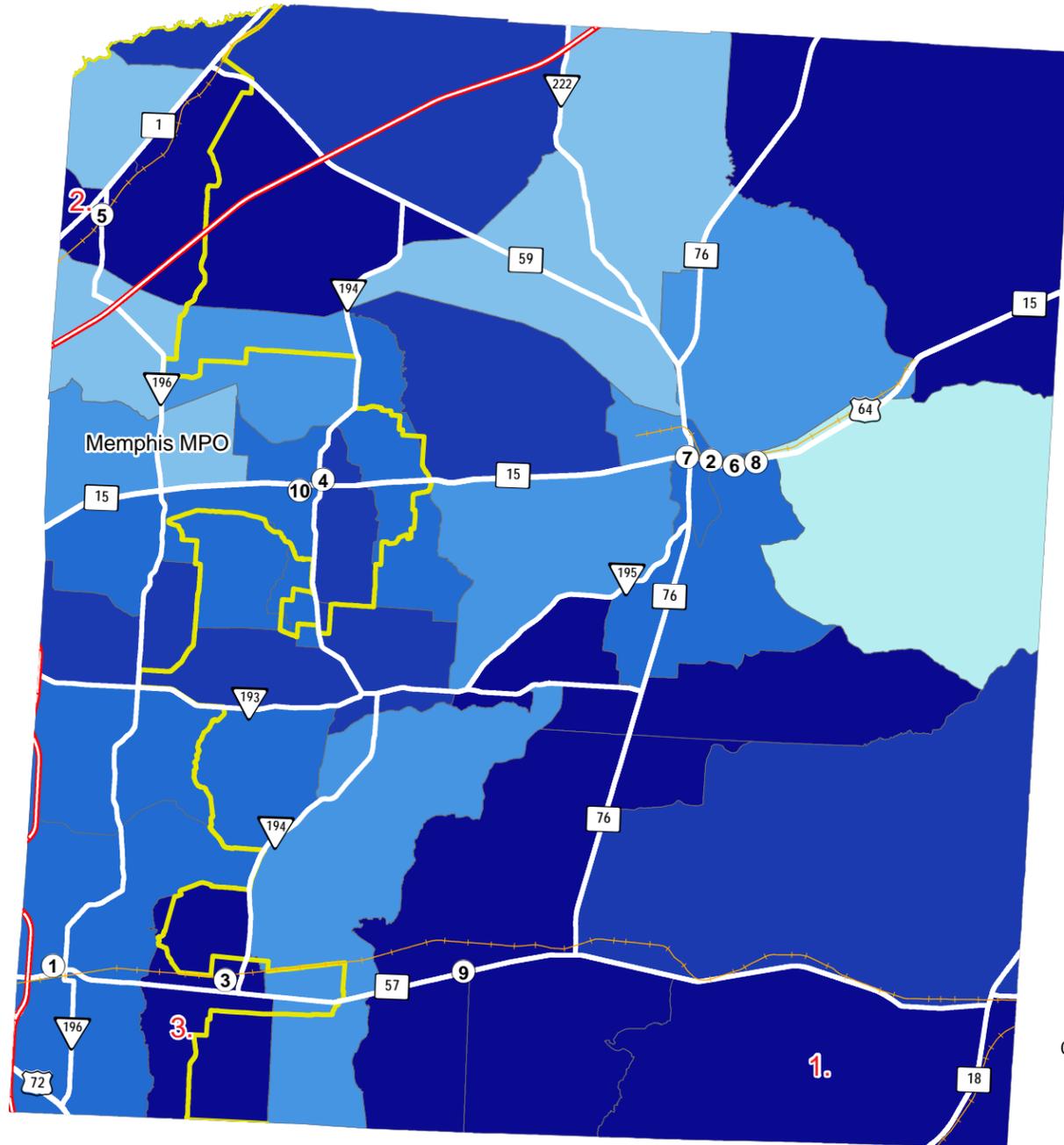
- The locations of transportation infrastructure investments can steer industry growth and freight flow to certain geographical areas.
- Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

Manufacturing is the most prevalent industry in each of the counties within the West Tennessee RPO. Tipton County has a Manufacturing Industry presence of nearly 50 percent. The highest average weekly wages come from the Manufacturing Industry in both Lauderdale and Tipton Counties. Manufacturers are typically large freight movers, and they require vital transportation arteries to move their goods in and out of their facilities. The second most prevalent industry within the counties of the West Tennessee RPO is Trade, Transportation, and Utilities.

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

- » Inter Plastics Corp. (Fayette County)
- » Kellogg Frozen Foods (Fayette County)
- » Memphis Contract Packaging (Fayette County)
- » Crafco Inc. (Lauderdale County)
- » Komatsu America Corp. (Lauderdale County)
- » Marvin Windows Doors (Lauderdale County)
- » BH Electronics Inc. (Tipton County)
- » Mueller Fittings Co. Inc. (Tipton County)
- » World Wide Lines (Tipton County)

Fayette County Economic Profile



Map 2.1

Major Freight Destinations

- ① AOC, LLC
- ② Inter Plastics Corp.
- ③ Kellogg Frozen Food
- ④ Kroger Medegen
- ⑤ Medical Products, LLC
- ⑥ Memphis Contract Packaging
- ⑦ Panhandler
- ⑧ Softee Products
- ⑨ Troxel Co.
- ⑩ Walmart Supercenter

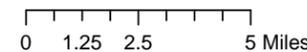


Table 2.2

Fayette County Average Weekly Wages

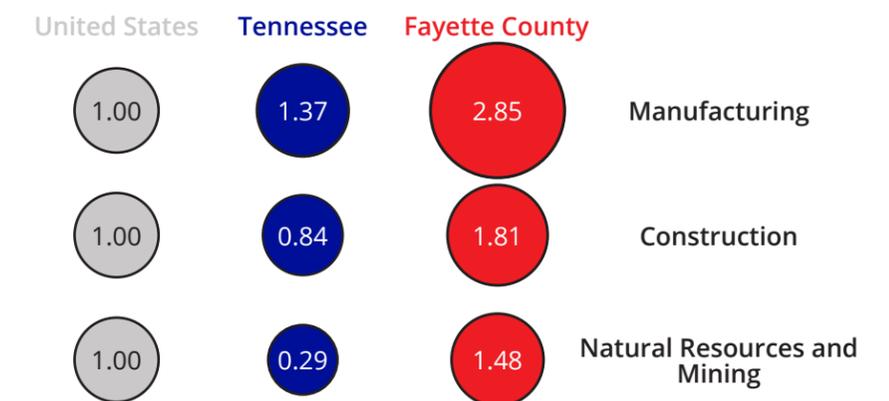
County Rank	Industry	Average Weekly Wage
1	Professional and Business Services	\$1,253
2	Information	\$1,069
3	Manufacturing	\$1,048
6	Natural Resources and Mining	\$689
8	Trade, Transportation, and Utilities	\$627

Fayette County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	157
2	Construction	79
3	Professional and Business Services	73
4	Manufacturing	54
9	Natural Resources and Mining	22

Table 2.3

Employment Location Quotients (LQ)*



*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Fayette 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 2.4

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Manufacturing	37.74%	2	34.77%
Trade, Transportation, and Utilities	15.95%	2	32.35%
		2	29.03%

*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

Lauderdale County Economic Profile

Major Freight Destinations

- ① American Greetings
- ② Crafcro Inc.
- ③ EW James Sons Supermarkets (1)
- ④ EW James Sons Supermarkets (2)
- ⑤ Hutcherson Metals Inc.
- ⑥ Komatsu America Corp.
- ⑦ Marvin Windows Doors
- ⑧ Royal Group
- ⑨ Walmart Supercenter
- ⑩ West Tenn. Expediting

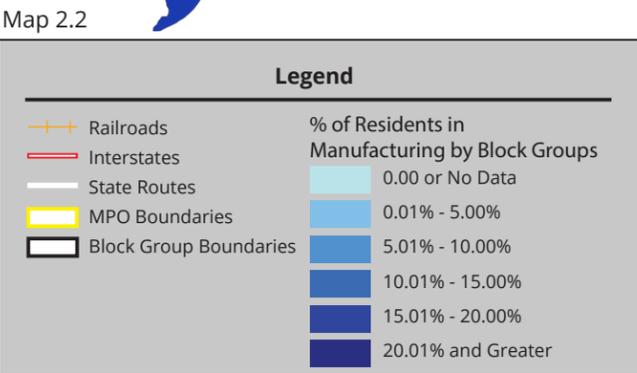
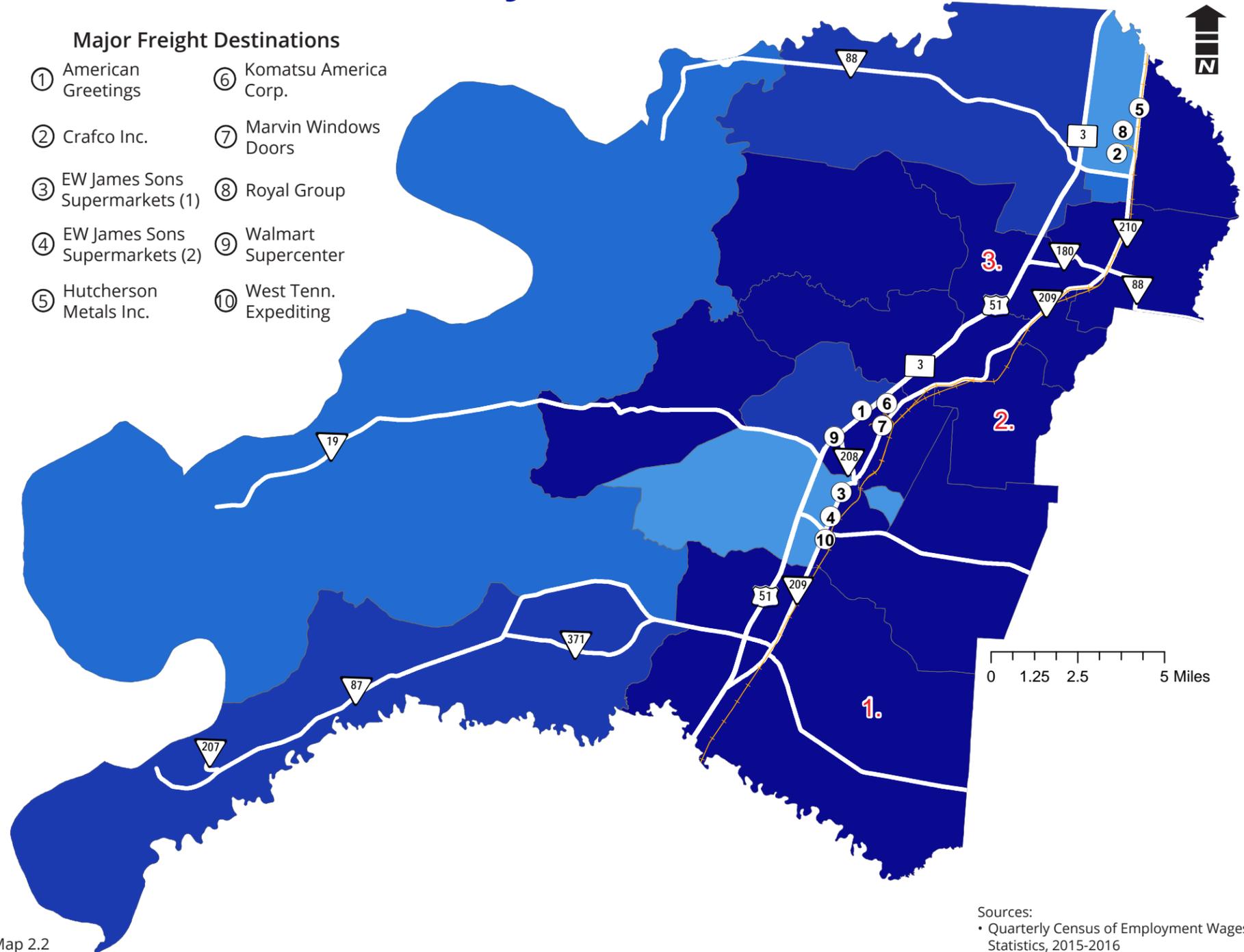


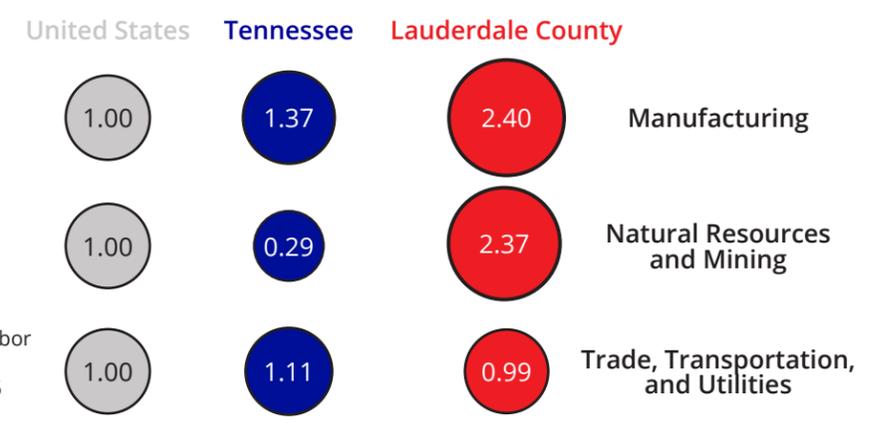
Table 2.6

Lauderdale County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Manufacturing	\$927
2	Financial Activities	\$883
3	Education and Health Services	\$704
5	Natural Resources and Mining	\$672
6	Trade, Transportation, and Utilities	\$653

Lauderdale County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	108
2	Education and Health Services	32
3	Financial Activities	32
7	Natural Resources and Mining	21
9	Manufacturing	15

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 Lauderdale 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, whereas a location quotient less than 1.00 identifies a lower concentration of an industry compared to the national average.

Table 2.8

Major Industry	
Industry	% of TQW*
Manufacturing	39.66%
Trade, Transportation, and Utilities	25.85%

Table 2.9

Highest % of Residents Working in Manufacturing			
Block Group Rank	% of Residents		
1	38.49%		
3	36.53%		
2	30.96%		

*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

Tipton County Economic Profile

Introduction & Overview

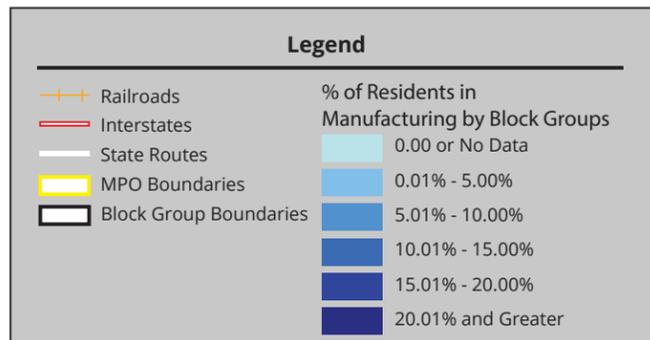
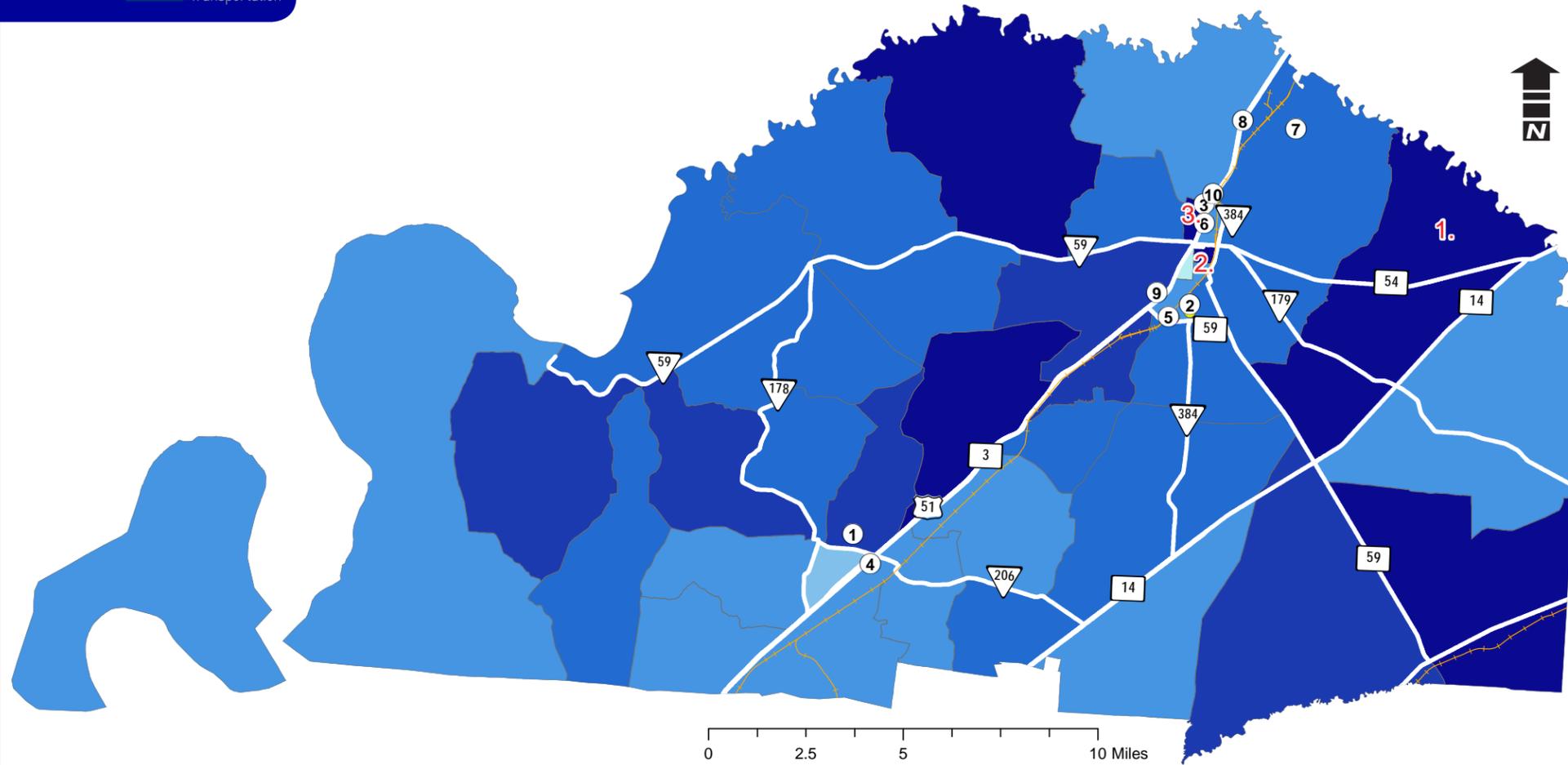
Demographic & Land Use Trends

Regional Transportation System

Goals & Objectives

Recommendations

References & Appendix



Map 2.3

Major Freight Destinations

- ① BH Electronics Inc.
- ② Delfield Co.
- ③ Kroger (1)
- ④ Kroger (2)
- ⑤ Mueller Fittings Co. Inc.
- ⑥ Naifeh's Food Rite
- ⑦ Tops Products
- ⑧ Unilever Best Foods
- ⑨ Walmart Supercenter
- ⑩ World Wide Lines

Table 2.12

Major Industry	
Industry	% of TQW*
Manufacturing	33.45%
Trade, Transportation, and Utilities	20.19%

*Total Quarterly Wages

Table 2.13

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	31.90%
2	31.22%
3	27.70%

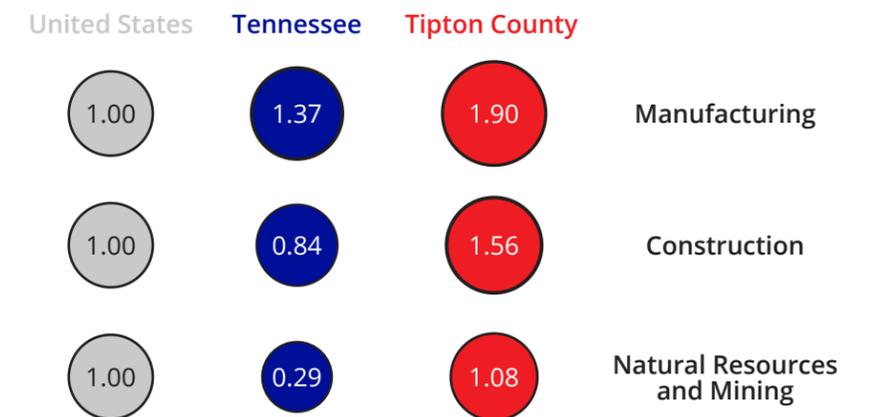
Table 2.10

Tipton County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Manufacturing	\$1,153
2	Construction	\$993
3	Financial Activities	\$780
7	Trade, Transportation, and Utilities	\$555
9	Natural Resources and Mining	\$280

Tipton County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	210
2	Professional and Business Services	91
3	Construction	84
8	Manufacturing	34
9	Natural Resources and Mining	16

Table 2.11

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 Tipton 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

Table 2.14

County	Agriculture	Commercial/ Office	Industrial	Residential	Community Services	Public Land	County Total	County Percent
Fayette	306,099.54 (85.25%)	726.55 (0.20%)	299.24 (0.08%)	25,125.26 (7.00%)	16,438.51 (4.58%)	10,381.88 (2.89%)	359,070.97 (100.00)	38.06%
Lauderdale	221,004.72 (73.51%)	1,430.78 (0.48%)	932.12 (0.31%)	16,486.95 (5.48%)	466.27 (0.16%)	60,331.33 (20.07%)	300,652.16 (100.00%)	31.87%
Tipton	231,820.79 (81.71%)	1,908.71 (0.67%)	1,049.62 (0.37%)	39,653.01 (13.98%)	808.16 (0.28%)	8,484.47 (2.99%)	283,724.76 (100.00%)	30.07%
Region Total	758,925.04	4,066.03	2,280.98	81,265.21	17,712.95	79,197.67	943,447.89	100.00%
Region Percent	80.44%	0.43%	0.24%	8.61%	1.88%	8.39%	100.00%	

LAND USE

Relationship of Land Use and Development to Transportation

A crucial element to 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 characters within these communities are simultaneously preserved. Most of the land in the West Tennessee RPO is agricultural; however, there are large portions of public lands in Lauderdale County. The RPO is home to the Mississippi River and the Hatchie River. The Mississippi River, in particular, plays a critical role in the development within the region. Land use and development changes that particularly affect transportation in rural areas include schools, loss and gain of a major employer, retirement community development, and commuters from nearby urban areas or neighboring rural counties.

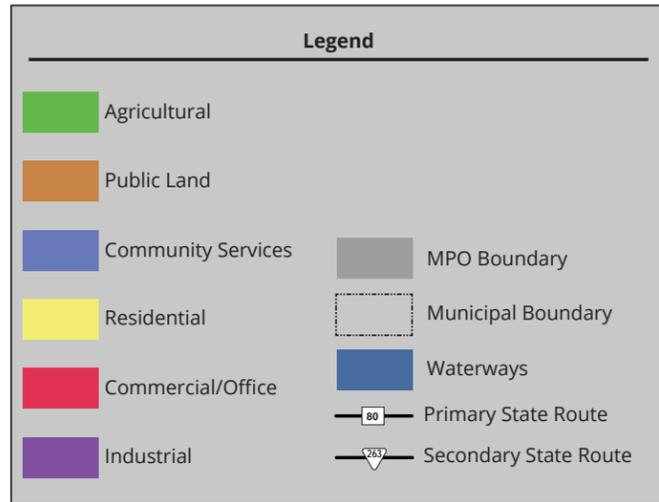
Existing Land Use

The land use in the West Tennessee RPO is predominately agricultural, residential, and public lands. More residential and commercial office uses occur near existing towns. All three counties within the RPO are comprised of more than 70 percent agricultural land uses. Areas experiencing growth and the locations of activity centers vary throughout the region. Fayette County is experiencing growth along the western and southern portions of the county; however this growth has not extended beyond Rossville. Rossville, in particular, has experienced commercial and residential growth, largely due to the intermodal facility. The communities of Oakland and Eads have also experienced growth. Tipton County is experiencing primarily residential growth along its southern border. Planning for growth within rural areas and planning for connections to and from the rural areas to more urbanized areas is important. With these needed connections location of development and land use can have a long-term impact on the transportation network.



Clockwise from top left: Lauderdale County, Lauderdale County, Tipton County

West Tennessee Existing Land Use



Map 2.4

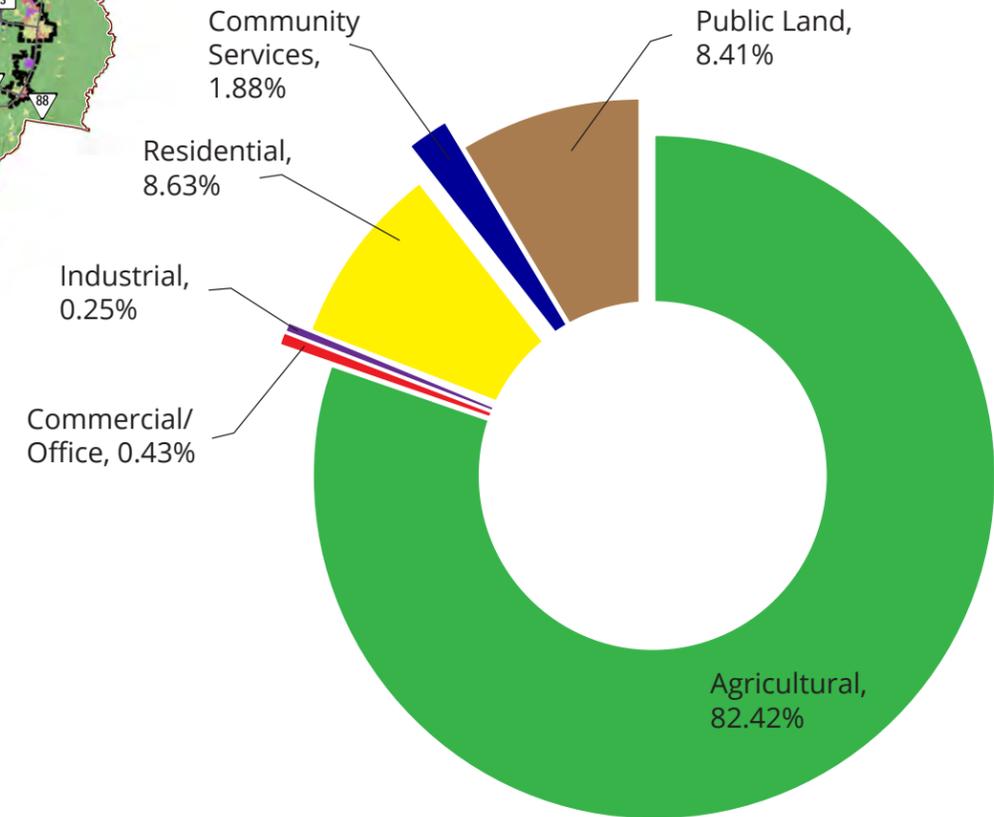
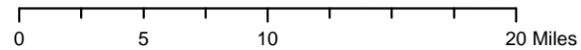
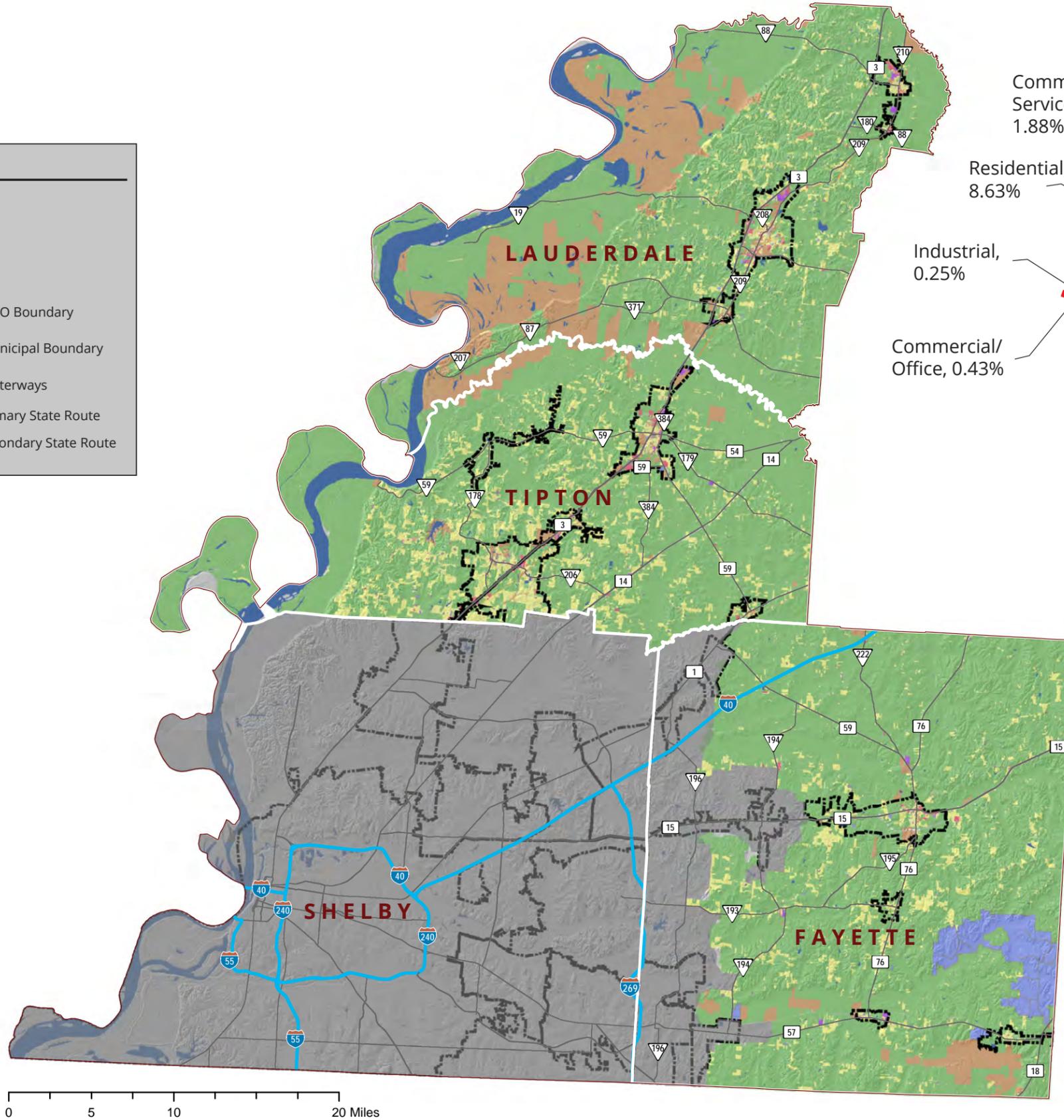


Figure 2.9

Public Lands

The West Tennessee RPO is home to roughly 10 Wildlife Management Areas, State Natural Areas, or State Historic Parks. Tennessee State Parks preserve and protect natural, cultural, and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourism to the region and promote local economic development. The Tennessee Wildlife Resource Agency (TWRA) manages the state’s fish and wildlife and their habitats, in addition to the enforcement of wildlife-related laws. The state’s natural areas protect plants, animals, and natural communities throughout the state. The state’s historic parks preserve some of Tennessee’s historical sites.

From left to right: Tipton County, Lauderdale County



Table 2.15

Label	Name	Type	Acres	Source	Ownership	County
1	Alex Haley Boyhood Home	State Historic Site	11.738	https://www.tn.gov/environment/about-tdec/tennessee-historical-commission/redirect---tennessee-historical-commission/redirect---state-programs-for-the-tennessee-historical-commission/state-historic-sites/redirect---state-historic-sites/alex-haley-house-museum---interpretive-center-state-historic-site.html	State of Tennessee (TDEC)	Lauderdale
2	Chickasaw National Wildlife Refuge	Wildlife Management Area/ National Wildlife Refuge	22830.51	https://www.fws.gov/refuge/Chickasaw/	Federal Government (USFWS)	Lauderdale
3	Cold Creek Wildlife Management Area	Wildlife Management Area	1325.08	https://www.tn.gov/content/dam/tn/twra/documents/wmaseasons.pdf	State of Tennessee (TDEC)	Lauderdale
4	Fort Pillow State Historic Park	State Historic Park	1715.91	http://tnstateparks.com/parks/about/fort-pillow	State of Tennessee (TDEC)	Lauderdale
5	Glenn Springs Lake	Water	305.53	https://www.tn.gov/twra/gis-maps/twra-family-fishing-lakes/glenn-springs-lake.html	State of Tennessee (TWRA)	Tipton
6	John Tully Wildlife Management Area	State Forest/ Wildlife Management Area	11764.21	http://www.tnwatchablewildlife.org/watchareadetails.cfm?uid=09063012433117690&region=John_Tully_WMA&statearea=West_Tennessee	State of Tennessee (TWRA)	Lauderdale
7	LaGrange Historic Distict.	Historic District	695.369	https://npgallery.nps.gov/NRHP/GetAsset/NRHP/75001751_text		Fayette
8	Lake Lauderdale Refuge	Refuge	652.34	http://www.tnwatchablewildlife.org/watchareadetails.cfm?uid=09070311241197170&region=Lauderdale_Waterfowl_Refuge&statearea=West_Tennessee	State of Tennessee (TWRA)	Lauderdale
9	Lower Hatchie National Wildlife Refuge	National Wildlife Refuge	6824.33	https://www.fws.gov/refuge/Lower_Hatchie/	Federal Government (USFWS)	Lauderdale
10	Sunk Lake State Natural Area	State Natural Area	1873.19	https://www.tn.gov/environment/program-areas/na-natural-areas/natural-areas-west-region/west-region/sunk-lake.html	State of Tennessee (TDEC)	Lauderdale
11	William B. Clark State Natural Area	State Natural Area	460	https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/tennessee/placesweprotect/william-b-clark-conservation-area.xml	The Nature Conservancy	Fayette
12	Wolf River Wildlife Management Area	State Natural Area/ Wildlife Management Area	5994.93	https://wolfriver.org/	State of Tennessee (TDEC)	Fayette

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

West Tennessee Public Lands & Trails



Introduction & Overview

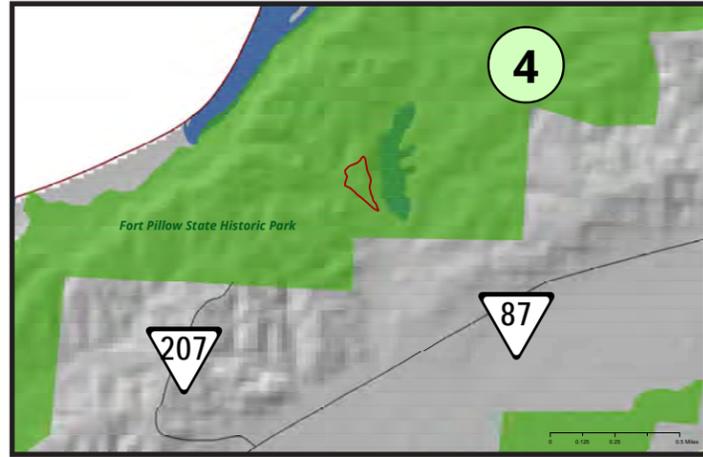
Demographic & Land Use Trends

Regional Transportation System

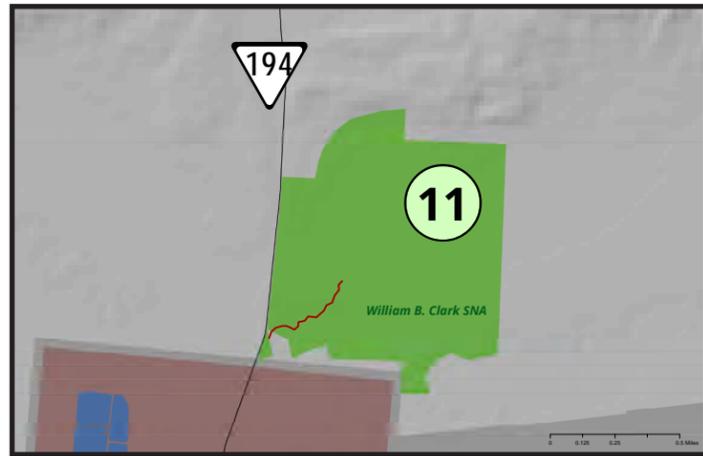
Goals & Objectives

Recommendations

References & Appendix



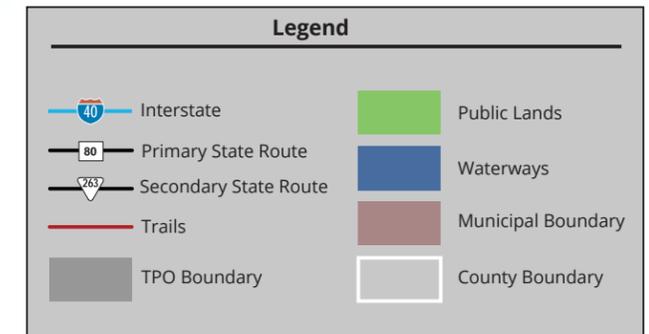
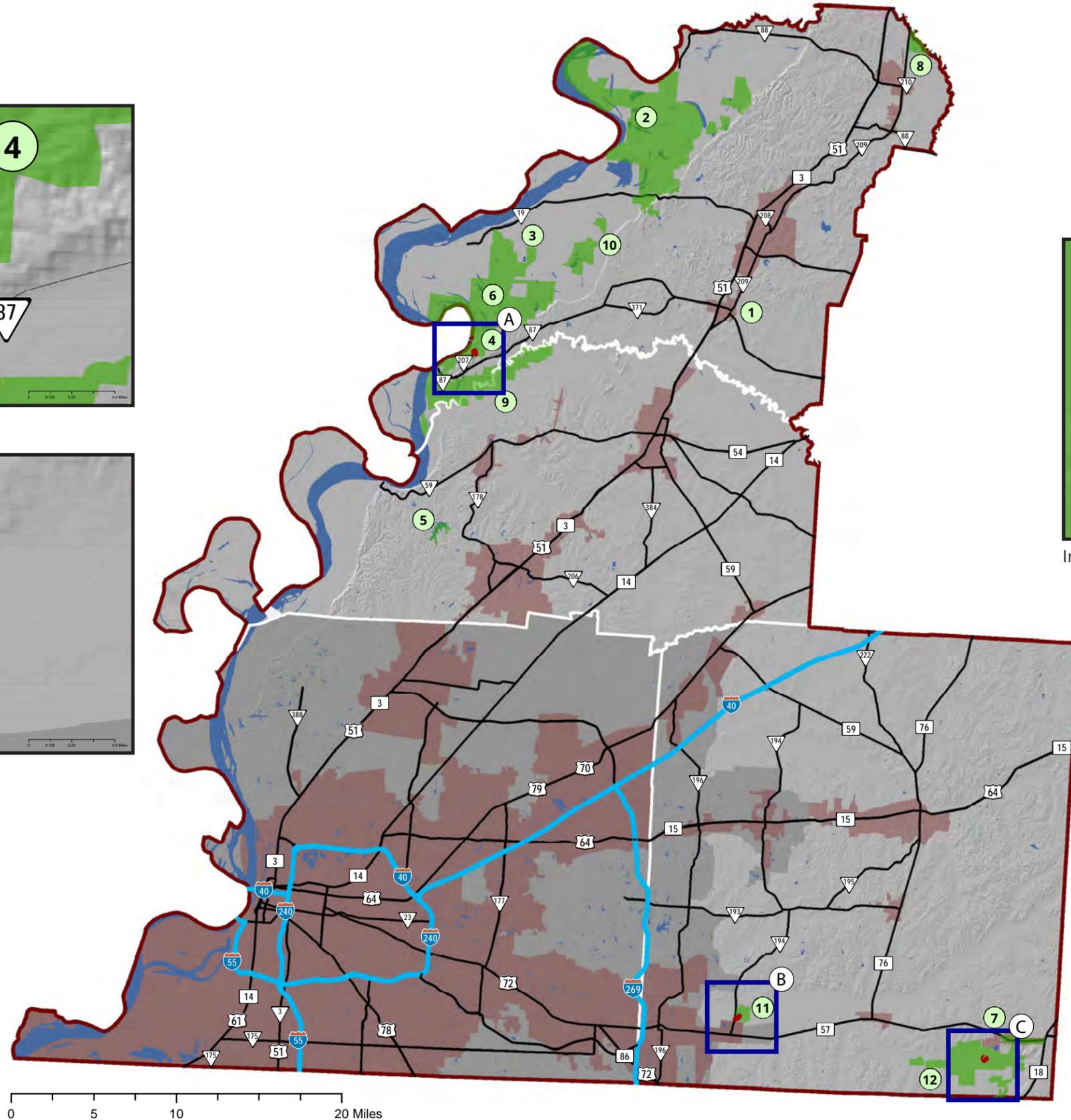
Inset A



Inset B



Inset C



Map 2.5

3 REGIONAL TRANSPORTATION SYSTEM

Introduction

The West Tennessee 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

According to TDOT's aeronautics annual inspection report the following conditions exist for airports in the RPO. There are no commercial airports in the region. However, there are three general aviation airports in the West Tennessee RPO. One airport is located in each county within the RPO. Lauderdale County is home to Arnold Field Airport, which has a 4,700 sq.ft. runway, a 10 unit T-Hangar, and an 8 Single Unit Hangar. The primary additional service provided by the airport is crop dusting. Tipton County has the Covington Municipal Airport. This airport has a 5,004 sq.ft. runway, with two 8 Unit T-Hangars and one 10 Unit T-Hangar, and also provides crop dusting services. Fayette County operates the Fayette County Airport that provides services such as crop dusting and instruction. It has a 5,000 sq.ft. runway and three 10 Unit T-Hangars - 35x100 Hangar, 80x130 Hangar, and 75x100 Hangar. Overall, the airports are in good condition, with the exception of the Arnold Field Airport. Arnold Field's runway condition was reported as poor.

Bridges

There are a total of 51 structurally deficient bridges within the West Tennessee RPO. Currently, 6 of these bridges are state-owned, and 45 are locally-owned. The construction dates of these bridges range from 1926 to 2001. 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: Lauderdale County, Fayette County, Tipton County

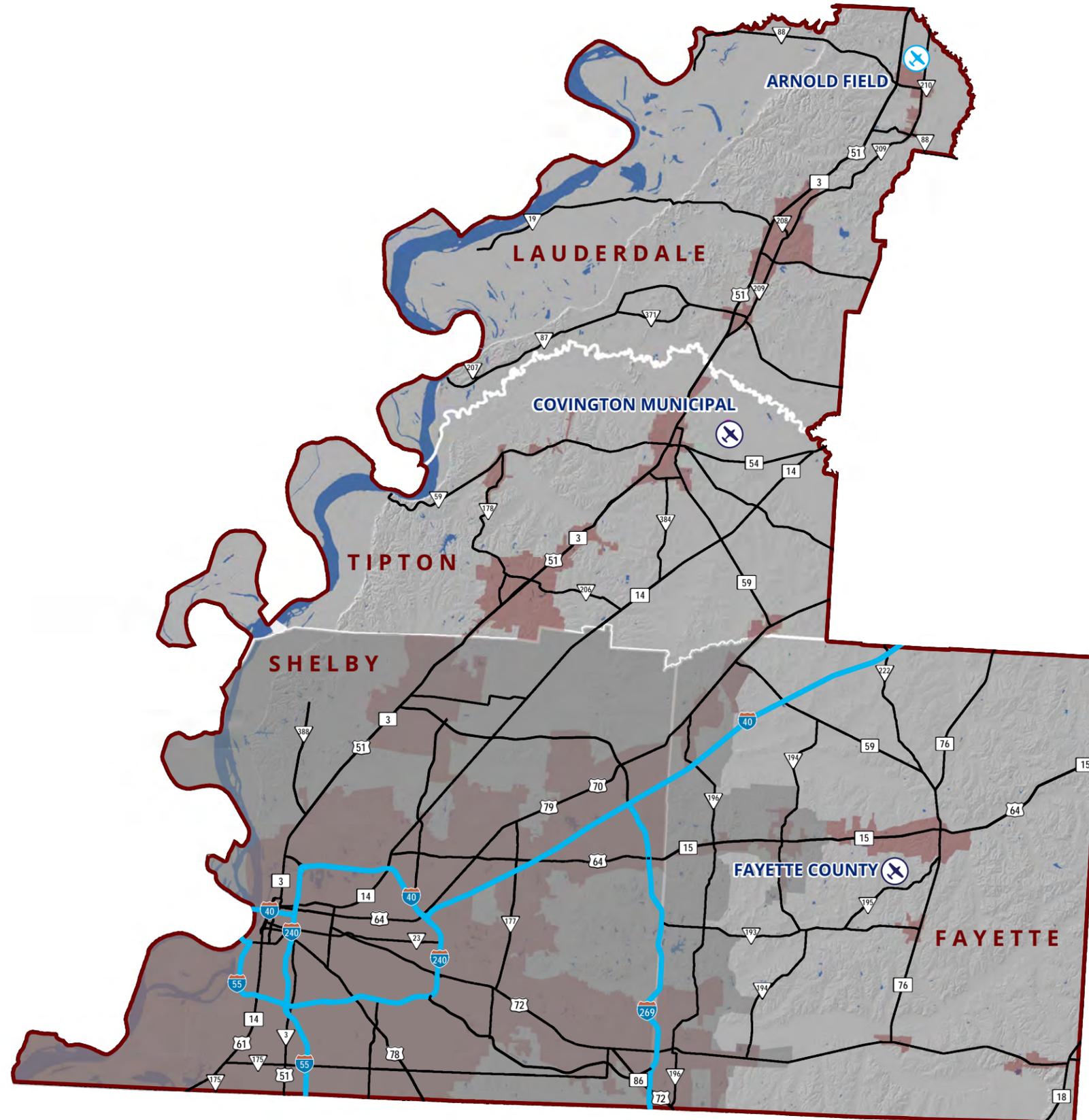


West Tennessee Airports



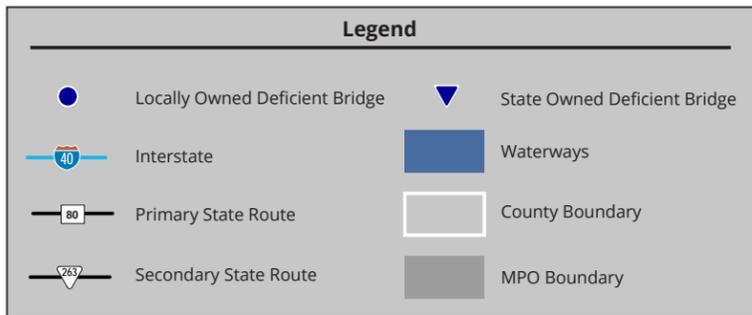
Legend	
	Basic
	Local
	Interstate
	Primary State Route
	Secondary State Route
	Waterways
	Municipal Boundary
	MPO Boundary
	County Boundary

Map 3.1



0 5 10 20 Miles

West Tennessee Structurally Deficient Bridges



Map 3.2

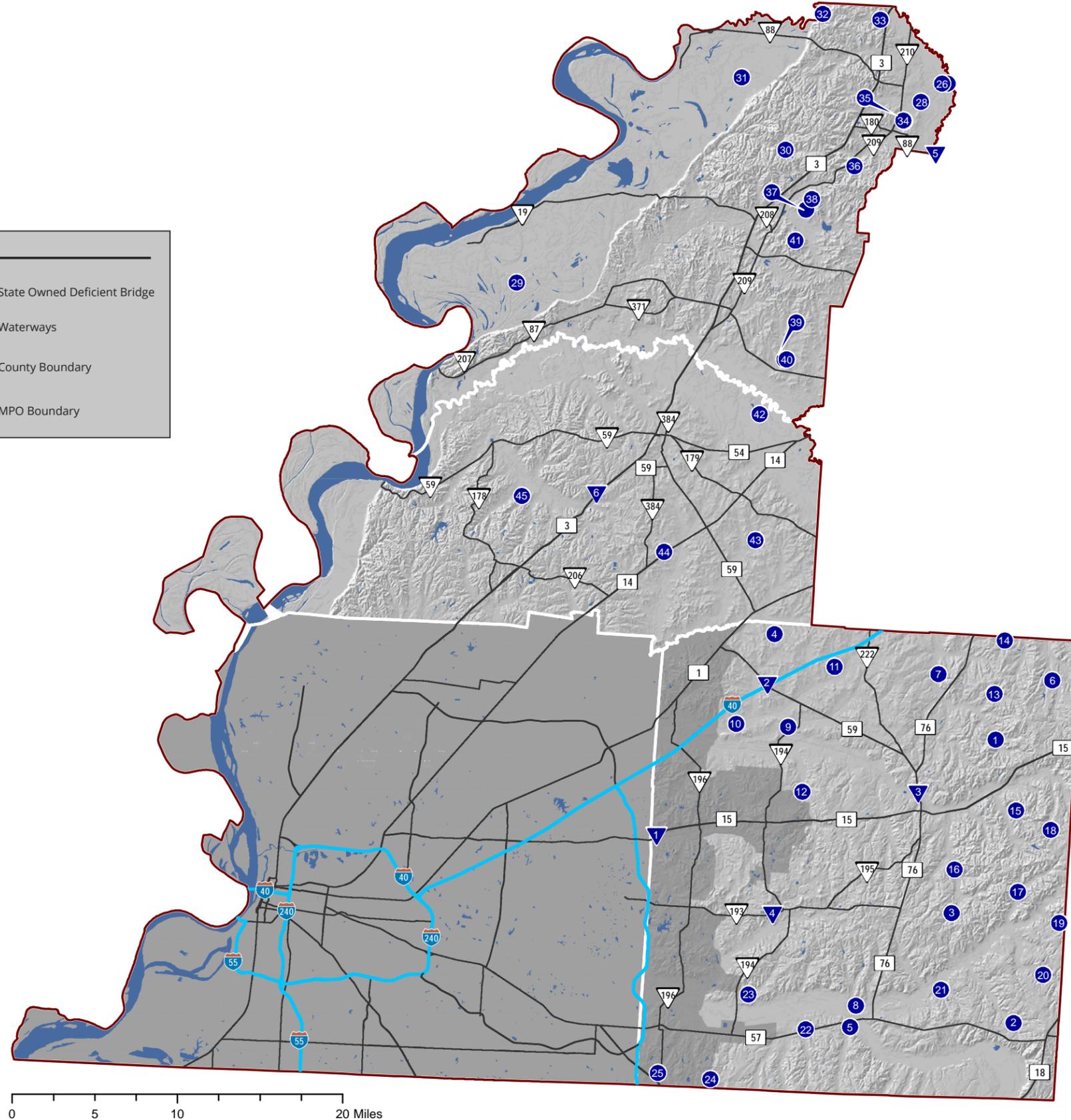


Table 3.1

State Owned Structurally Deficient Highway Bridges							
Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	24SR0150001	FAYETTE	SR015	BRANCH	22-Sep-16	1992	56.9
2	24I00400019	FAYETTE	SR059	SR-59 / I-40	27-Sep-16	1960	61.7
3	24SR0760015	FAYETTE	SR076	LOOSAHATCHIE RIVER	28-Sep-16	1947	66.6
4	24014580003	FAYETTE	SR193	BRANCH	28-Sep-16	1965	41.1
5	49SR0880071	LAUDERDALE	SR088	S. FK. FORKED DEER RIVER	11-Apr-16	1952	36.6
6	84SR0030011	TIPTON	SR003	BRANCH	23-Jun-16	1926	37.7

Table 3.2

Locally Owned Structurally Deficient Highway Bridges							
Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	24015530005	FAYETTE	00840	BIG MUDDY CREEK	10-Oct-16	1962	60.4
2	24S81130021	FAYETTE	01442	BRANCH	17-Oct-16	1960	59.5
3	24S81130033	FAYETTE	01442	BRANCH	11-Oct-16	1957	37.7
4	24014740003	FAYETTE	01474	BRANCH	05-Oct-16	1964	48.1
5	24S81130001	FAYETTE	01540	BRANCH	17-Oct-16	1963	47.6
6	24015530009	FAYETTE	01553	BEAR CREEK	10-Oct-16	1965	47.4
7	24015550005	FAYETTE	01555	DRAINAGE DITCH	10-Oct-16	1963	44.6
8	240A1700003	FAYETTE	02706	OVERFLOW	19-Oct-16	1965	46.5
9	24S82590003	FAYETTE	0A018	LAUREL CREEK CANAL	05-Oct-16	1960	50.1
10	24S82590011	FAYETTE	0A018	LITTLE CYPRESS CR CANAL	06-Oct-16	1960	51.1
11	240A0430011	FAYETTE	0A043	BRANCH	12-Oct-16	1973	45.4
12	240A0700001	FAYETTE	0A070	TREADVILLE CREEK	05-Oct-16	1950	49.7
13	240A0870001	FAYETTE	0A087	BRANCH	11-Oct-16	1965	59.4
14	240A0940003	FAYETTE	0A094	LONDON CREEK	11-Oct-16	1965	49.7
15	240A1200003	FAYETTE	0A120	ARMOUR CREEK	11-Oct-16	1996	51.3
16	240A1270003	FAYETTE	0A127	BRANCH	12-Oct-16	1993	49.6
17	240A1290003	FAYETTE	0A129	BRANCH N. FK. WOLF RIVER	12-Oct-16	1965	31
18	240A1360001	FAYETTE	0A136	BRANCH OF MORROW CREEK	12-Oct-16	1962	46.7
19	240A1440001	FAYETTE	0A144	MAY CREEK	18-Oct-16	1962	46.1
20	240A1490001	FAYETTE	0A149	NORTH FORK CREEK	18-Oct-16	1961	22.3
21	240A1960001	FAYETTE	0A196	OVERFLOW	13-Oct-16	1964	48.8
22	240A2040001	FAYETTE	0A204	SANDY CREEK	17-Oct-16	1965	43.9
23	240A2320003	FAYETTE	0A232	HURRICANE CREEK	19-Oct-16	1965	34.8
24	240A2350001	FAYETTE	0A235	BRANCH	19-Oct-16	1968	34.1
25	240A2370001	FAYETTE	0A237	BRANCH	19-Oct-16	1965	62.5
26	49F00110005	LAUDERDALE	00821	OVERFLOW	13-Apr-16	1972	31.3
27	49F00110011	LAUDERDALE	00821	OVERFLOW	13-Apr-16	1960	29.6
28	49S82160003	LAUDERDALE	00823	SUMROW CREEK	13-Apr-16	1991	48.3
29	490A0140001	LAUDERDALE	0A014	COLD CREEK	26-Apr-16	1998	91.5
30	490A0940001	LAUDERDALE	0A094	BRANCH	14-Apr-16	1969	44.7
31	490A1210003	LAUDERDALE	0A121	KNOB CREEK	22-Feb-18	1970	25.6
32	490A1420005	LAUDERDALE	0A142	BRANCH	21-Apr-16	1970	38.9
33	490A1510005	LAUDERDALE	0A151	BRANCH	25-Apr-16	2001	35.9
34	490A2570003	LAUDERDALE	0A257	BRANCH	12-Apr-16	1984	46.7
35	490A2570005	LAUDERDALE	0A257	BRANCH	13-Apr-16	1975	47.7
36	490A2710003	LAUDERDALE	0A271	BRANCH	27-Apr-16	1984	58.9
37	490A2910007	LAUDERDALE	0A291	BRANCH	25-Apr-16	1974	31.7
38	490A2910009	LAUDERDALE	0A291	BRANCH	25-Apr-16	1974	31
39	490A3160007	LAUDERDALE	0A316	OVERFLOW	26-Apr-16	1973	32.9
40	490A3160009	LAUDERDALE	0A316	BRANCH	27-Apr-16	1970	45.7
41	49014880003	LAUDERDALE	0A523	BRANCH	26-Apr-16	1975	44.2
42	840A0900001	TIPTON	0A090	RICHLAND CREEK	06-Jul-16	1976	56.9
43	840A1180001	TIPTON	0A118	BRANCH	28-Jun-16	1970	31.7
44	840A1690001	TIPTON	0A169	HALL CREEK	28-Jun-16	1969	48.7
45	84S81120003	TIPTON	0C001	ADKINSON CREEK	07-Jul-16	1956	43.4

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-Traveled (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 connection, 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.

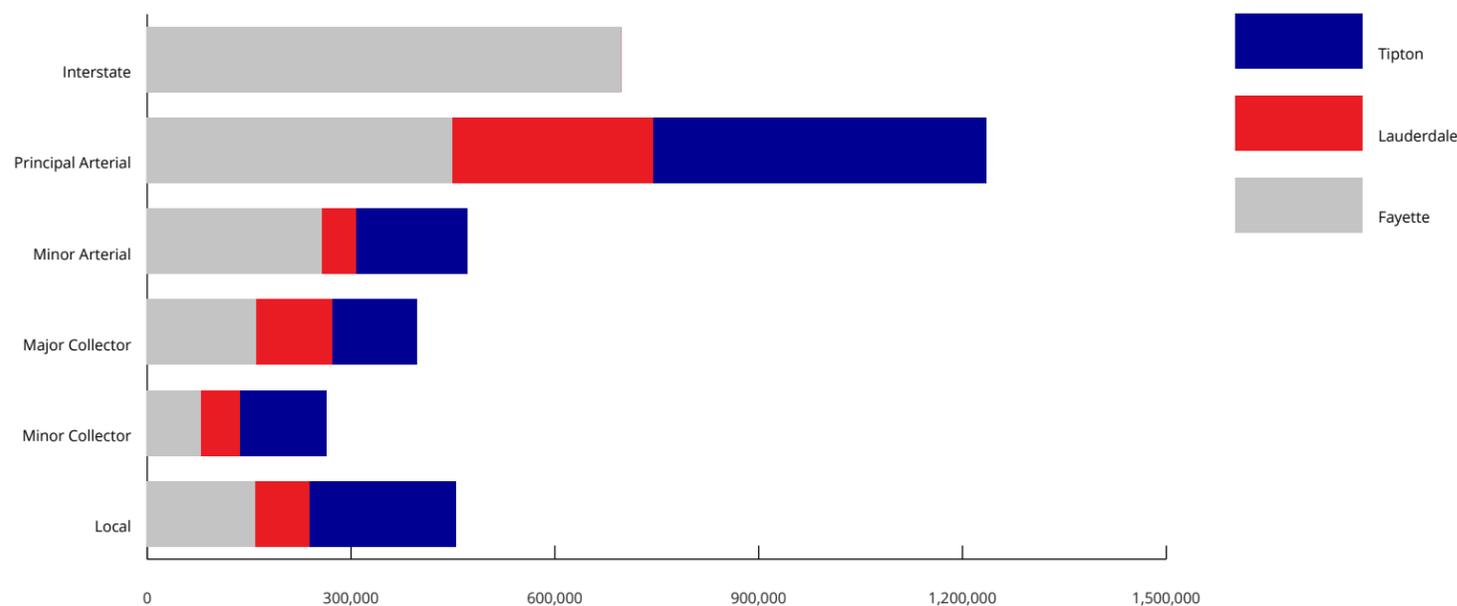


Figure 3.1

West Tennessee Functional Classification		
Functional Class	Roadway Length (Miles)	DVMT
Interstate	23	689,744
Principal Arterial	113	123,582
Minor Arterial	130	471,396
Major Collector	245	396,600
Minor Collector	367	263,149
Local	1848	453,912
Total	2726.4	2,406,194

Table 3.3

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)

Proposed Changes

Upon review of the existing functional class of roadways in the West Tennessee RPO, using the 2013 guidance document, a number of proposed changes were identified for the region. These changes reflect

occurrences where the current functional class system of the RPO does not meet FHWA guidance for a valid network. The proposed changes that TDOT is suggesting are as follows:

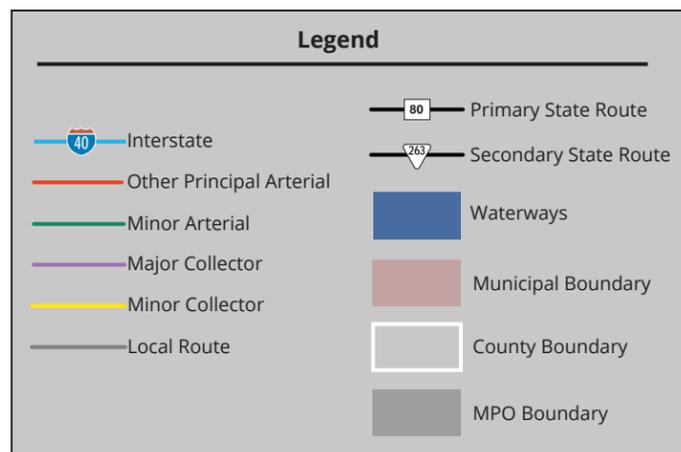
- 1** SR-19 in Lauderdale County (Log mile 19.090 to 22.436) is currently classified as a Principal Arterial. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification of this road to Minor Arterial.
- 2** Lake Dr. - SR-19 in Lauderdale County (Log mile 18.989 to 19.098) is currently classified as a Minor Arterial. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification of this road to Major Collector.
- 3** N. Main St. in Lauderdale County (Log mile 7.030 to 9.523) is currently classified as a Minor Arterial. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification to Major Collector.
- 4** S. Washington St. in Lauderdale County (Log mile 3.817 to 5.230) is currently classified as a Minor Arterial. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification to Major Collector.
- 5** E. Liberty St. - SR-54 in Tipton County (Log mile .340 to .750) is currently classified as a Principal Arterial. The road segment does not currently meet FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification to Minor Arterial.
- 6** W. Liberty St. - SR-59 in Tipton County (Log mile 17.866 to 18.990) is currently classified as a Minor Arterial. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification to Major Collector.
- 7** Mueller Brass Rd. - Hastings Way - S. Main St. (Log mile 18.990 to 21.993) is currently classified as a Principal Arterial. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the functional classification to Minor Arterial.



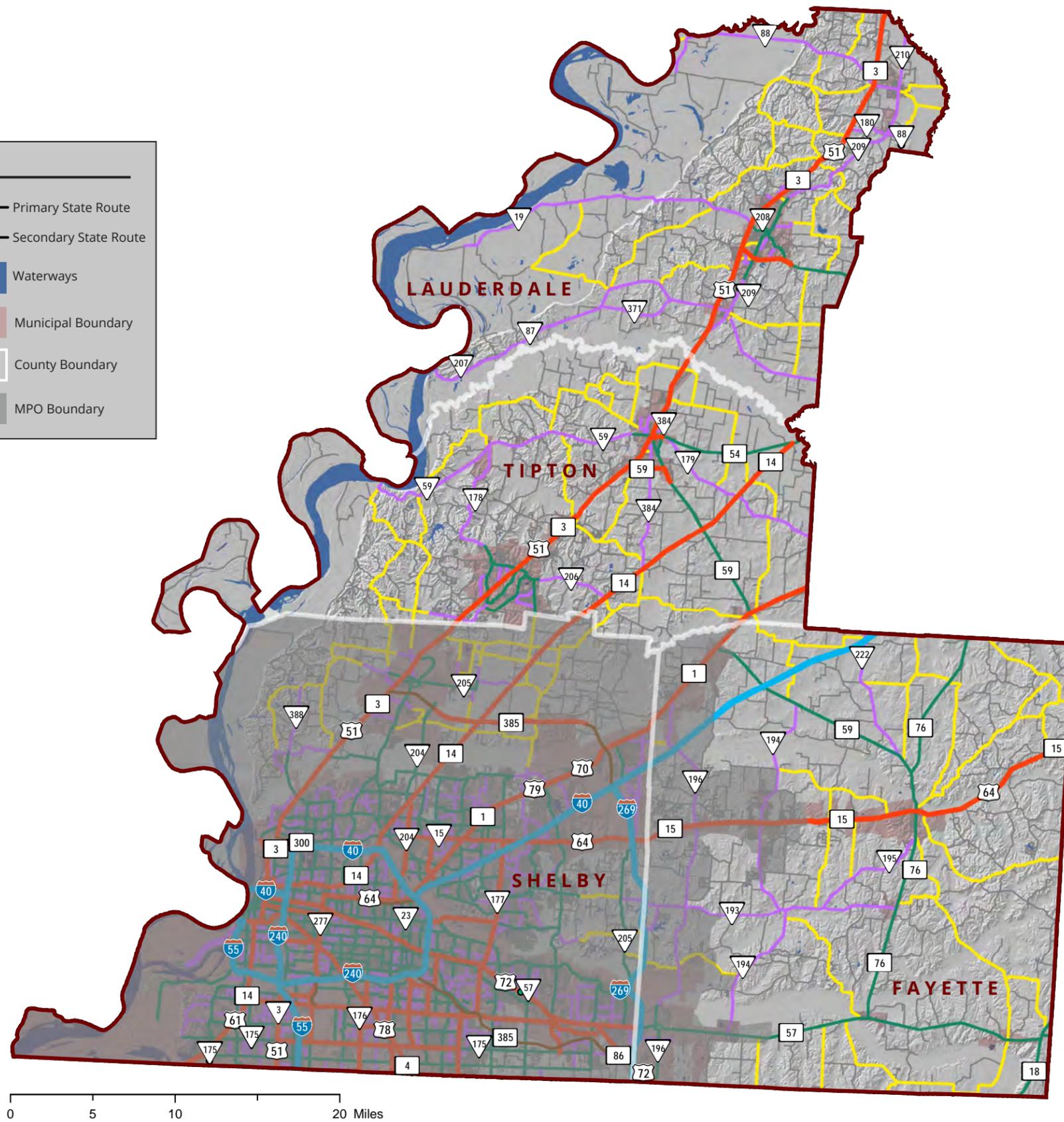
Fayette County

- 8** Hales Point - Barr Rd. in Lauderdale County (Log mile 0.00 to 2.210) is currently classified as a Major Collector. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the classification to Local Road.
- 9** Coffee Shop Rd. in Lauderdale County (Log mile 0.00 to .490) is currently classified as a Major Collector. The road segment does not meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the classification to a Local Road.
- 10** Turner Ln. in Tipton County (Log mile 0.00 to .628) is currently classified as a Major Collector. The road segment does not currently meet the FHWA qualifications for this designation. Therefore, TDOT is proposing to change the classification to a Local Road.

West Tennessee Functional Classification



Map 3.3



Traffic Volume Analysis

The planning area contains many arterial roadways, as well as a small portion of I-40. 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 West Tennessee 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 presents 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.

Fayette County:

A section of Oakland Rd. (SR-194) exhibits an 51.4 percent increase in traffic volume at Traffic Station 40. Macon Rd. (SR-193), as it enters the Memphis MPO's boundaries, indicates a traffic volume increase of 80.7 percent. Steep decreases in traffic volumes occur on Main St./ Yager Dr. (45.7 percent), Mt. Pleasant Rd. (-52.7 percent), and Main St./ Rossville Rd. (37 percent).

Lauderdale County:

Most roads in Lauderdale County experienced traffic volume decreases between 2006 and 2016. Steep traffic volume increases are observed on Hall St./Twin Rivers Rd./ E. Tigrett St. (48.6 percent), and Edith-Nankipoo Rd. (38.8 percent). A few major traffic decreases have been identified on Cleveland St. (SR-208) (-44.1 percent) and S. Main St./ Jackson St. (-42.7 percent).

Tipton County:

A substantial increase in traffic volume is observed on a highly traveled Munford-Atoka Ave. (SR-206) (49.1 percent). More traffic increases are seen on Mt. Carmel Rd. (SR-384) (45 percent), Mueller Brass Rd. (SR-59) (47.2 percent), and S. College St. (30.1 percent). The steepest traffic volume increase occurs on James Ave. (75.9 percent). Hwy. 59 W. / W. Liberty St. (SR-59) - the section from Walton Loop to Simonton St. - exhibits a traffic volume decrease of 40 percent. Additional roads have 30 percent traffic volume decreases, such as Simonton St., Hwy. 51 N. (SR-3), and E. Ripley Ave.



Fayette County

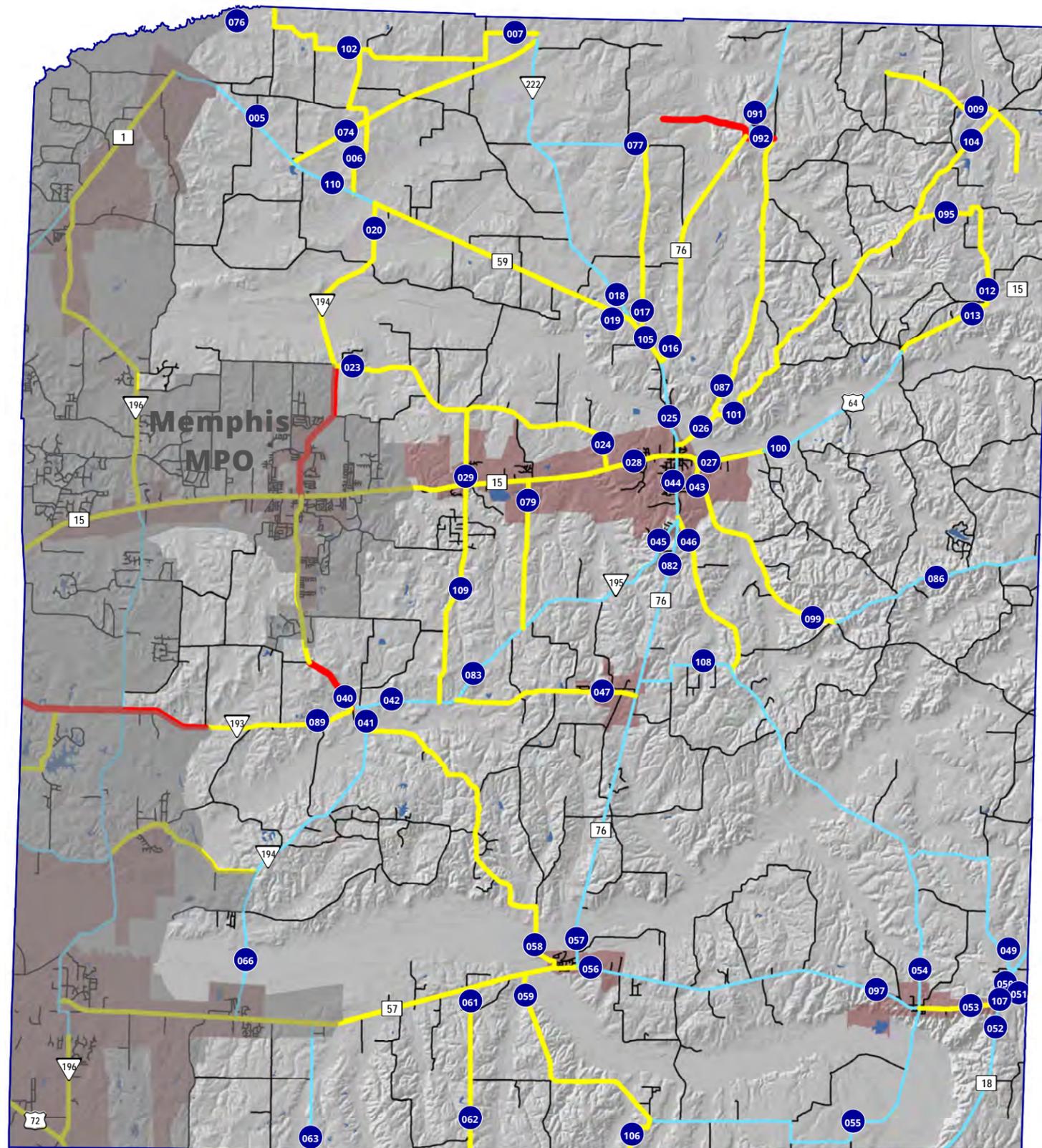
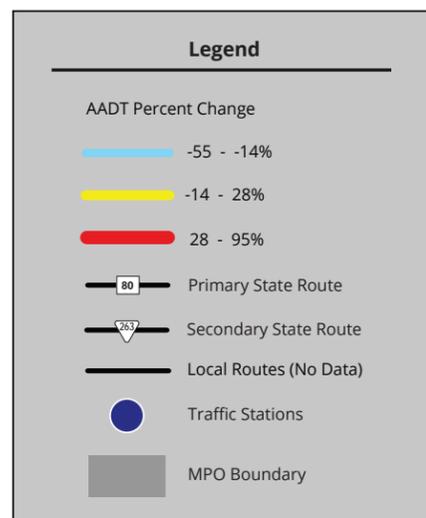


Tipton County



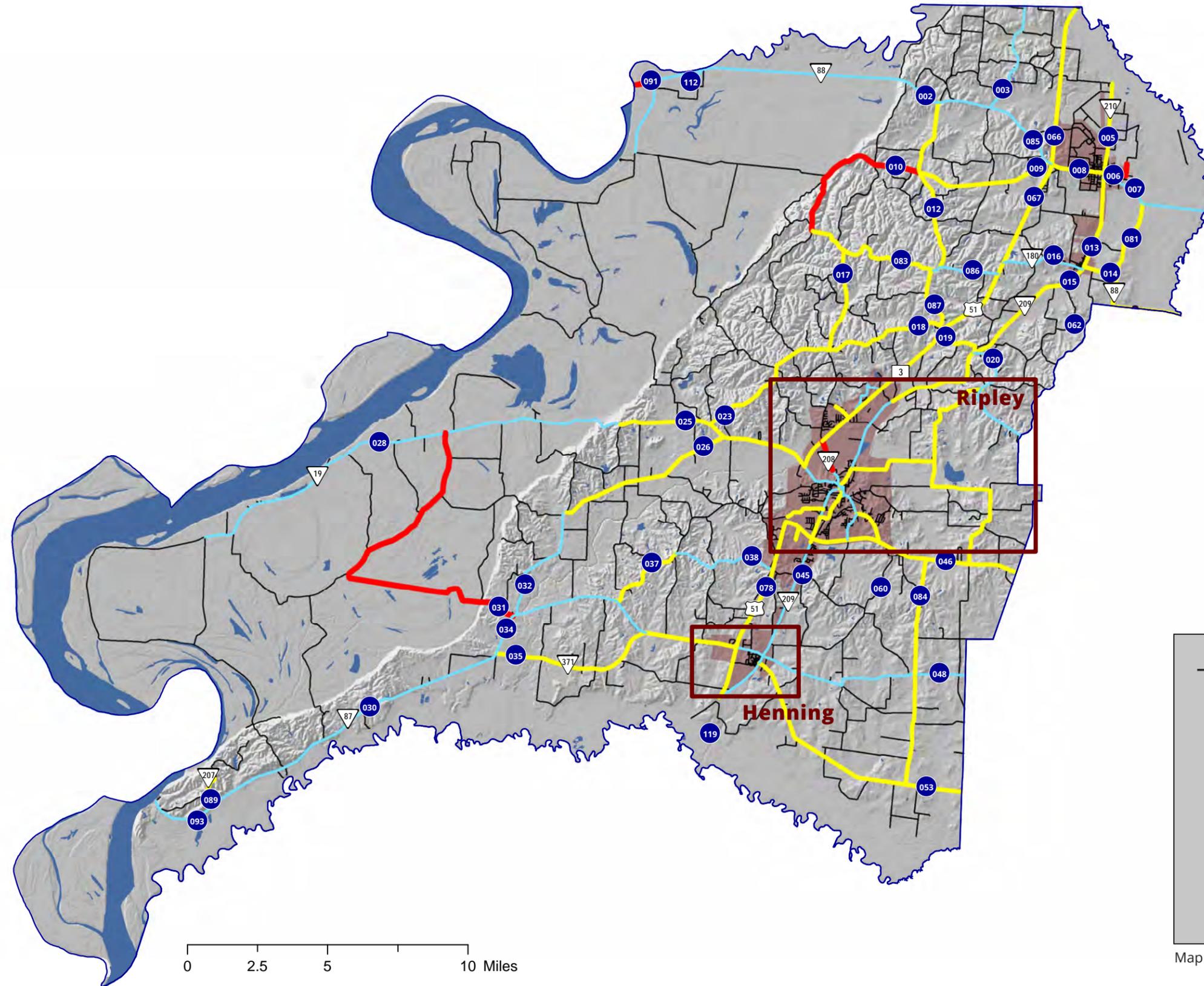
Lauderdale County

Fayette County AADT Percent Change 2005 - 2015



Map 3.4

Lauderdale County AADT Percent Change 2005 - 2015

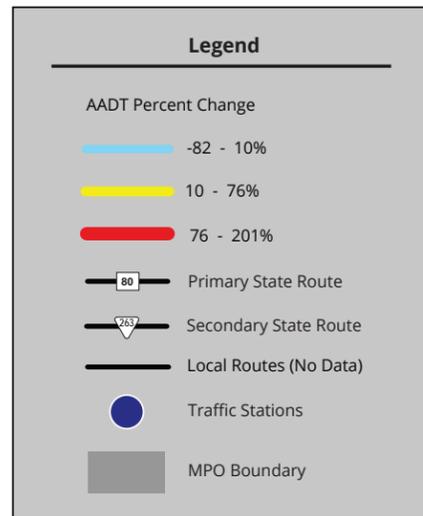


Legend	
AADT Percent Change	
—	-48 - -12%
—	-12 - 16%
—	16 - 112%
	Primary State Route
	Secondary State Route
	Local Routes (No Data)
	Traffic Stations
	MPO Boundary

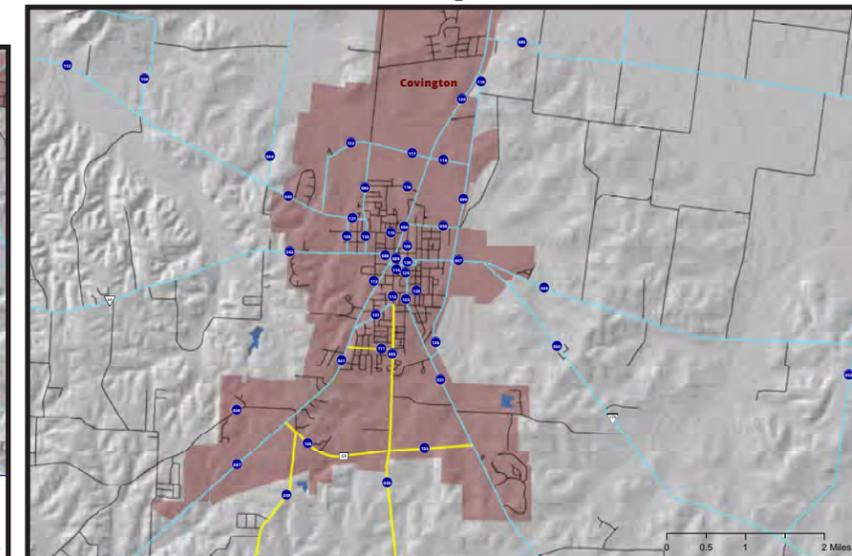
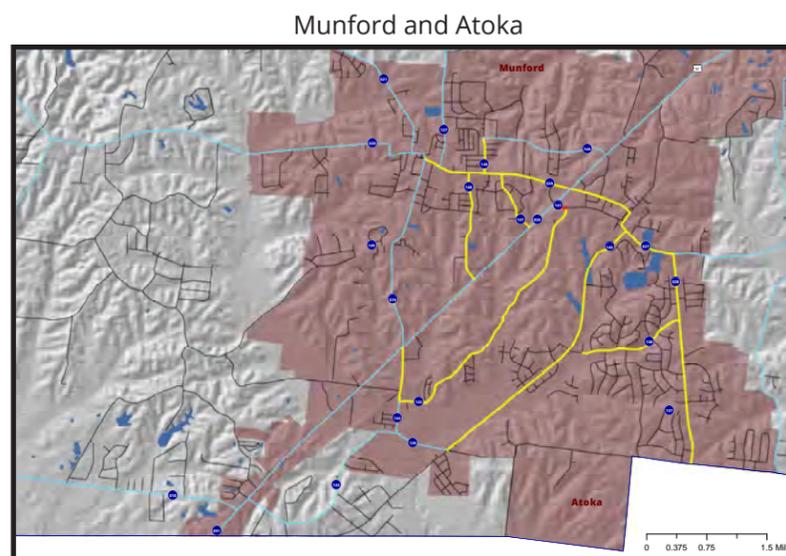
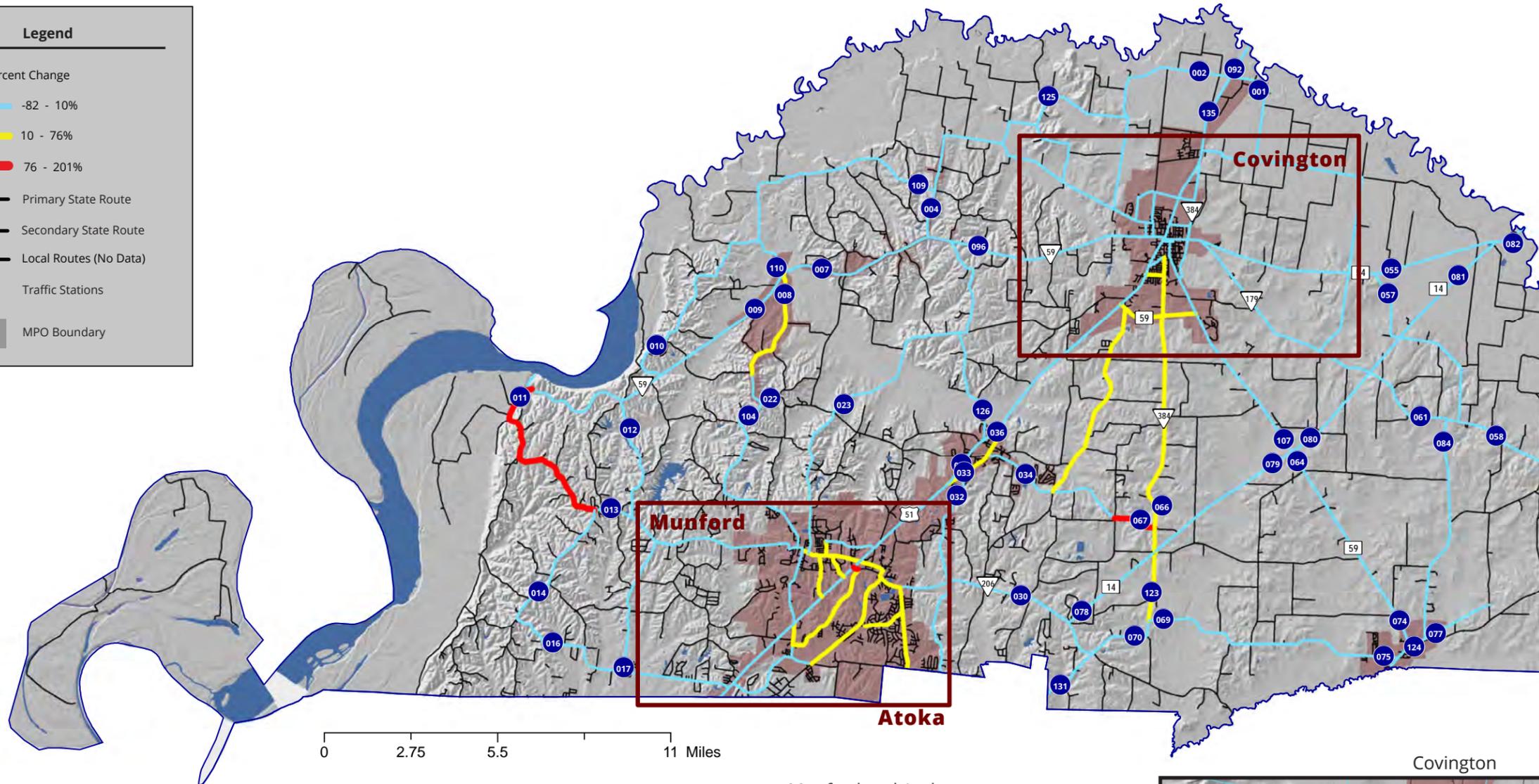
Map 3.5

0 2.5 5 10 Miles

Tipton County AADT Percent Change 2005 - 2015



Map 3.6



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 volume. 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 West Tennessee RPO has no major V/C issues, particularly not in 2010. The only county projected to have slight V/C issues is Tipton County, along SR-5 and SR-3. These increases are not expected to lead to major consequences in the foreseeable future, but should still be monitored.

In summation, the counties in the West Tennessee RPO did not have any capacity issues in 2010. In the forecasted year 2040, there are a few sections that have potentially concerning V/C Ratios. These segments should be monitored for changing conditions in the future.

The following paragraphs summarize the V/C Ratios for each county within the West Tennessee RPO:

Fayette County:

There are no identified V/C Ratio issues based upon 2010 traffic volumes. Only the roads that are also within the Memphis MPO's boundaries have moderate V/C Ratios between 0.25-0.49. Based on 2040 forecasts, there are three sections of SR-76 in the City of Somerville that are anticipated to experience moderate V/C Ratios between 0.25-0.49.

Lauderdale County:

Lauderdale County has no identified V/C issues in 2010, nor any forecasted in 2040. There are only two small sections in the City of Ripley that indicate a moderate V/C Ratio between 0.25-0.49 in both 2010 and 2040.

Tipton County:

There are no identified V/C Ratio issues on roads outside city limits in either 2010 or 2040. In Covington, sections of SR-5 have moderate V/C Ratios between 0.25-0.49 in 2010. In 2040, several small sections of SR-5 are forecasted to have a V/C Ratio between 0.50-0.74. In the City of Munford-Atoka, Munford-Atoka Ave./ Atoka Idaville Ave. (SR-206) has a moderate V/C Ratio between 0.25-0.49 in 2010. At the intersection of SR-5 and SR-3, the V/C Ratio is forecasted to increase to between 0.50-0.74 in 2040. SR-5 has an elevated V/C Ratio between 0.25-0.49 in both 2010 and 2040. Rosemark Rd. is also forecasted to have a moderate V/C Ratio between 0.25-0.49.



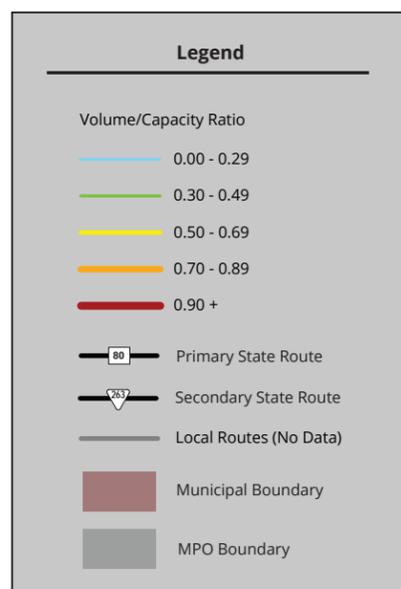
Tipton County

West Tennessee Volume / Capacity Ratio - 2010

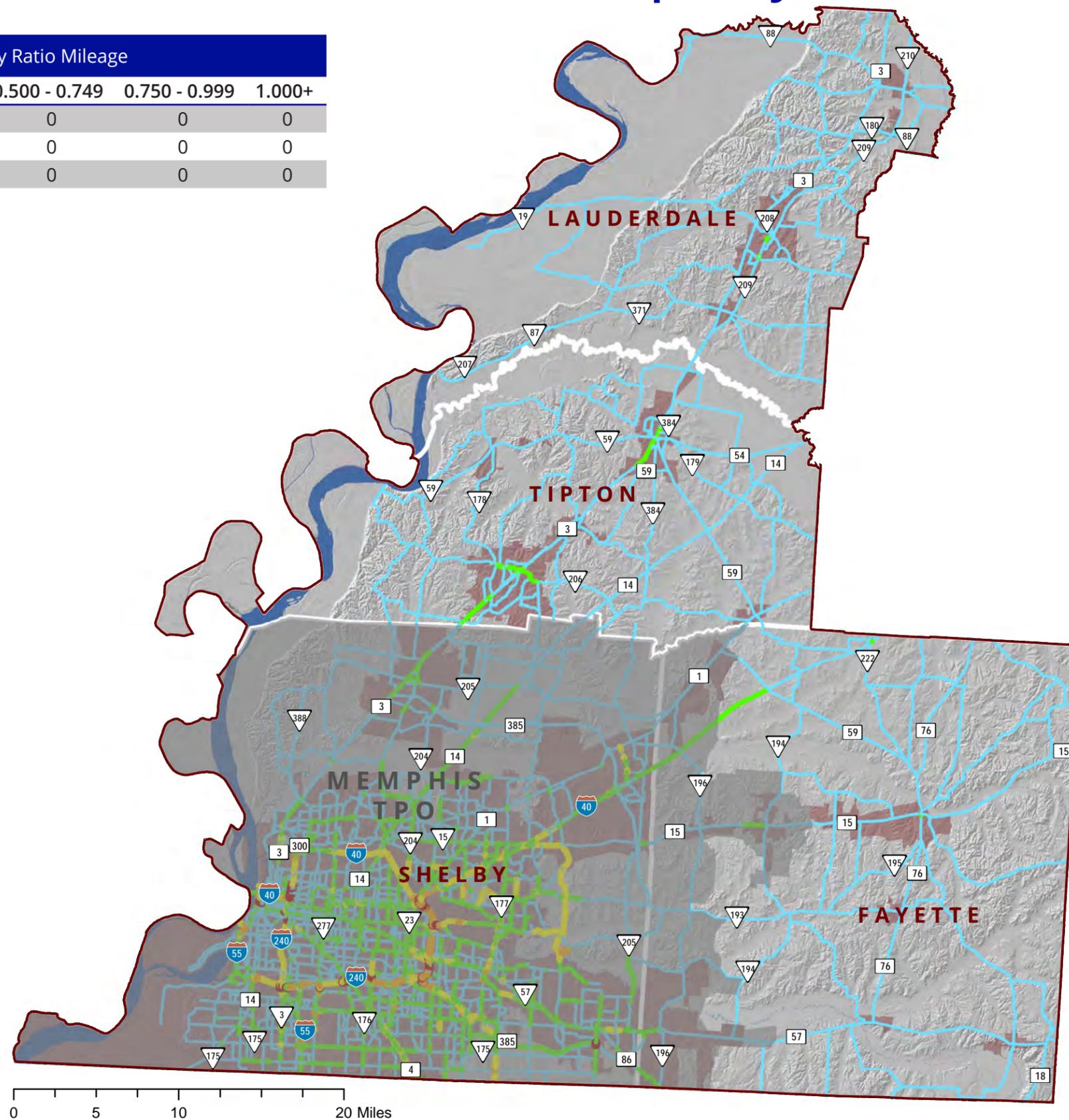
2010 Volume / Capacity Ratio Mileage

County	0.000 - 0.249	0.250 - 0.499	0.500 - 0.749	0.750 - 0.999	1.000+
Fayette	294.24	7.17	0	0	0
Lauderdale	259.01	0.28	0	0	0
Tipton	293.24	12.51	0	0	0

Table 3.4



Map 3.7

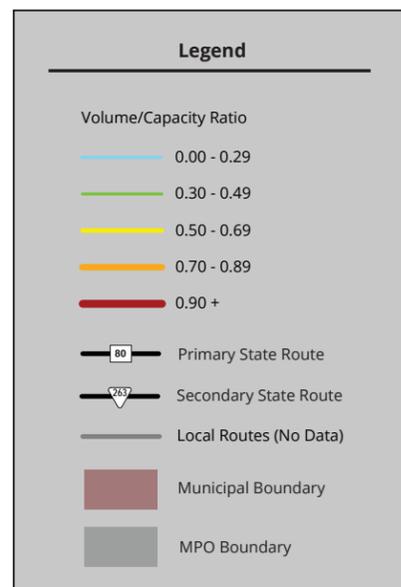


West Tennessee Volume / Capacity Ratio - 2040

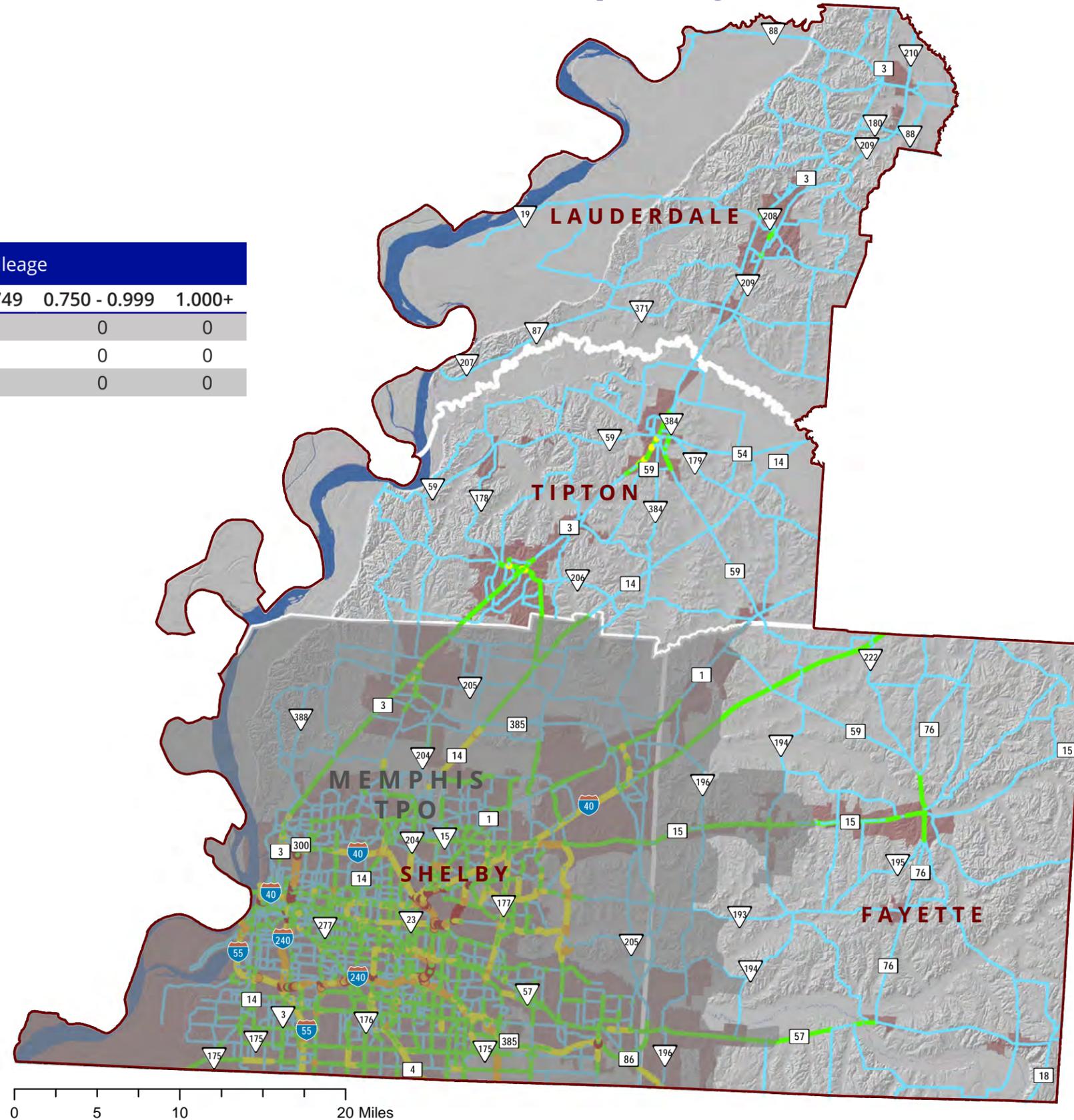


2040 Volume / Capacity Ratio Mileage					
County	0.000 - 0.249	0.250 - 0.499	0.500 - 0.749	0.750 - 0.999	1.000+
Fayette	266.53	34.88	0	0	0
Lauderdale	267.40	1.62	0	0	0
Tipton	280.29	24.81	0.64	0	0

Table 3.5



Map 3.8



0 5 10 20 Miles

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.

Lauderdale, Tipton, and Fayette are the counties located in the West Tennessee RPO. Due to the close proximity to Shelby County, all of these counties benefit from the multi-modal nature of the region. Lauderdale and Tipton County are bordered by the Mississippi River with access to the waterway system. Although there are few shippers and consignees located on the water in these two counties, there is additional potential for direct water access for these two counties which supports the movement of mass quantities, bulky or heavy products at a lower cost due to the lower shipping cost per unit of the waterway system. Due to the rural nature of these two counties, truck annual average daily traffic (AADT’s) are in double digits over the single digit rates on most of the State Routes in these two counties. The ranges are anywhere from 50% more growth in truck volumes for single unit and multi-unit averages than in other parts of Tennessee. The growth will be something to monitor as the transportation flow of some of this farming equipment can affect the economic vitality of the area and region. TDOT will need to monitor these truck flows to make sure the system can handle the future volumes and flows throughout the West Tennessee RPO.

Fayette County has seen tremendous growth with companies locating to the county due to the I-40 and I-269 Interstates that border or are in close proximity. The two interstates are major corridors for the routing of trucks through the region which bypass the urban environment of Shelby County. These critical access points to major interstates are critical for the rapid movement of freight to the highway system for furtherance without delays from congestion. Fayette County is home to the Norfolk Southern intermodal facility which handles all domestic freight for furtherance on their system to the eastern half of the United States. The multi-modal nature of intermodal helps the region with several companies that have located to the area and will continue to look at Fayette County as it is a huge economic driver with jobs, opportunities, and housing that will further develop as the county continues to grow. Fayette County also borders Mississippi to the south which has seen large growth in companies relocating there for certain tax incentives but some of the workforce is in Fayette County due to no state income tax. Fayette County has more truck traffic utilizing SR-385 (western border) than the percentages for urban freeways. Utilization of multi-unit truck percentage is 39 percent compared to a statewide average of 5%. This higher percentage is due to the intermodal facility, various warehouses and trucks by-passing Memphis to travel north and east through the region. Fayette County, other than the western border, is mostly rural and TDOT will need to continue to monitor the volumes to make sure infrastructure does not hold back the economic development of the region.

Railroads

Lauderdale County

There are two railroad companies serving Lauderdale County – Illinois Central (IC) and Norfolk Southern (NS). Both lines are active and typically run between 2 and 27 daily trips combined. IC has a total of 34 crossings – 16 public at-grade crossings, 8 public grade-separated crossings, and 10 private crossings. NS has 4 crossings – 3 public at-grade crossings and 1 private crossing.

Tipton County

There are two railroad companies serving Tipton County – Illinois Central (IC) and CSX Transportation (CSX). Both lines are active and typically run between 5 and 18 daily trips combined. IC has a total of 28 crossings – 14 public at-grade crossings, 9 public grade-separated crossings, and 5 private crossings. CSX has 7 crossings – 6 public at-grade crossings and 1 private crossing.

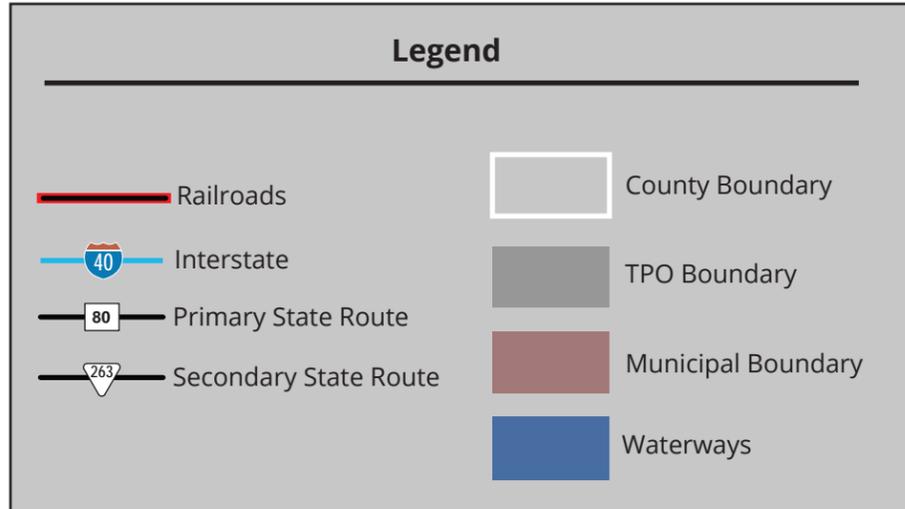
Fayette County

There are three railroad companies serving Fayette County – Mississippi Central Railroad (MSCI), CSX Transportation (CSX), and Norfolk Southern (NS). These lines are active and typically run between 4 and 21 daily trips combined. MSCI has a total of 4 crossings – 1 public at-grade crossing and 3 private crossings. CSX has 6 crossings – 4 public at-grade crossings and 2 private crossings. NS has a total of 27 crossings – 16 public at-grade crossings, 3 public grade-separated crossings, and 8 private crossings.

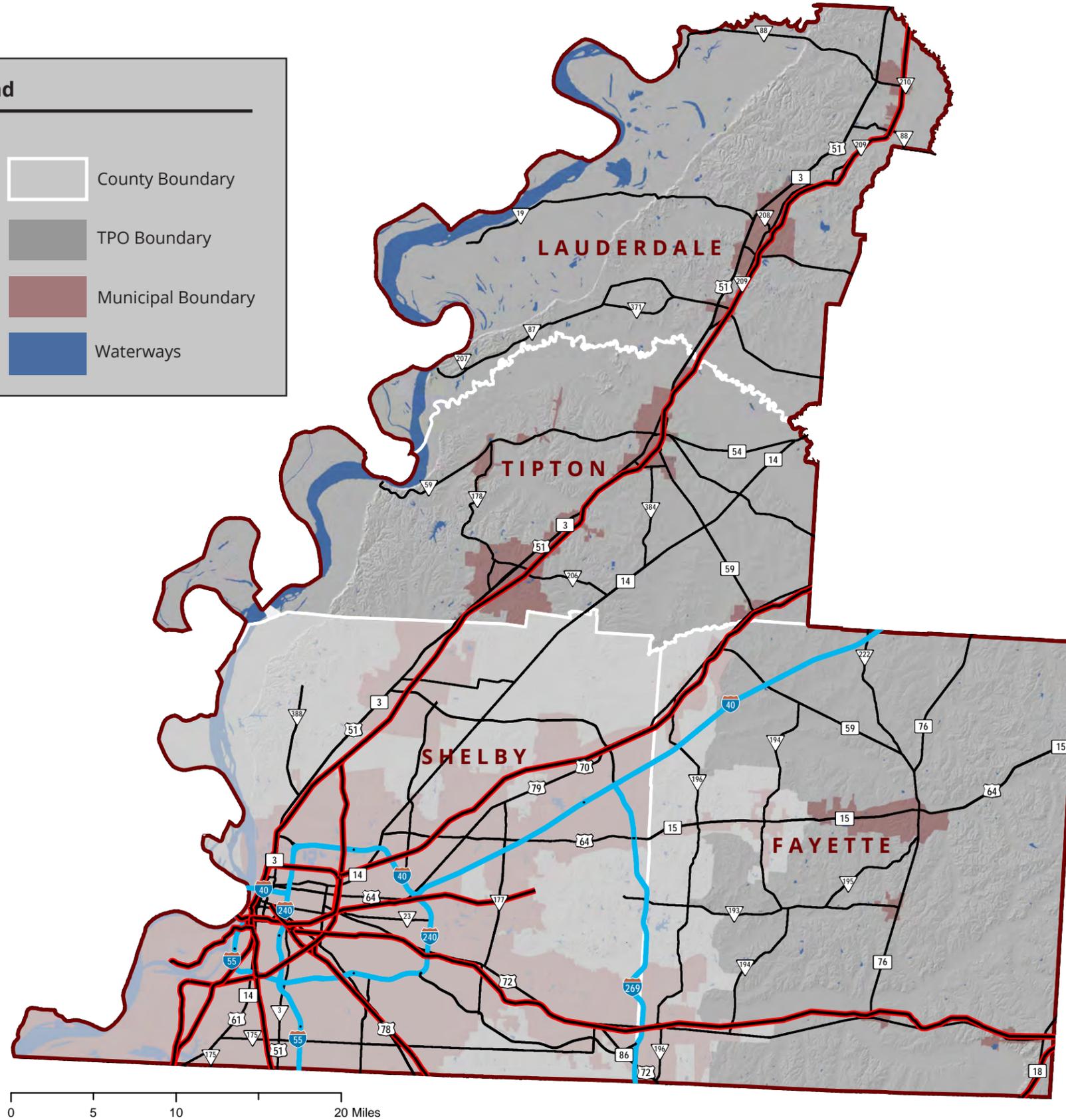


Fayette County

West Tennessee Railroads



Map 3.9



Freight Traffic Analysis

The West Tennessee RPO is served by a freight network that includes multi-unit and single-unit trucks. The table below illustrates percentages for the roadway network system in correlation with the type of truck. It also divides geographic type by Rural and Urban Systems.

In all three counties of the West Tennessee RPO, there are several routes with high volumes of freight traffic. Each percentage below for single-unit truck and multi-unit truck traffic is 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.

Fayette County

The highest truck volumes in Fayette County are on SR-15, west of Somerville. Most of the truck volumes are below the statewide average. SR-57 and SR-15, east of Somerville; SR-76, north of Somerville; and SR-18 have higher traffic volumes compared to the other roads in the county. SR-18 has a higher than statewide average (3.86 percent) multi-unit truck percentage, ranging between 7 to 14 percent. SR-76 (LM 15.39 – 24.67) has a high percentage of multi-unit trucks, ranging from 15 to 19 percent, compared to the 3.86 percent statewide average for minor arterials. The multi-unit truck share on SR-86 nearly doubles (16 percent) the statewide average of 7.13 percent. SR-385 has a very high multi-unit truck percentage of 39 percent, compared to a 5.21 percent statewide average for urban freeways.

Lauderdale County

Jere B. Ford Hwy. (SR-3) is the main travel route for trucks in Lauderdale County. SR-3 has a high multi-unit truck percentage, ranging from 10 to 15 percent, compared to the statewide average of 7.36 percent. SR-19 and Cleveland St. (SR-208) also carry significant truck volumes compared to the other roads in the county. A two-mile section of SR-87 (LM 0 - 2.22) has a much higher single-unit and multi-unit truck percentage of 20 percent, compared to a 2 percent statewide average for major collectors. SR-19 (LM 0 -13.33) has an 18 percent single-unit and multi-unit truck percentage, compared to the 2.1 percent statewide average. SR-181 has a very high share of multi-unit trucks (27 percent) and single-unit trucks (15 percent), when compared to the 2.1 percent statewide average on major collectors.

Tipton County

In Tipton County, the primary travel route for freight is SR-3. SR-3 (LM 14.6 to 22.18) has multi-unit truck percentages between 12 and 13 percent, compared to the national average of 7.9 percent. SR-59, SR-14, SR-1, S. College St., East St./ Hope St. (SR-384), and Rosemark Rd. are used by trucks more than the other state roads in the county. SR-1 has elevated multi-unit truck percentages between 10 and 12, compared to the 7.9 percent statewide average for principal arterials. Several sections of SR-54 have a multi-unit truck percentage ranging between 9 and 15 percent, compared to the 3.86 percent statewide average for minor arterials. One section of SR-59 (LM 0-8.66) has a single-unit truck percentage of 14 and a multi-unit truck percentage of 9, which is significantly high when compared to the statewide average of 2.1 percent. Part of SR-384 has an elevated multi-unit truck percentage (LM 6.25 to 9.73) ranging from 5 to 11, which is noticeably higher than the 2.09 percent statewide average.

Statewide Average Annual Daily Traffic of Single-Unit and Multi-Unit Truck Shares per Functional Class

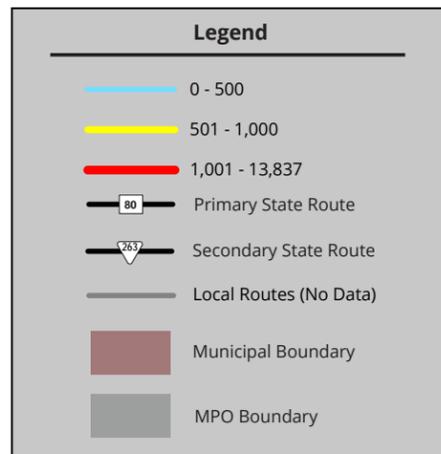
Rural System					
Type Trucks	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	
Single Unit	2.6%	2.0%	2.1%	1.8%	
Multi Unit	7.4%	3.9%	2.1%	1.2%	
Urban System					
Type Trucks	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	3.0%	3.1%	2.0%	1.3%	1.7%
Multi Unit	5.2%	7.1%	4.3%	1.9%	1.2%

Table 3.6

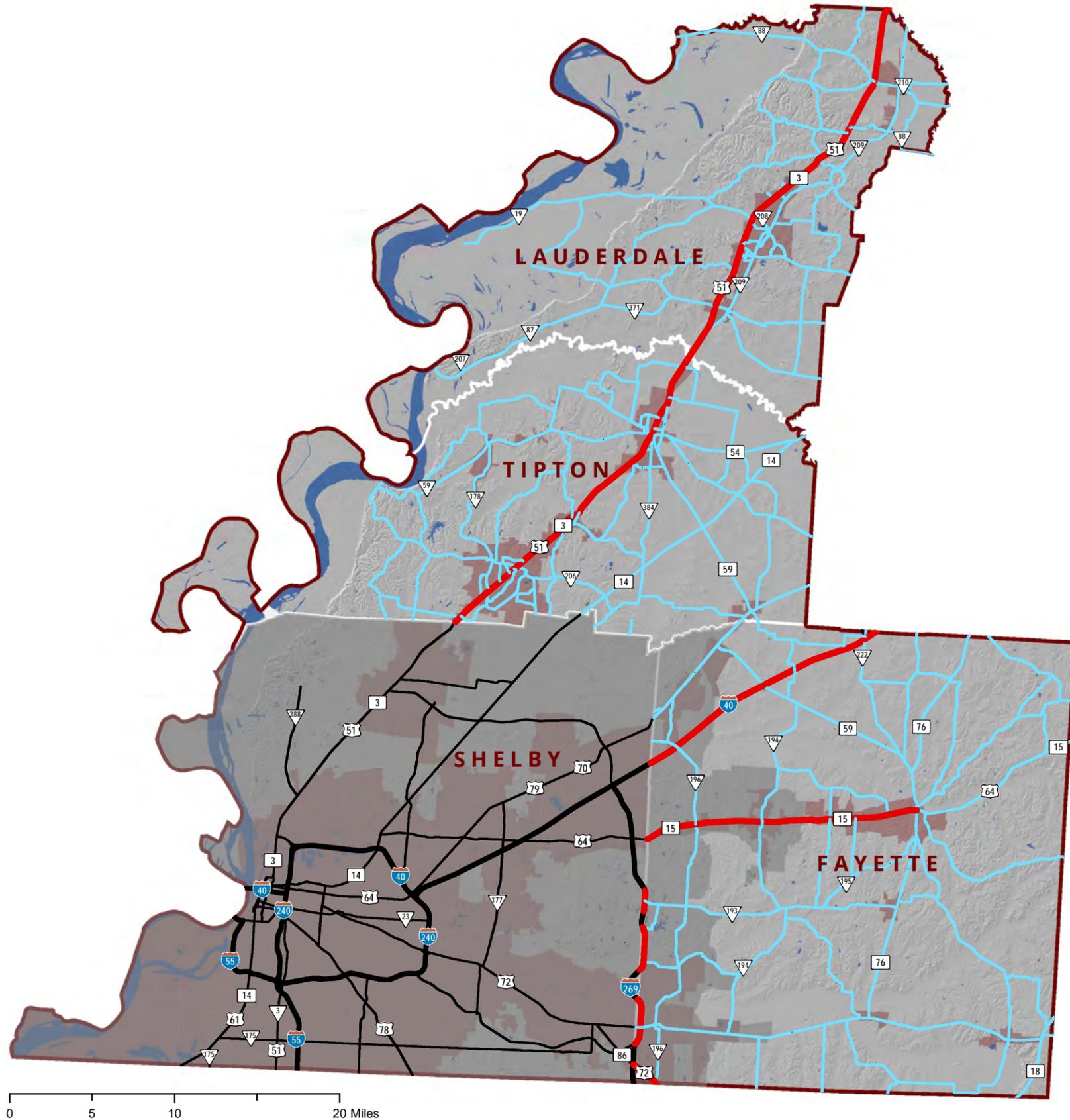


Fayette County

West Tennessee Truck Annual Average Daily Traffic



Map 3.10



0 5 10 20 Miles

Travel Behavior

Travel Demand Management

Travel Demand Management (TDM) is a general term for strategies that increase overall system efficiency by encouraging a shift from single-occupancy 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 West Tennessee RPO, Memphis Area Rideshare is a nearby organization that is supported by TDOT and the Shelby County Health Department. It is possible in the foreseeable future for counties within the West Tennessee RPO to develop partnerships with employers and the Shelby County Health Department to develop a rideshare program within the RPO.

Commuting Patterns

The West Tennessee RPO has 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).

West Tennessee County	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Fayette	25	80	30	25	210	15	30	415
Lauderdale	0	15	45	20	45	105	40	270
Tipton	65	125	250	89	530	50	244	1,353
*Shelby	2,460	1,805	4,440	3,885	3,195	2,580	6,570	24,935
Industry Totals	2,550	2,025	4,765	4,019	3,980	2,750	6,884	26,973

Table 3.7

This table does not include intra-county commuting or commuters from Shelby County residences

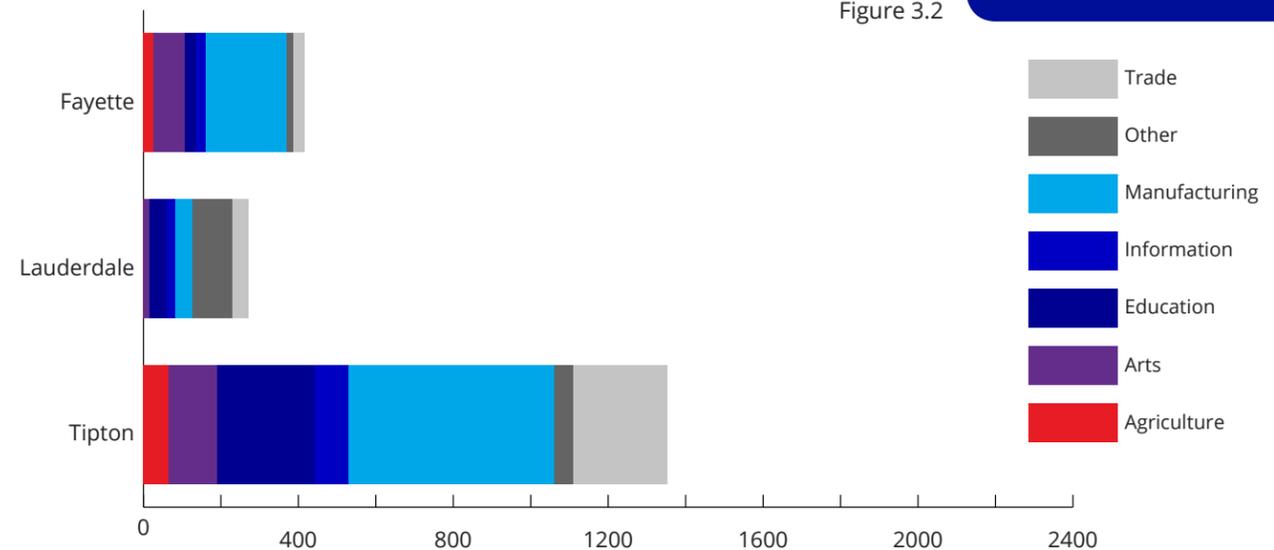


Figure 3.2

Many working residents commute to Shelby County for employment. There are 26,061 residents from the West Tennessee RPO commuting to Shelby County. Of those, 55.4 percent commute from Tipton County, 40.8 percent from Fayette County, and the remainder from Lauderdale County. In Shelby County there are 2,740 residents working in the West Tennessee RPO. Of those, 51.8 percent work in Fayette County, 43.5 percent work in Tipton County, and the rest in Lauderdale County.

Regarding the inter-county commute in the West Tennessee RPO, 756 Lauderdale County residents commute to Tipton County for work, and 43 commute to Fayette County. From Tipton County, 389 residents commute to Fayette County, and 358 commute to Lauderdale County. Just 131 residents from Fayette County work in Tipton County.

Commute by Industry

The most predominant industry that the RPO commuters work in is Trade, followed by Education. In Fayette County, most commuters work in the Manufacturing Sector (50.6 percent), followed by Arts/Entertainment (19.3 percent). In Tipton County, most commuters work in Manufacturing (39.2 percent), followed by Education (18.5 percent) and Trade (18.0 percent). In comparison, Lauderdale County does not have many commuters (270). The majority of commuters work in jobs other than the main industries (38.9 percent), followed by Manufacturing and Education (16.7 percent). In Shelby County, most commuters work in Trade (26.3 percent), followed by Education (17.8 percent) and Information (15.6 percent).

West Tennessee County	Shelby County Residence - Origin	Shelby County Place of Work - Destination
Fayette	1,421	10,656
Lauderdale	125	489
Tipton	1,194	14,916
Total	2,740	26,061

Table 3.8

Total Commuters from Residence to Place of Work by County

		DESTINATION			Origin Totals
		Fayette	Lauderdale	Tipton	
ORIGIN	West Tennessee County				
	Fayette	5,238	0	131	131
	Lauderdale	43	6,220	756	799
	Tipton	389	358	9,414	747
Destination Totals		432	358	887	3,354

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

Table 3.9



Tipton County



Fayette County

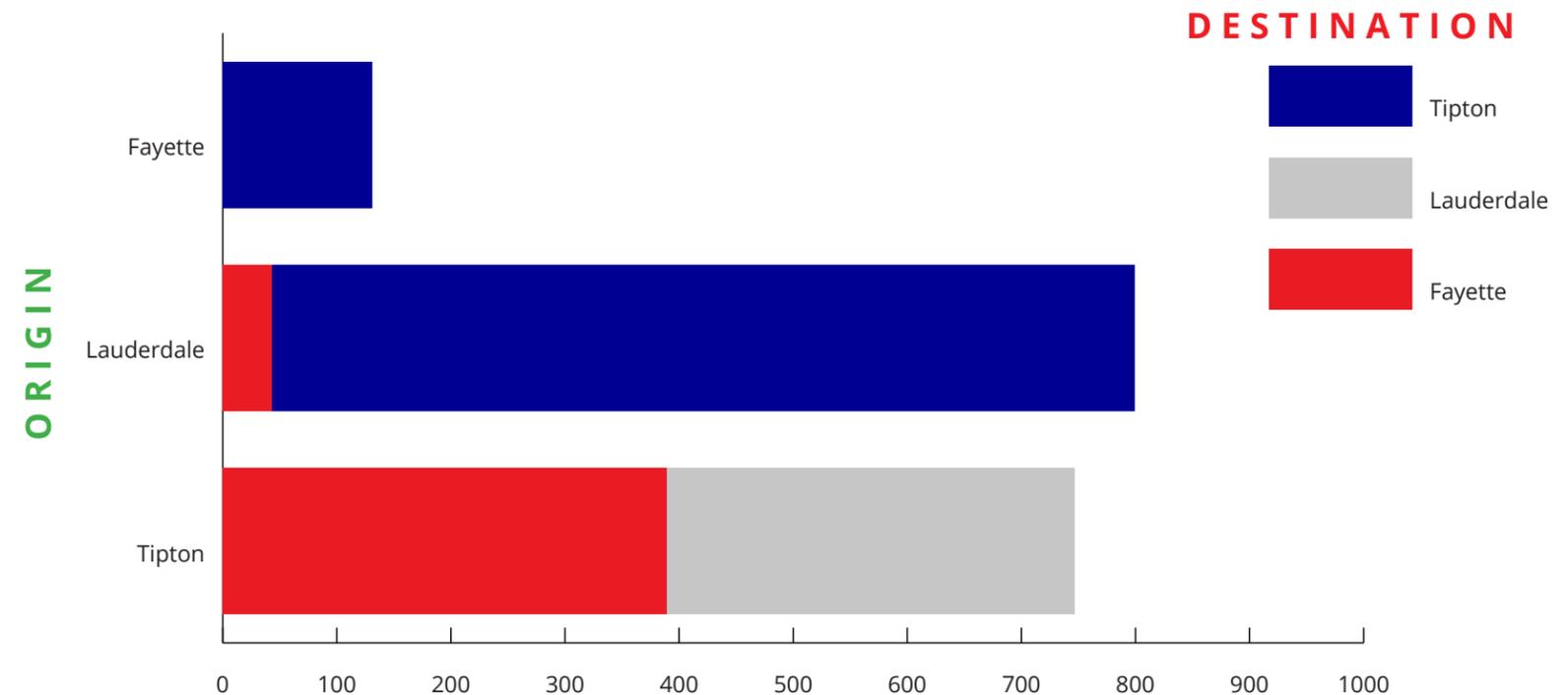
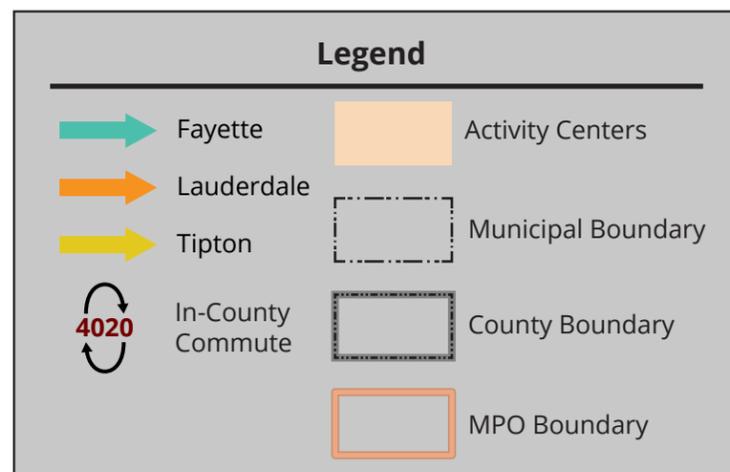
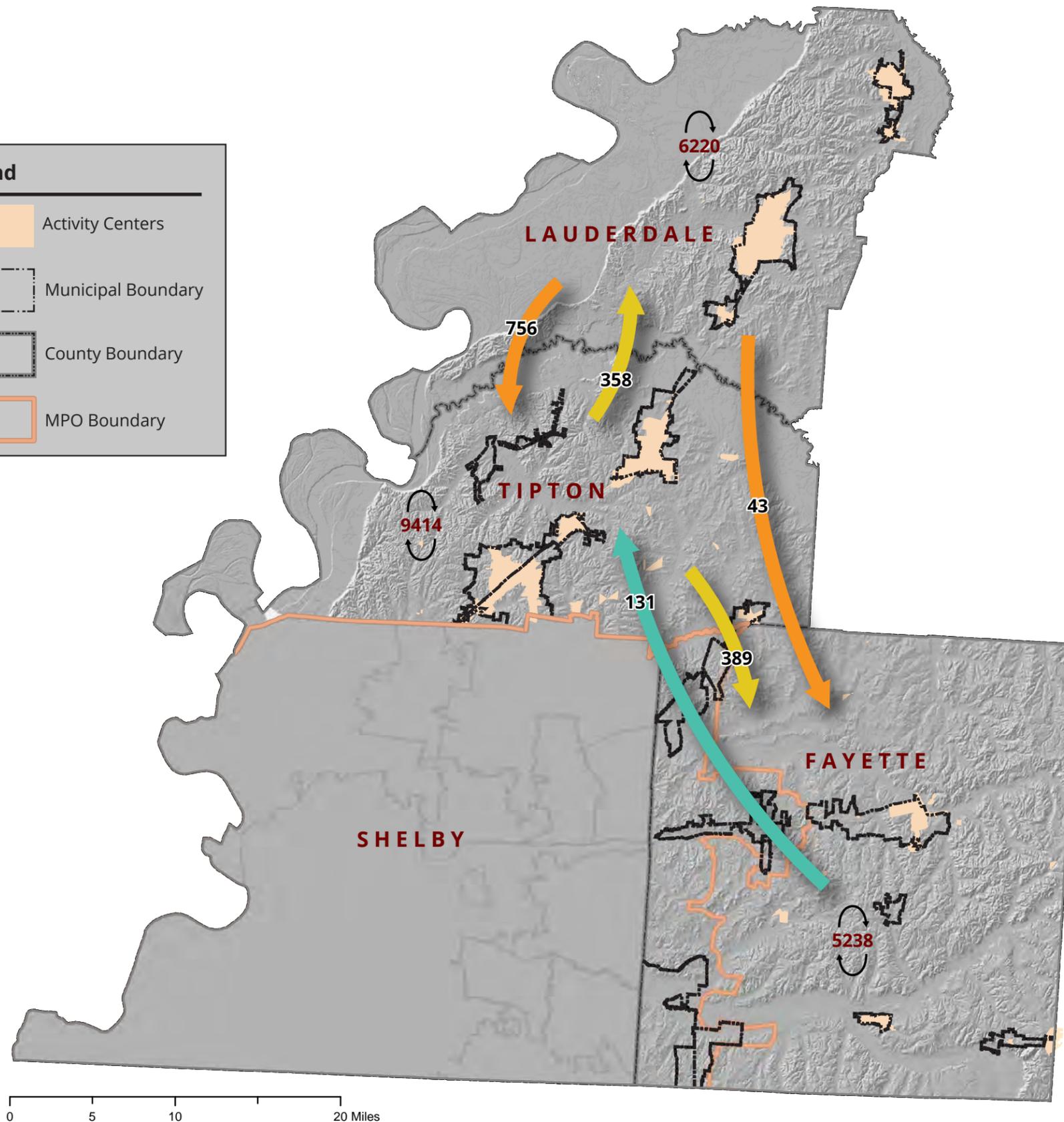


Figure 3.3

Commuting Patterns and Activity Centers



Map 3.11



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

Safety

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 West Tennessee RPO, there have been a total of 30 Safety projects performed in 2011-2016. These projects include Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. The Local Roads Safety Initiative provides assistance to local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes in their jurisdictions. A Road Safety Audit (RSA) is comprised of a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with State Routes in areas where the population is less than 50,000.

A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county, but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements. For additional details of safety projects in the region, please see page 64 of the appendix.



West Tennessee



Fayette County



West Tennessee Crashes		
County	Vehicular Crash	Percent within RPO
Fayette	1,844	16.92
Lauderdale	2,666	24.47
Tipton	6,387	58.61

Table 3.10

Crash Data

According to the Tennessee Department of Safety and Homeland Security, there were a total of 10,897 vehicle crashes from 2011-2016, and 170 bicycle and pedestrian-related crashes in the West Tennessee 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. Tipton County has the highest total and percentage of crashes within the RPO. One of the main reasons for the higher percentage of crashes is Tipton County has the largest population within the RPO, almost 20,000 more residents than Fayette County and almost double the total population of Lauderdale County. Lauderdale County experienced the second most vehicular crashes during this time period, followed by Fayette County.

Bicycle and pedestrian-related crashes were included in this analysis. There were a total of 170 pedestrian-related crashes. Of the 170 crashes, 124 of those individuals were on foot while 49 were cycling. The majority of these crashes occurred during the day as well as during clear weather conditions. Tipton County had 102 of these crashes, while Lauderdale had 44, and Fayette County had 27.

West Tennessee Safety Projects

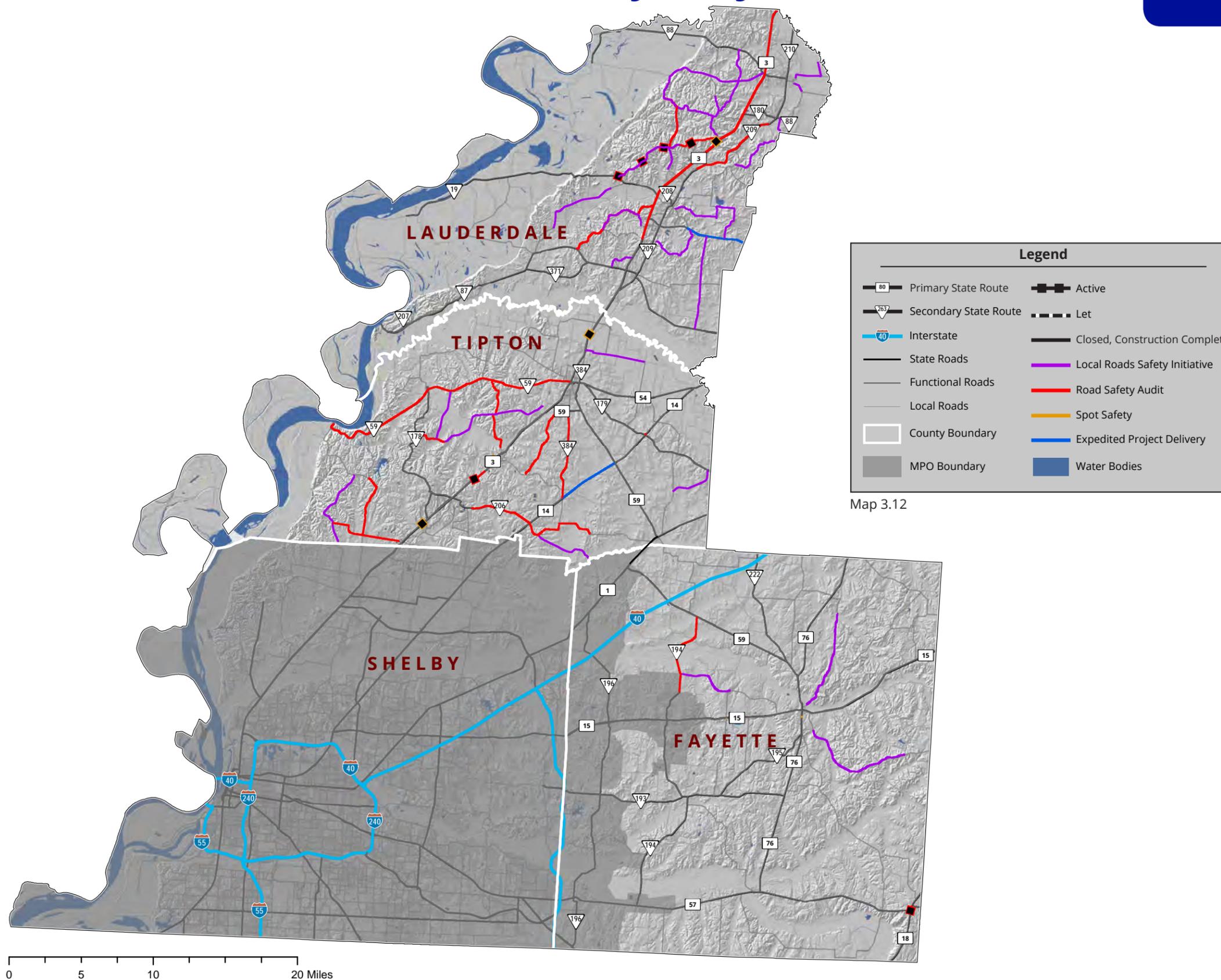


Figure 3.4: Bicycle and Pedestrian Crashes in West TN

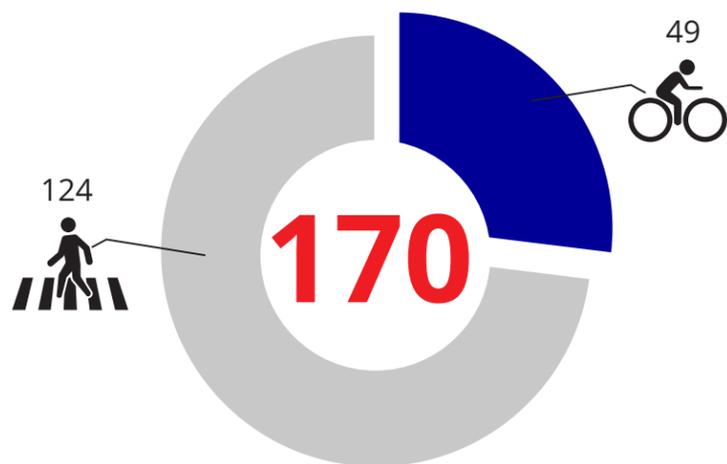


Figure 3.5: Bicycle and Pedestrian Crashes by Location

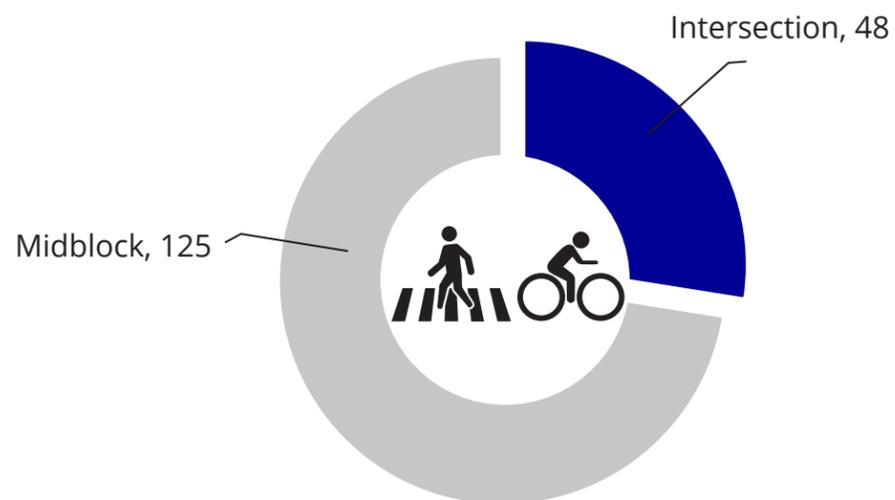


Figure 3.6: Bicycle and Pedestrian Crashes in West TN Counties

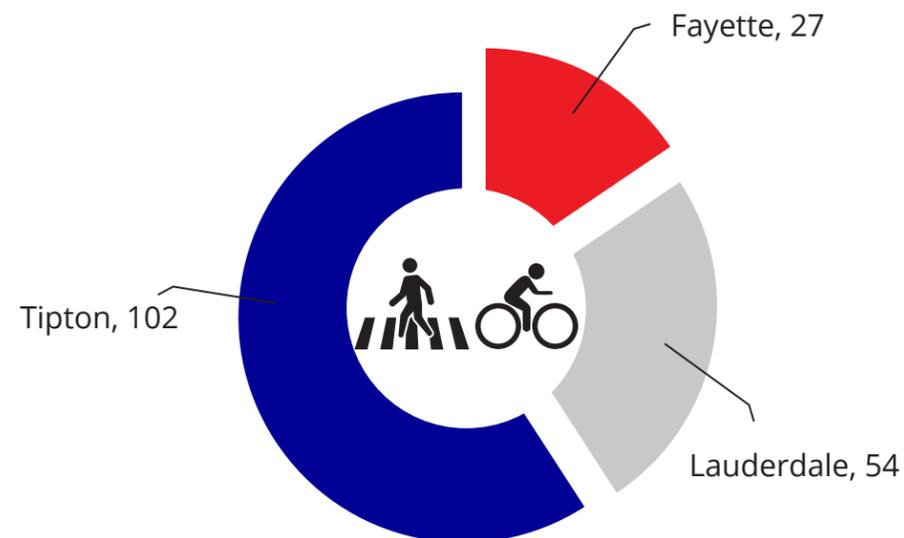


Figure 3.7: Bicycle and Pedestrian Crashes by Weather Conditions

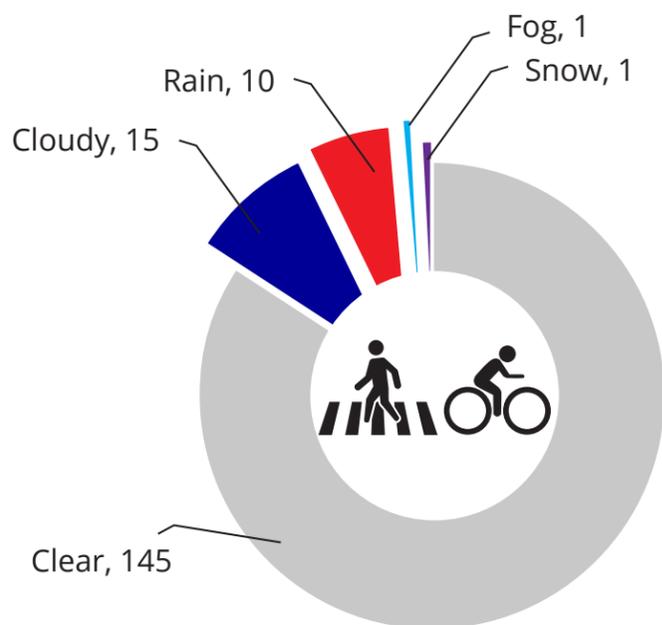


Figure 3.8: Bicycle and Pedestrian Crashes by Light Conditions

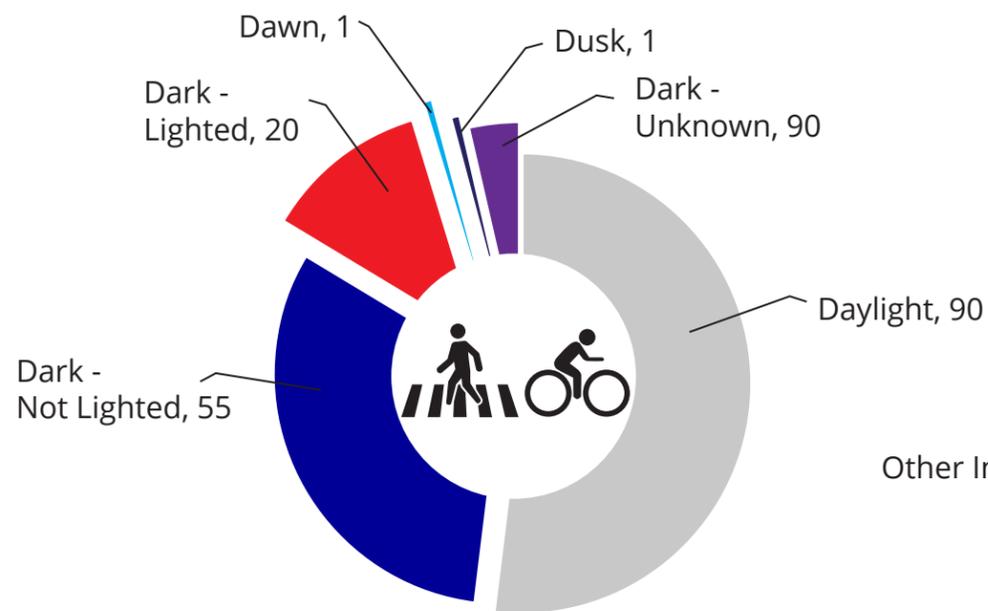
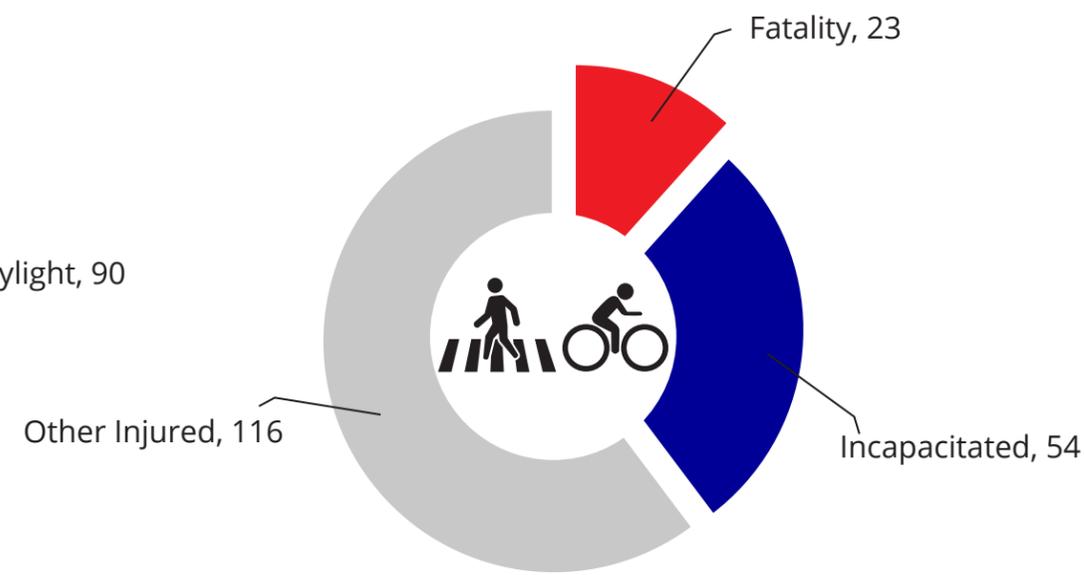


Figure 3.9: Bicycle and Pedestrian Crashes by Severity



Multimodal Facilities

Bicycle and Pedestrian Facilities



The West Tennessee RPO is a predominately rural region, with areas that are becoming more suburbanized along certain State Routes. State Routes have been designated as Bicyclist Routes. Bicyclist Route designation allows cycling as a 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 64 miles of existing designated bike routes along State Routes, and 3.31 miles of designated bike lanes within the RPO. Within the West Tennessee RPO, there are approximately 7 miles of greenway.



Delta HRA

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.

In the West Tennessee RPO, 377.54 miles of state highways were analyzed for bicycle suitability. Of the total, a little less than half (181.58 miles) have a BLOS of A-D and are rated suitable for bicycle travel. There are 56.63 miles (15.0 percent) rated with Grade A, and are thus very suitable for cycling. About 195.96 (51.9 percent) is rated BLOS E-F and is unsuitable for bicycle travel. Only 19.18 percent of all state highway mileage in the RPO has level of service F rating. There is a need to improve the region’s state highways in order to safely accommodate bicyclists in the West Tennessee RPO.

In contrast to Tennessee, West Tennessee RPO has less road mileage suitable for bicycle travel. Statewide, approximately 7,100 miles (57 percent) of state and federal highway is rated as LOS A-D, while approximately 5,500 miles (43 percent) is rated BLOS E-F. [Source: State Bicycle Route System. 2016 Update. TDOT Long Range Planning Division. Multimodal Transportation Resources Division].

Public Transportation

Public transportation includes public transit- fixed-route and demand response services, volunteer transportation, and private providers. The Delta Human Resource Agency is the primary transit agency in the West Tennessee RPO. Fixed-route service is currently not available. Demand-response transit is provided throughout the region with a minimum of 72 hour notice prior to the trip. Reservations for out-of-county trips need to be made five days before the appointment date. This service is available for daily household errands, medical appointments, as well as travel to employment and GED sites.

Total ridership for the Delta Human Resource Agency slightly decreased by -3.76 percent from fiscal year 2016-2017 to 2017-2018. The agency reported an increase during fiscal years 2014-2015 into 2016-2017. New clients are on the horizon for the agency with hopes of increasing ridership. There has also been an expressed need for transportation options after 6pm.

Delta HRA 2016-2018 Total Ridership

Fiscal Year	Total Ridership
2016 - 2017	66,293
2017 - 2018	63,794

Delta HRA 2016-2018 Ridership Per County

County	Total Trips 2016 - 2017	Total Trips 2017 - 2018	% Change
Fayette	16,275	14,392	-11.5%
Lauderdale	25,846	20,989	-18.7%
Tipton	24,172	28,413	-17.5%

Table 3.11

West Tennessee 2016 Bicycle Level of Service

State Routes Most Suitable for Bicycle Travel

- State Route 14 in Tipton County (BLOS A)
- State Route 19 in Lauderdale County (BLOS A)
- State Route 15 in Fayette County (BLOS A)
- State Route 179 in Tipton County (BLOS A)
- State Route 3 in the counties of Lauderdale and Tipton (BLOS A)

State Routes Least Suitable for Bicycle Travel

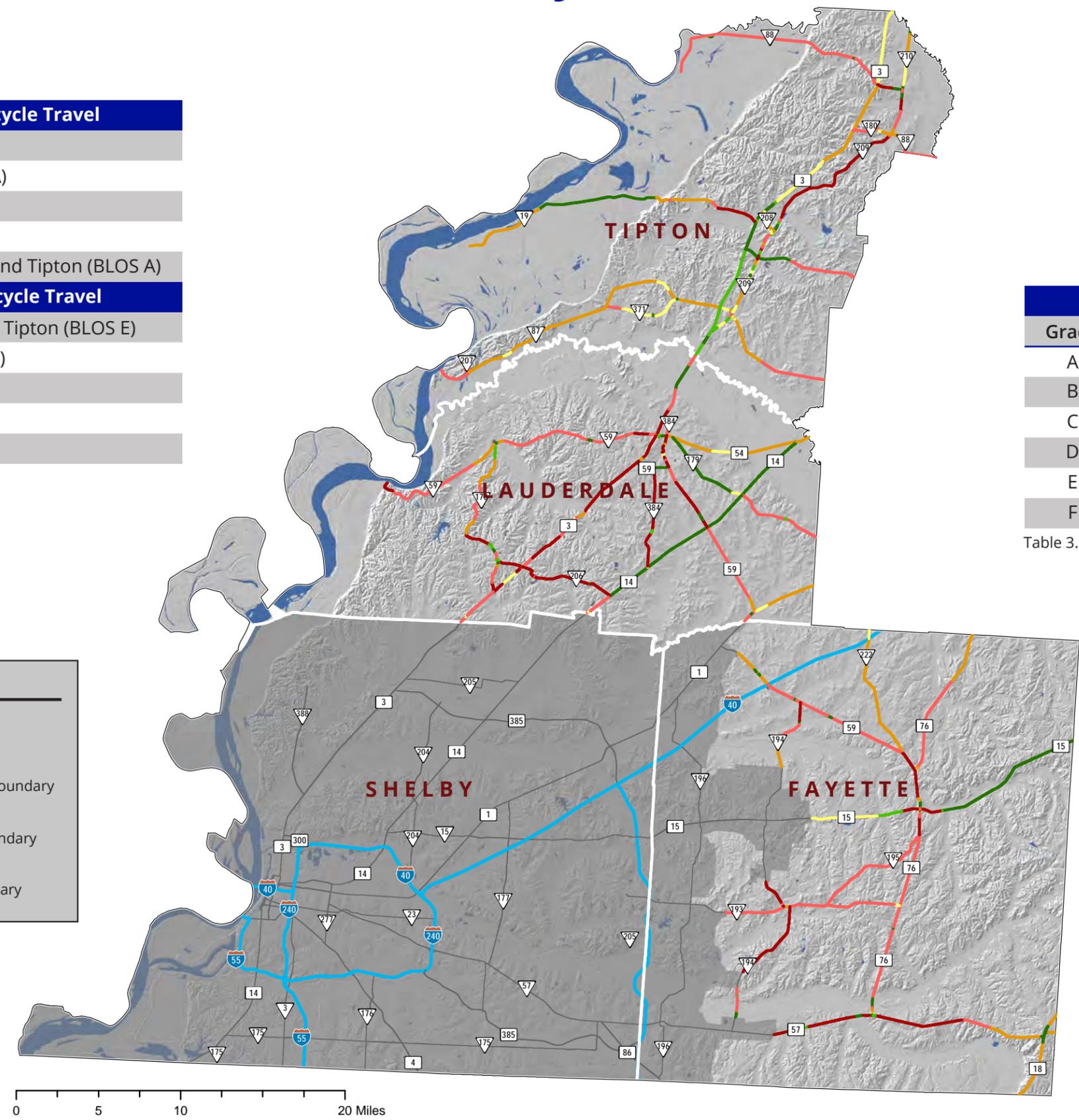
- State Route 59 in the counties of Fayette and Tipton (BLOS E)
- State Route 88 in Lauderdale County (BLOS E)
- State Route 76 in Fayette County (BLOS E)
- State Route 3 in Tipton County (BLOS F)
- State Route 57 in Fayette County (BLOS F)

Table 3.12

Legend

	Interstate		Waterways
	Grade A		Municipal Boundary
	Grade B		County Boundary
	Grade C		MPO Boundary
	Grade D		
	Grade E		
	Grade F		

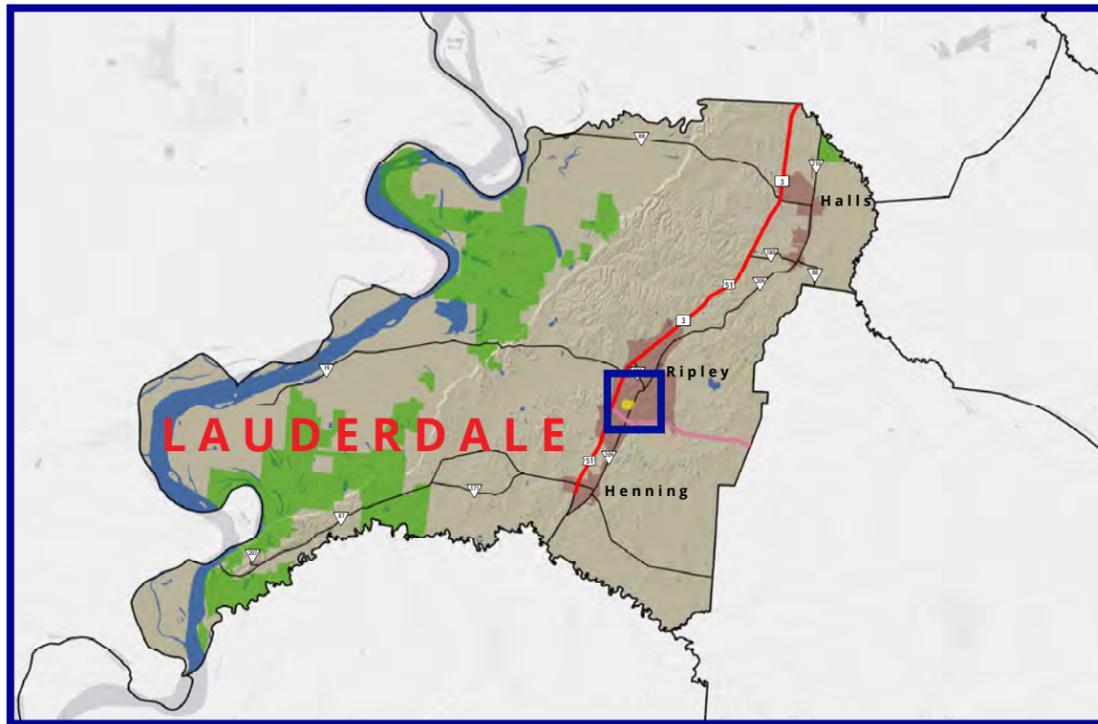
Map 3.14



Bike Level of Service		
Grade	Mileage	Percentage
A	56.63 mi	15.00%
B	14.10 mi	3.74%
C	29.91 mi	7.92%
D	80.94 mi	21.44%
E	123.54 mi	32.72%
F	72.42 mi	19.18%

Table 3.13

West Tennessee Greenways



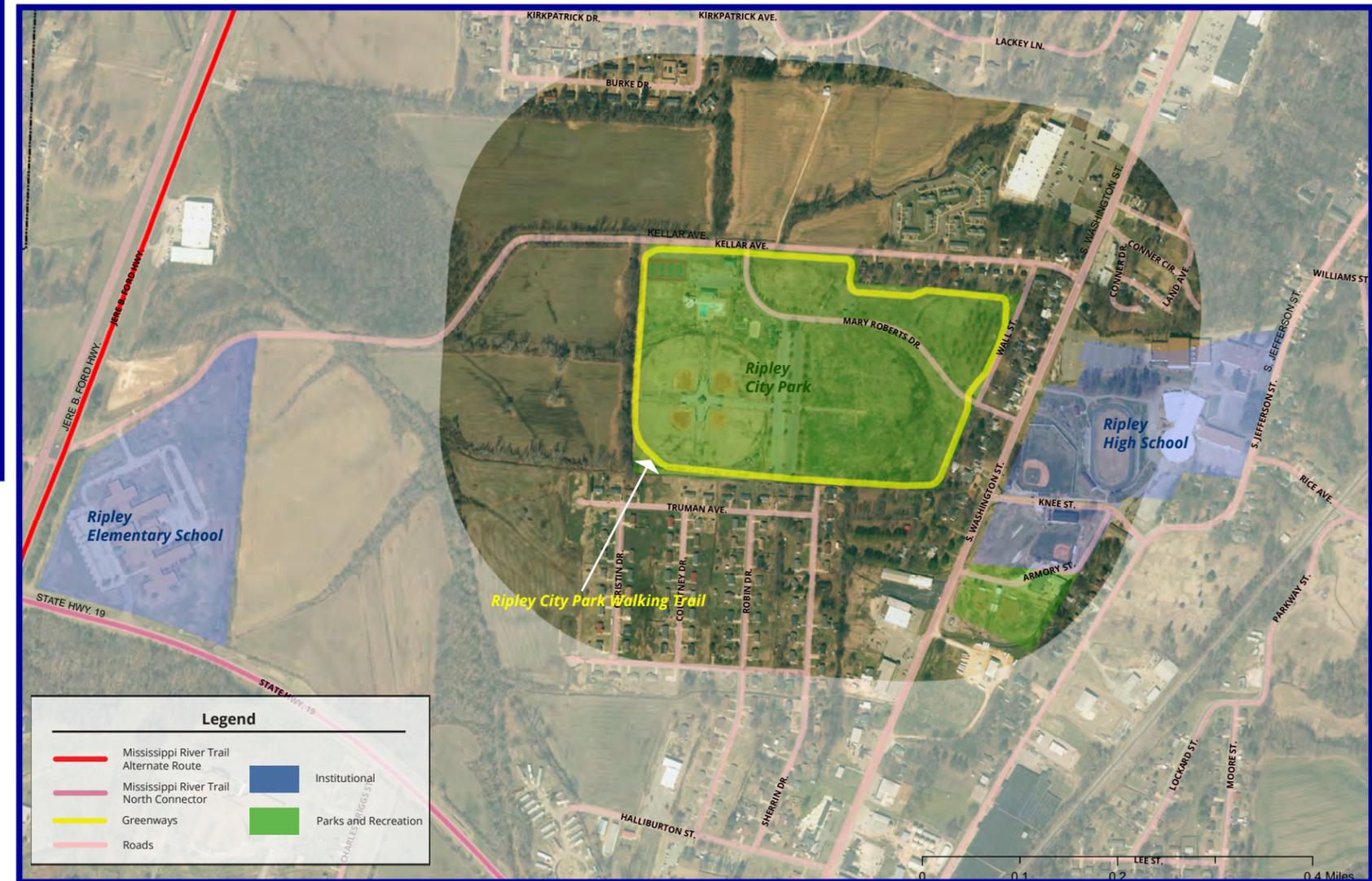
Map 3.15

The West Tennessee RPO has a total of approximately 7 miles of greenways throughout the region. These greenways are located in Lauderdale and Tipton 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 West Tennessee 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 6 greenways in the West Tennessee RPO:

- Ripley City Park Walking Trail;
- Atoka Walker Park Trail and Pond Park Trail at Pioneer Park;
- Cobb-Parr Park Walking Trail and Covington City Park Trail at Frazier Park;
- Munford City Park Trail at the Munford City Park

Map 3.16



Greenways		
Greenway	Miles	Location
Atoka Greenway Trail Proposed	0.8	Atoka
Atoka Walker Park Trail	0.7	Atoka
Pond Park Trail	0.3	Atoka
Cobb-Parr Park Walking Trail	0.7	Covington
Covington City Park Trail	0.4	Covington
Munford City Park	0.2	Munford
Ripley City Park Walking Trail	1.1	Ripley

Table 3.14

Ripley Parks

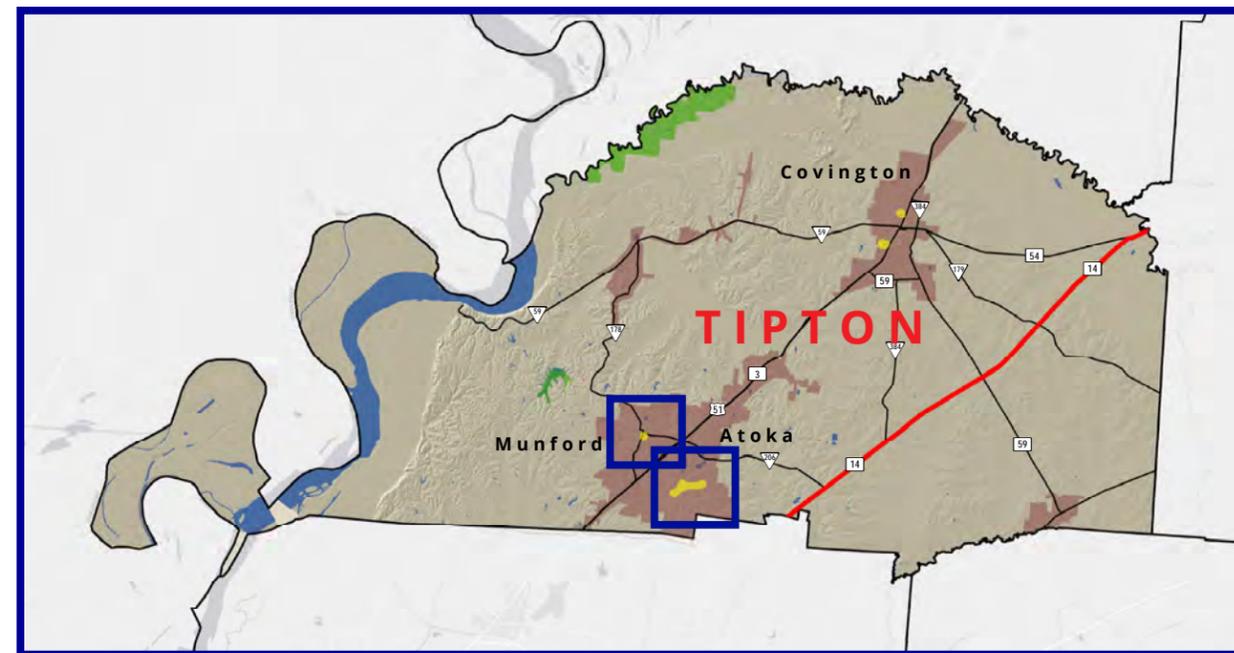
The Ripley City Park Trail is located in the Ripley City Park that sits on 50 acres. The park is centrally located in Ripley and provides citizens with multiple options for physical activity. The greenway trail is 1.10 miles and can be used for walking or jogging.



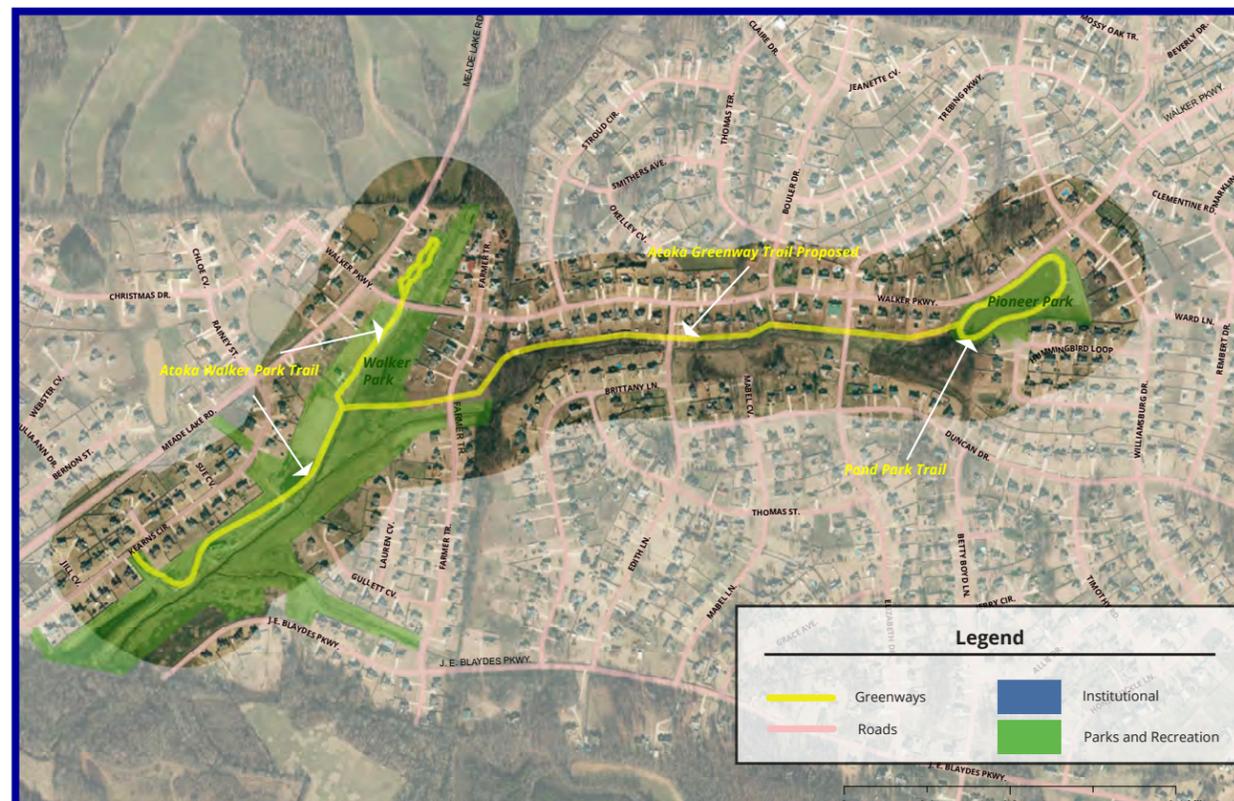
Map 3.17

Atoka Parks

Walker Park is the largest park in Atoka and offers its citizens multiple recreational options. The park had a long-range plan developed in 2012 that includes growth and improvements. The existing Walker Park Trail is 1.15 miles. Another park in Atoka is Pioneer Park located in a predominately residential area. The park is comprised of 6.5 acres and is accessible to pedestrians and cyclists. Pioneer Park has a .33 mile trail that circles a pond. Future planning efforts by the City of Atoka will create a connection between Walker Park and Pioneer Park by way of a paved .83 mile trail. Once the project is completed, the greenway trail will be a total of 2.25 miles. Connectivity of the two parks will occur at Elizabeth Drive by the Walker Parkway Fire Station.



Map 3.18



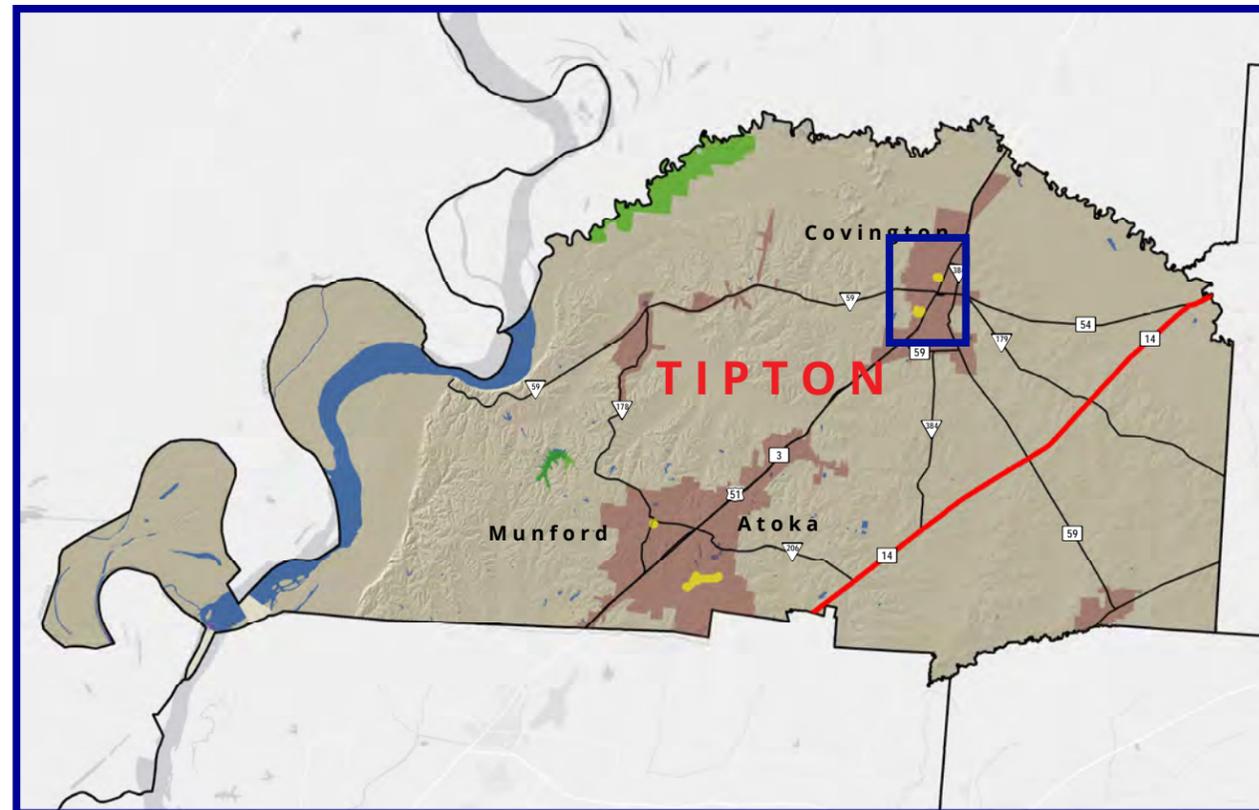
Map 3.19

Covington Parks

The Cobb Parr Memorial Park was developed in 1954. The park is home to local sports leagues and other organized recreational activities. The park includes a playground, picnic area, and a 1.5 mile greenway trail. Frazier Park, also located in Covington, is home to the West Tennessee Head start Program, Children and Family Services, the Boys and Girls Club, and the Frazier Alumni Association. Various recreational programs are available to the community at the park. There is also a .5 mile greenway trail available to all users.

Munford Park

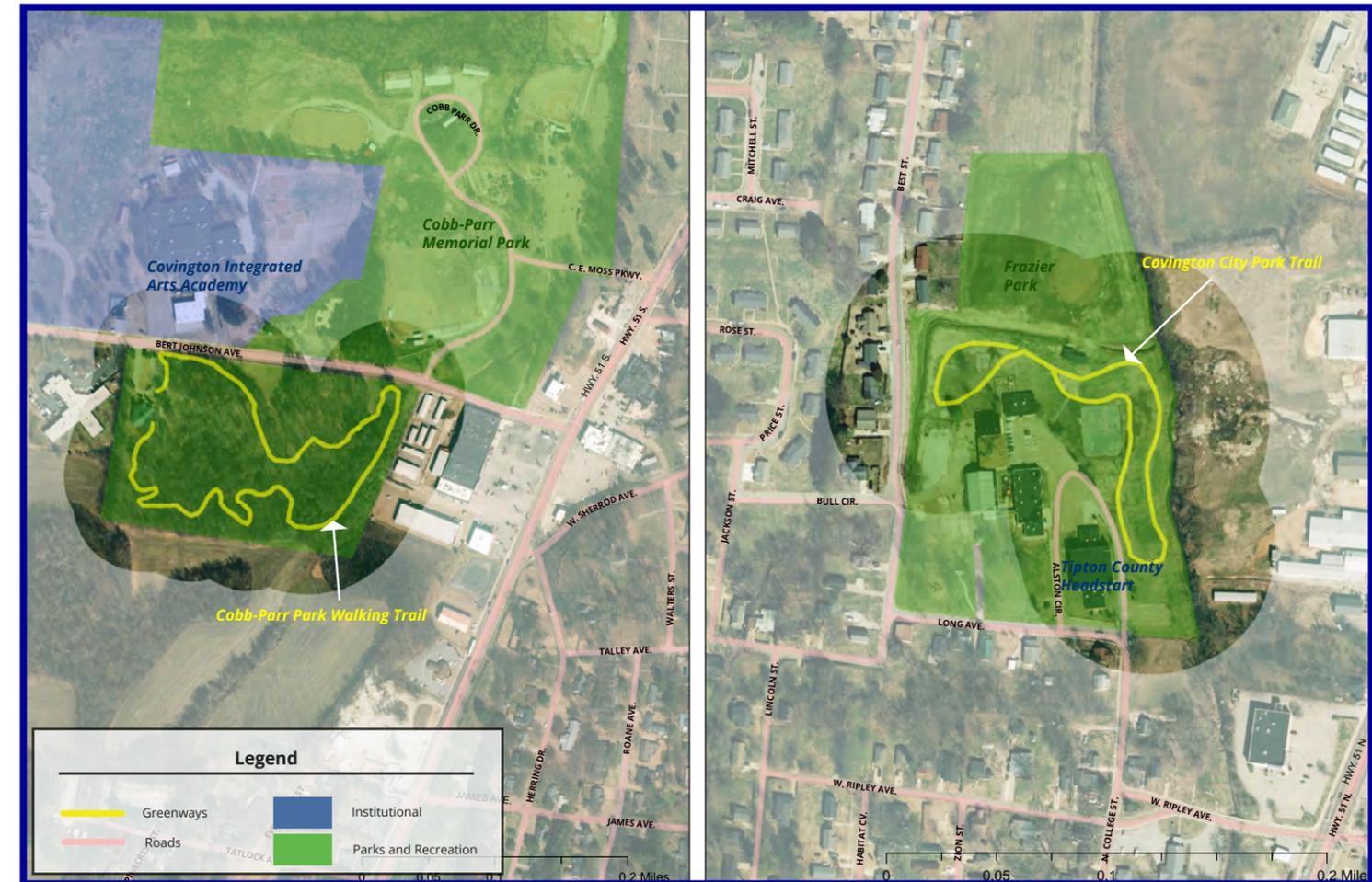
The Munford City Park includes a playground, open space, and a .25 mile greenway trail.



Map 3.20

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

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



Map 3.21

Fayette County

Currently, there are no greenways in Fayette County; however, the town of Somerville would like to repurpose a 7 mile railroad line running through town. In addition, there is a walking trail at the UT Martin Center located at 214 Lakeview Rd.; however, it is in need of additional funding for more equipment and the expansion of the existing walking trail. The park has not been officially named and due to availability of funding, there are no official plans for the park.

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 three input meetings held at various locations within each county located in the West Tennessee RPO. The feedback and input from the meetings served as a helpful tool in the development of the plan. The purpose of these meetings was to engage with stakeholders outside of the formal RPO bi-annual meetings. In addition to gaining insight from other community members who may not currently be involved in the RPO process, we wanted to expand the opportunity to others within their respective counties to provide input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersection, or maintenance issues 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.

REGIONAL GOALS

The West Tennessee 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 West Tennessee 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 West Tennessee RPO population will steadily grow while 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 minority, low-income and persons with disabilities. Overall, due to a steady pace of growth in the region's population, industries such as manufacturing have generated employment and freight destinations. Existing land use is largely agriculture followed by residential and



West Tennessee

Public Input Meetings		
Date and Time	County	Location
Monday, October 16, 2017	Fayette County	13085 N Main St., Somerville TN 38068
Thursday, October 19, 2017	Lauderdale County	123 S Jefferson St., Ripley TN 38063
Monday, October 23, 2017	Tipton County	106 W Liberty Ave, Covington

Table 6.1

public lands, which are currently compatible with the region's transportation network. With compatible networks and steady growth the area is experiencing steady increases in traffic volumes within the last decade, with the exception of Lauderdale County.

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 volume capacity ratio. The region had little to no volume/capacity issues in 2010, however Fayette and Lauderdale counties are forecasted to have slight capacity concerns in 2040 in isolated areas. In addition, freight traffic was analyzed and overall truck traffic is high, but total traffic is only increasing in Fayette and Tipton counties. Commuting patterns in the region show residents mainly commute to Shelby County outside of the RPO and within the RPO Tipton County followed by Fayette. Safety projects in the region are ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements.

In conclusion, the West Tennessee 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 ordinance
- » Identify and contact local freight businesses



Goal 3: GRANTS AND OTHER FUNDING MECHANISMS

Objectives & Strategies

Objective 3: Provide proactive assistance prior to grants being awarded, during the initial grant funding phase and after completion of project, to identify additional needs that correlate with existing project

- » Coordinate with other TDOT divisions and other state agencies for grant or funding opportunities as it relates to transportation
- » Assist in developing compelling applications for grants and additional funding
- » Identify community needs for more competitive and needs-based grants
- » Assist with appropriate grant management and/or consulting partnerships
- » Assist with communication and knowledge sharing of upcoming funding opportunities
- » Identify local partnership opportunities



Goal 2: PROVIDING SUPPORT FOR CURRENT AND FUTURE MAINTENANCE NEEDS

Objectives & Strategies

Objective 2: Provide municipalities the appropriate contacts within TDOT for maintenance assistance

- » Identify when interagency and city maintenance agreements could be used
- » Sharing standard operating maintenance procedures and policies with members of the RPO
- » Assisting communities with identifying maintenance needs and working with the Office of Community Transportation to have concerns addressed



Goal 4: PROVIDE MULTIMODAL ACCESS

Objectives & Strategies

Objective 4: 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
- » Retrofitting infrastructure or upgrading 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

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 West Tennessee 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 West Tennessee RPO in the future.

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

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

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

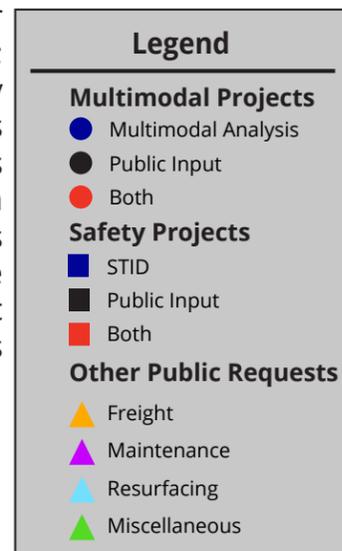


Figure 5.1

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*



Figure 5.2

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*



Future Guidance

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

The CTPR would be completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, a “Needs Assessment” would be conducted by STID. If the project is deemed necessary, then the project may be designated a “New Start” during the PE phase, once funding is available. The project could also be deemed not necessary; 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 Divisions. 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.



Fayette County

Fayette County Recommendations

Multimodal Projects

- 1 SR 51
- 2 Fayette St.
- 3 State Hwy. 57

Safety Projects

- 1 Old Jackson Rd. from LM 0.317 to LM 3.00 LRSI
- 2 Thorpe Dr. from LM 3.00 to LM 5.00 LRSI
- 3 Bobbitt Rd. from LM 0.00 to LM 5.00 LRSI
- 4 Canadaville Loop from LM 0.923 to LM 4.791 LRSI
- ? Public requested safety projects forthcoming

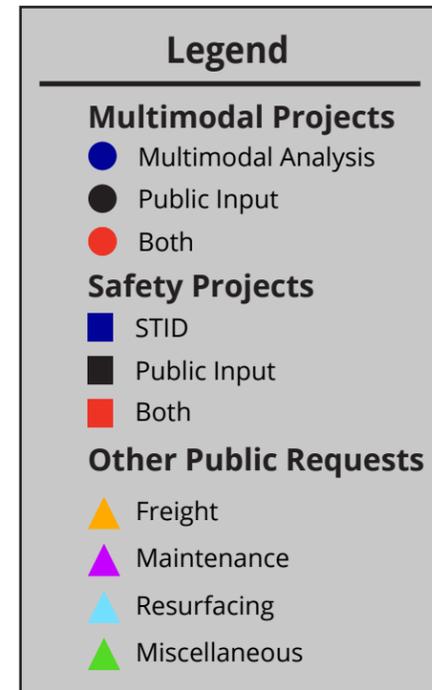
Other Public Requests

Freight

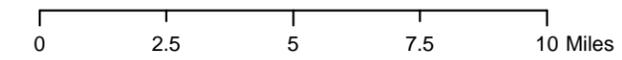
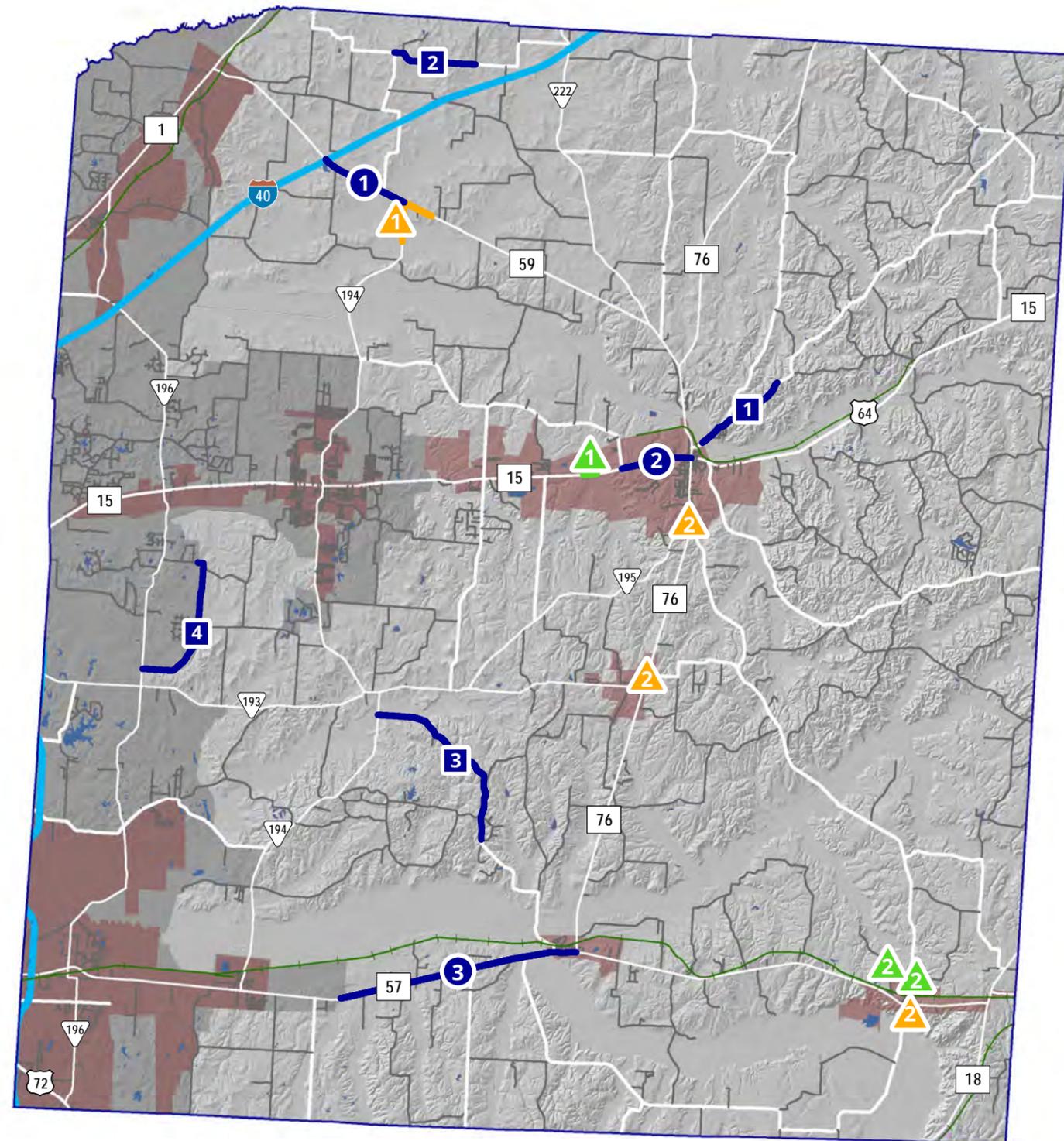
- 1 At the intersection of SR-59 south and SR-194 , a right turn for tractor trailer trucks is difficult
- 2 SR-57 and La Grange Rd. freight trucks are unable to clear the bridge

Miscellaneous

- 1 SR-15 Eddie Niles Bridge deemed structurally sufficient. TDOT Operations reviewing potential mitigation.
- 2 R/R Crossing lacking arms at Pine St.
- 3 R/R Crossing lacking arms at Ewell Rd.



Map 5.1



* LM = Log Mile



Lauderdale County Recommendations

Multimodal Projects

- ① N. Main St.
- ② S. Washington St.
- ③ SR-3 lack of pedestrian connectivity to the Lauderdale County Justice Center Safety
 - » Near the Justice Center, there are many pedestrians walking to court, etc.

Miscellaneous

- ▲ SR-19 is currently two lanes, would like 4 lanes
 - » SR-19 farm equipment mixed with regular traffic

Safety Projects

- ① Edith-Nankipoo Rd. from LM 5.44 to LM 11.69 LRSI
- ② Dry Hill Rd. W from LM 0.00 to LM 3.00 LRSI
- ③ Williams Switch Rd. from LM 0.00 to LM 2.65 LRSI
- ? Public requested safety projects forthcoming

Other Public Requests

Freight

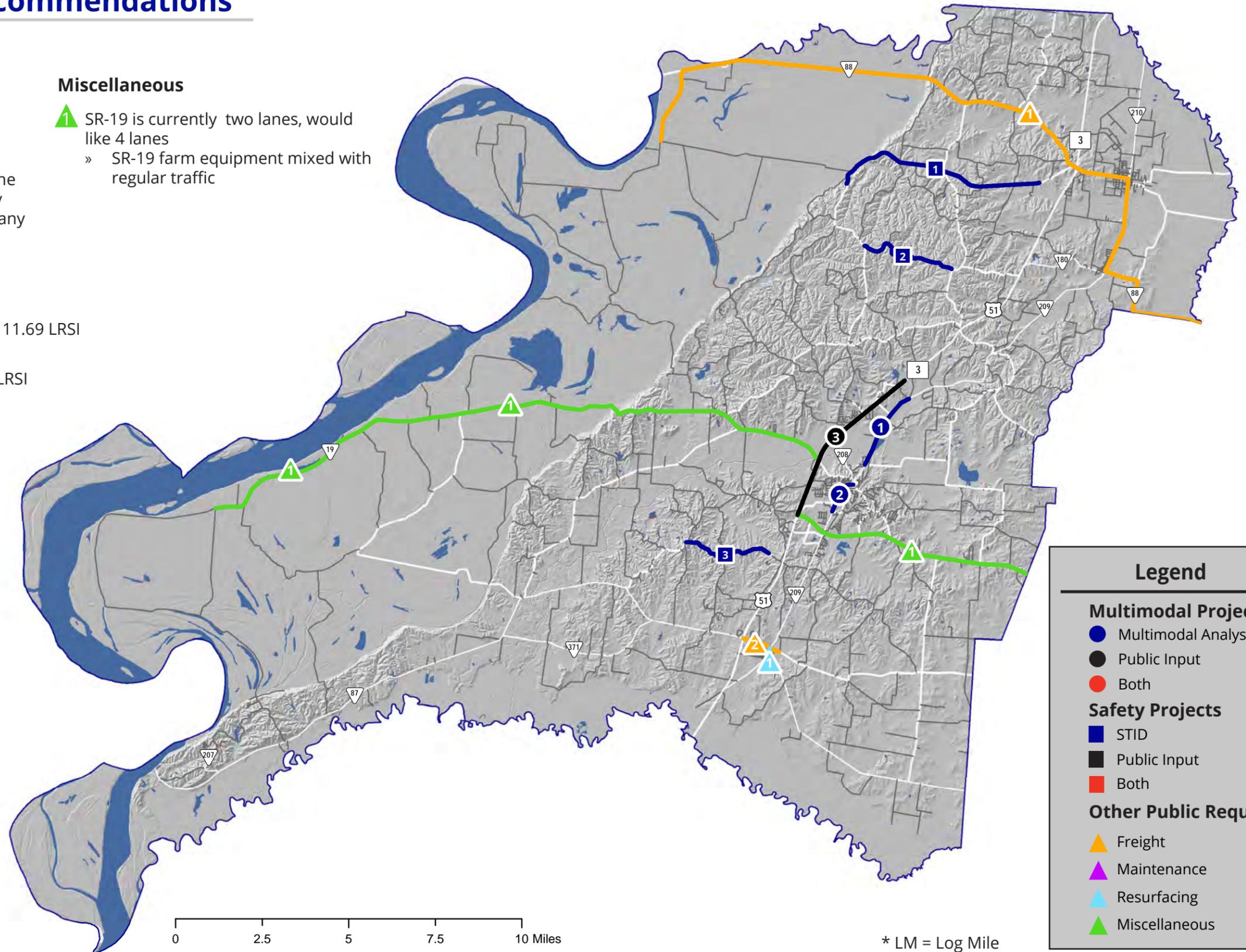
- ▲ SR-88 has high volumes of freight traffic
- ▲ SR-87 east trucks being routed under bridge with 8ft. clearance

Maintenance

- ▲ Grass maintenance along state routes throughout the county
 - » Not included in map

Resurfacing/Repaving

- ▲ Paving between SR-87 East and SR-209



Map 5.2

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

* LM = Log Mile

Tipton County Recommendations

Multimodal Projects

- 1 US 51
- 2 Sidewalks along SR-3 need mitigation
- 3 Bicycle lane from Dyersburg State to Tipton County Library

Safety Projects

- 1 Gainesville Rd. from LM 5.00 to LM 9.00 LRSI
- 2 Brammer Rd/Tabernacle Rd. from LM 0.00 to LM 3.60 LRSI
- 3 Solo Rd. from LM 0.00 to LM 2.30 LRSI
- ? Public requested safety projects forthcoming

Other Public Requests

- ### Miscellaneous
- 1 SR-54 four lane
 - 2 SR-14 four lanes from Mason to Raleigh
 - 3 SR-54 was identified as a potential location for the East/West corridor. Currently no major east - west routes exists.

* LM = Log Mile

Legend

Multimodal Projects

- Multimodal Analysis
- Public Input
- Both

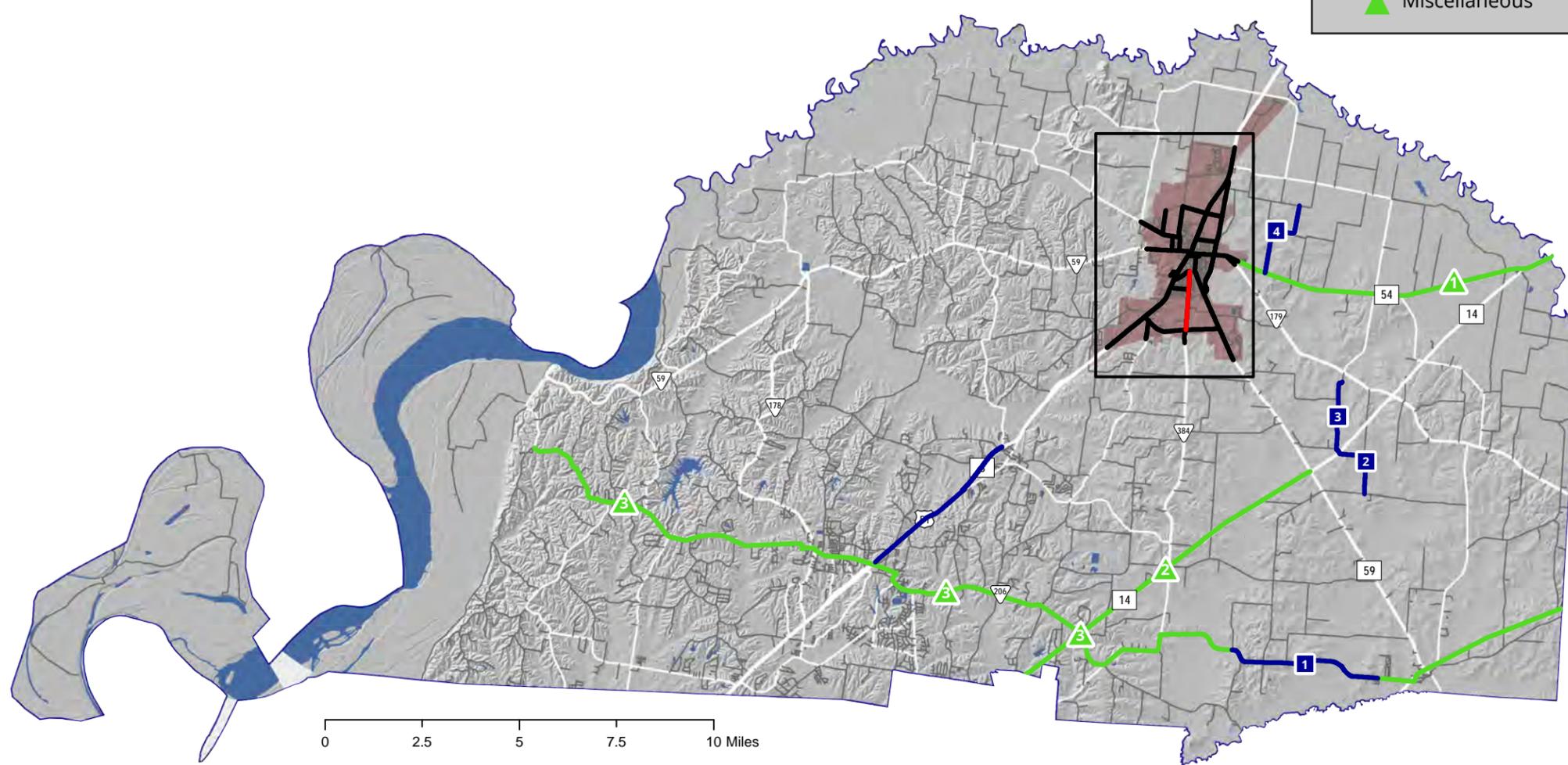
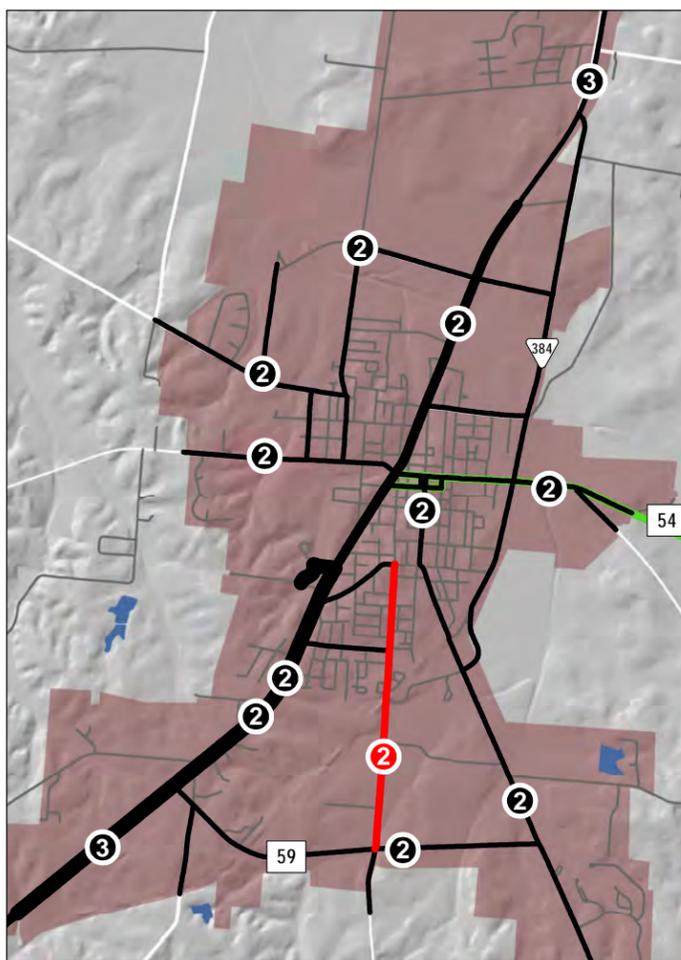
Safety Projects

- STID
- Public Input
- Both

Other Public Requests

- ▲ Freight
- ▲ Maintenance
- ▲ Resurfacing
- ▲ Miscellaneous

Map 5.3



6 REFERENCES & APPENDIX

PREVIOUS PLANS

Name: Analysis of Tipton County's Transportation System
 Author: The University of Tennessee – Center for Transportation Research
 Date: May 20, 2011
 Summary: A Resource for Major Thoroughfare Planning in Tipton County

Name: City and County Growth Plan
 Author: Fayette County Planning and Development Office
 Date: September 2009
 Summary: Plan defines planned growth and urban growth area

Name: Memphis MPO Regional Transportation Plan
 Author: Memphis MPO
 Date: January 28, 2016
 Summary: The Regional Transportation Plan is a multi-modal transportation plan for the region through the year 2040

FAYETTE COUNTY
Tennessee



Memphis MPO
METROPOLITAN PLANNING ORGANIZATION



Figure 4.13 Future Year (2040 E+C) Congestion, Memphis MPO Travel Demand Model

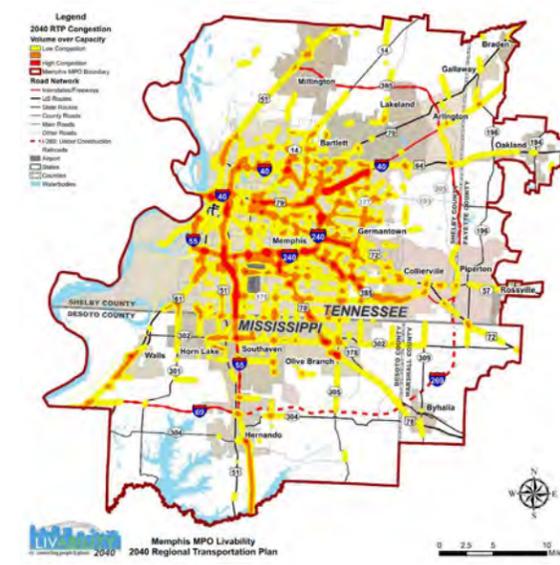


Figure 4.12 Functional Classification of Existing 2010 Network



City & County Growth Plan
Fayette County Tennessee

KEY

- County
- Planned Growth Area
- Urban Growth Area
- City Limit
- Parcel
- Road
- Interstate 40

Flood Zone

- 500 year
- 100 year A
- 100 year AE

1 inch = 200 feet
0 1 2 3 4 Miles

Alternative "B"

Alternative "A"

Fayette County Growth Plan
August 2003

Alternative "B"

Alternative "A"

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

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 West Tennessee region. This methodology will be described in detail in order to fully understand how the location of Activity Centers were determined in this region. This analysis included selecting various geospatial datasets as criteria, and performing multiple spatial analyst geoprocessing tools to generate outputs.

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

Figure 6.1

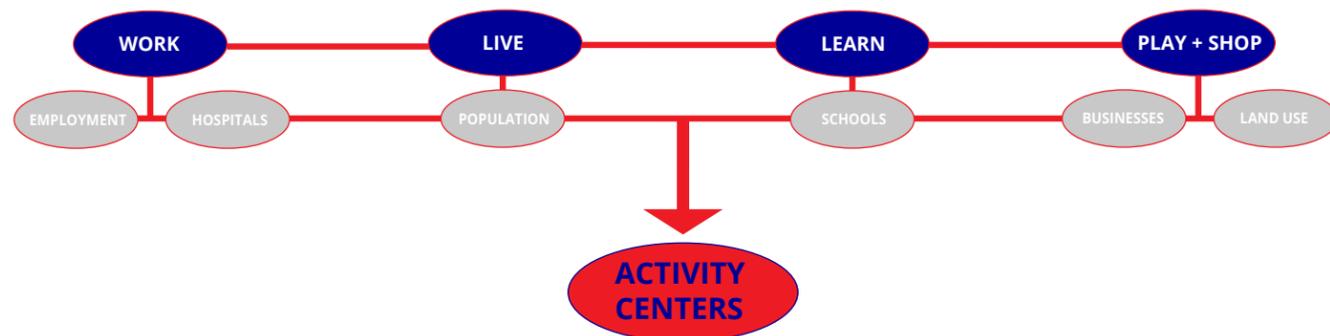


Table 6.2

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

Multimodal Suitability Index

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

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

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

Based on the outputs of the four analyses and how each roadway segment 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 6.3



Tipton County



West Tennessee

Traffic Stations in West Tennessee

Fayette 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
6	Sinai Dr./ Belmont Rd.	From SR-59 to Thorpe Dr.	466	522	362	359	-23.0	-31.2	-0.8
7	Thorpe Dr.	From Stanton Rd. (SR-222) to Belmont Rd.	408	536	458	431	5.6	-19.6	-5.9
9	Fayette Corners Dr.	From Miller Rd. to Ina Rd.	430	358	378	439	2.1	22.6	16.1
12	Ina Rd.	From Fayette St./US-64 (SR-15) to Mt. Moriah Dr.	539	607	743	725	34.5	19.4	-2.4
13	Fayette St. (SR-15)	From Ina Rd. to Laconia Rd.	4680	5851	5926	5547	18.5	-5.2	-6.4
16	SR-76	From SR-59 to Joyners Campground Rd.	1617	1762	1638	1587	-1.9	-9.9	-3.1
17	Yum Yum Rd.	From SR-59 to Hall Dr.	441	606	478	516	17.0	-14.9	7.9
18	Stanton Rd. (SR-222)	From SR-59 to I 40	588	909	692	540	-8.2	-40.6	-22.0
19	SR-59	From Stanton Rd. (SR-222) to Oakland Rd. (SR-194)	1830	1696	1989	1877	2.6	10.7	-5.6
20	Oakland Rd. (SR-194)	From SR-59 to Feathers Chapel Dr.	675	775	1002	1057	56.6	36.4	5.5
23	Feathers Chapel Dr.	From Oakland Rd. (SR-194) to Warren Rd./Old Solomon Mill Rd.	625	677	656	660	5.6	-2.5	0.6
24	Feathers Chapel Dr.	From Warr`en Rd./ Old Solomon Mill Rd. to Fayette St/US-64 (SR-15)	992	1072	881	960	-3.2	-10.4	9.0
25	N Main St. (SR-76)	From Fayette St./US-64 (SR-15) to SR-59	5995	5333	5704	4630	-22.8	-13.2	-18.8
26	Old Jackson Rd.	From N Main St. (SR-76) to Old Brownsville Rd.	1768	1703	1624	1520	-14.0	-10.7	-6.4
27	Fayette St./ US-64 (SR-15)	From N Main St. (SR-76) to Country Club Rd.	10000	11158	10466	9720	-2.8	-12.9	-7.1
28	Fayette St./ US-64 (SR-15)	From N Main St. (SR-76) to Feathers Chapel Dr.	10488	13140	12657	11634	10.9	-11.5	-8.1
29	Warren Rd.	From Fayette St./US 64 (SR-15) to Feathers Chapel Rd.	851	1105	948	993	16.7	-10.1	4.7
40	Oakland Rd. (SR-194)	From Macon Rd. (SR-193) to Clay Pond Dr.	1071	1242	1779	2693	151.4	116.8	51.4
41	Rossville Rd. (SR-194)	From Macon Rd. (SR-193) to Raleigh-La Grange Rd. E	1422	1995	2198	1854	30.4	-7.1	-15.7
42	Macon Rd. (SR-193)	From Oakland Rd. (SR-194) to Rhea Rd. (SR-195)	2077	2116	2271	1930	-7.1	-8.8	-15.0
43	Jerigan Dr.	From Fayette St./US-64 (SR-15) to Holden Dr.	2040	2480	2092	2192	7.5	-11.6	4.8
44	S Main St. (SR-76)	From Fayette St./US-64 (SR-15) to Rhea Rd. (SR-195)	9096	8321	8174	6471	-28.9	-22.2	-20.8
45	Rhea Rd. (SR-195)	From S Main St./SR-76 to Teague Store Rd.	1950	2049	1959	1402	-28.1	-31.6	-28.4
46	La Grange Rd.	From S Main St./SR-76 to Ebenizer Loop	1460	1329	1423	1298	-11.1	-2.3	-8.8
47	Macon Rd. (SR-193)	From SR-76 to Rhea Rd. (SR-195)	929	975	913	879	-5.4	-9.8	-3.7
49	Buford Ellington Rd./ Rube Scott Dr.	From Gatlin Dr. to La Grange Rd.	250	283	263	205	-18.0	-27.6	-22.1
50	SR-18 (SR-18)	From SR-57 to Fayette/Hardeman County line	1617	1870	1984	1594	-1.4	-14.8	-19.7
51	SR-57 (SR-57)	From SR-18 to Fayette/Hardeman County line	3017	2451	2473	2210	-26.7	-9.8	-10.6
52	SR-18 (SR-18)	From 3rd St (SR-57) to Tennessee/Mississippi State Line	1163	1974	1939	1538	32.2	-22.1	-20.7
53	3rd St. (SR-57)	From SR-18 to Main St./La Grange Rd,	3378	2298	2173	1973	-41.6	-14.1	-9.2
54	La Grange Rd.	From 3rd St. (SR-57) to Ebenizer Loop	549	663	563	452	-17.7	-31.8	-19.7
55	Main St./Yager Dr.	From 3rd St. (SR-57) to Franklin Rd.	165	196	164	89	-46.1	-54.6	-45.7
56	SR-57 (SR-57)	From SR-76 to Cowan Loop	5292	4653	4798	3960	-25.2	-14.9	-17.5
57	SR-76 (SR-76)	From SR-57 to Macon Rd. (SR-193)	2694	3009	2903	2262			
58	Memphis St./ Watermill St./ McKinstry Rd./ Bobbit Rd.	From SR-57 to Rossville Rd. (SR-194)	649	603	579	595			
59	Yager Dr.	From SR-57 to Franklin Rd.	445	486	553	499			
61	Slayden Rd.	From SR-57 to Oak Grove Dr.	730	817	1150	1204			

Traffic Stations in West Tennessee

Fayette 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
62	Slayden Rd.	From Oak Grove Dr. to Tennessee/Mississippi State Line	621	626	855	871			
63	Mt. Pleasant Rd.	From SR-57 to Tennessee/Mississippi State Line	243	309	455	215			
66	Main St./Rossville Rd. (SR-194)	From SR-57 to Raleigh-La Grange Rd. E	2353	2755					
74	I-40 (I-40)	From SR-59 to Stanton Rd. (SR-222)	25000	36234					
77	Hall Dr.	From Yum Yum Rd. to Stanton Rd. (SR-222)	120	118	126	95	-20.8	-19.5	-24.6
79	Teague Store Rd.	From Fayette St. US-64 (SR-15) to Rhea Rd. (SR-195)	431	781	849	1021	136.9	30.7	20.3
82	SR-76	From Rhea Rd. (SR-195) to Macon Rd. (SR-193)	3100	3576	3305	2290	-26.1	-36.0	-30.7
83	Rhea Rd. (SR-195)	From Macon Rd. (SR-193) to Teague Store Rd.	1084	1070	1049	873	-19.5	-18.4	-16.8
86	Jerigan Dr.	From Sard `is Dr. to Fayette/Hardeman County Line	725	844	856	718	-1.0	-14.9	-16.1
87	Old Brownsville Rd.	From Old Jackson Rd. to Joyners Campground Rd.	363	400	308	395	8.8	-1.3	28.2
89	Macon Rd. (SR-193)	From Oakland Rd. (SR-194) to Yancy Rd.	1080	1251	1496	1584	46.7	26.6	5.9
91	SR-76	From Joyners Campground Rd. To Fayette/Haywood County line	1360	1464	1333	1139	-16.3	-22.2	-14.6
92	Joyners Campground Rd.	From Old Brownsville Rd. to Yum Yum Rd.	149	124	56	87	-41.6	-29.8	55.4
95	Mt Moriah Dr./ Old Jackson Rd.	From Ina Rd. to Laconia Rd.	187	211	185	207	10.7	-1.9	11.9
97	SR-57	From La Grange Rd./Yager Dr. to Cowan Loop	2995	2090	2093	1490	-50.3	-28.7	-28.8
99	Jerigan Dr.	From Sardis Dr. to Holden Dr.	1100	1269	1171	1119	1.7	-11.8	-4.4
100	Fayette St./ US-64 (SR-15)	From Country Club Ln. to Laconia Rd.	5762	7068	8401	5720	-0.7	-19.1	-31.9
101	Old Jackson Rd.	From Old Brownsville Rd. to Laconia Rd.	669	615	595	688	2.8	11.9	15.6
102	Thorpe Dr.	From Belmont Rd. to Fayette/Tipton County Line	292	293	284	262	-10.3	-10.6	-7.7
104	Old Jackson Rd.	From Fayette Corners Dr. to Mt Moriah Dr.	139	165	104	95	-31.7	-42.4	-8.7
105	SR-59	From SR-79 to Stanton Rd. (SR-222)	3688	3813	3701	3551	-3.7	-6.9	-4.1
106	Franklin Rd.	From Yager Dr. to Tennessee/Mississippi State Line	224	265	285	279	24.6	5.3	-2.1
107	SR-18	From 3rd St (SR-57) to SR-57	0	3664	3717	3157	N/A	-13.8	-15.1
108	Ebenizer Loop/Evergreen Dr.	From SR-76 (SR-76) to La Grange Rd.	0	369	434	367	N/A	-0.5	-15.4
109	Warrer Rd .	From Fayette St. US-64 (SR-15) to Macon Rd. (SR-193)	0	742	626	558	N/A	-24.8	-10.9
110	SR-59	From I-40 to Oakland Rd.	0	3137	3137	2304	N/A	-26.6	-26.6

Lauderdale 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	Hwy. 88 (SR-88) / Hales Point-Barr Rd. (SR-88)	From Cook Rd. to Dee Webb Rd.	350	373	713	520	48.6	39.4	-27.1
3	Double Bridges-Unionville Rd.	From Hwy. 88 (SR-88) to Lauderdale/Dyer County Line	242	242	269	222	-8.3	-8.3	-17.5
5	N. Church St. (SR-210) / Old 51 Hwy. (SR-210)	From W. Tigrett St. (SR-88) to Poplar Grove Rd.	2842	2287	2267	2149	-24.4	-6.0	-5.2
6	Hall St. / Twin Rivers Rd. / E. Tigrett St.	From E. Main St. to Gumflat Rd.	864	662	598	874	1.2	32.0	46.2
7	Espy Park Rd. / Lawrence Rd. / E. Main St.	From S. Church St. (SR-88) to Lauderdale/Crockett County Line	460	734	772	674	46.5	-8.2	-12.7
8	Hwy. 88 (SR-88) / W. Tigrett St. (SR-88) / S. Church St. (SR-88)	From Jere B. Ford Hwy. (SR-3) to E. Main St.	4500	4659	4613	4459	-0.9	-4.3	-3.3
9	Edith-Nankipoo Rd.	From Curve-Nankipoo Rd. to Hwy. 88 (SR-88)	1043	1215	1063	1023	-1.9	-15.8	-3.8
10	Edith-Nankipoo Rd.	From Curve-Nankipoo Rd. to Jeff Webb Rd.	430	397	330	458	6.5	15.4	38.8
12	Curve-Nankipoo Rd. / Cook Rd.	From Dry Hill Rd. E. to Hwy. 88 (SR-88)	451	451	515	531	17.7	17.7	3.1
13	2nd St. (SR-88) / S. Church St. (SR-88)	From E. Main St. to E. Wardlow St. (SR-88)	4800	4271	3302	3463	-27.9	-18.9	4.9
14	Hwy. 88 (SR-88) / Lawrence Rd. (SR-88)	From Concord Rd. to Lawrence Rd. (SR-88)(Log Mile 21.05)	2320	2112	2098	1890	-18.5	-10.5	-9.9
15	N. Main St. (SR-209) / 2nd St. (SR-209) / State Hwy. 209 (SR-209)	From Chipman Rd. to Huntington St. (SR-180)	2601	2517	2186	2115	-18.7	-16.0	-3.2
16	2nd St. (SR-180) / Huntington St. (SR-180) / Gates Rd. (SR-180)	From E. Wardlow St. (SR-88) to Jere B. Ford Hwy. (SR-3)	1065	1233	1249	952	-10.6	-22.8	-23.8
17	Edith-Nankipoo Rd.	From Jeff Webb Rd. to Arp-Central Rd.	1251	1343	1227	1140	-8.9	-15.1	-7.1
18	Arp-Central Rd. / Central-Curve Rd.	From chisholm Lake Rd. to Curve-Nankipoo Rd.	589	634	698	746	26.7	17.7	6.9
19	Curve Nankipoo Rd. / Curve Nankipoo Spur Rd.	From State Hwy. 209 (SR-209) to Jere B. Ford Hwy. (SR-3)	678	740	713	782	15.3	5.7	9.7
20	Ford Store Rd.	From State Hwy. 209 (SR-209) to Lauderdale/Haywood County Line	680	702	660	566	-16.8	-19.4	-14.2
22	Cleveland St. (SR-208)	From W. Webb Ave. to Jere B. Ford Hwy. (SR-3)	3667	3802	4129	5314	44.9	39.8	28.7
23	Arp-Central Rd.	From State Hwy. 19 (SR-19) to Chisholm Lake Rd.	750	814	520	603	-19.6	-25.9	16.0
25	State Hwy. 19 (SR-19)	From Craig Rd. to Lightfoot Lockett Rd.	1427	1343	1030	944	-33.8	-29.7	-8.3
26	Lightfoot Lockett Rd.	From State Hwy. 19 (SR-19) to Craig Rd.	1127	1172	1081	1010	-10.4	-13.8	-6.6
28	State Hwy. 19 (SR-19)	From Four Mile Ln. to Craig Rd.	403	427	299	230	-42.9	-46.1	-23.1
30	SR-87	From Old Fulton Rd. (SR-207) to SR-371	631	553	547	384	-39.1	-30.6	-29.8
31	Sunk Lake Rd.	From SR-87 to State Hwy. 19 (SR-19)	149	162	90	124	-16.8	-23.5	37.8
32	Lightfoot Lockett Rd.	From SR-87 to Craig Rd.	608	671	463	327	-46.2	-51.3	-29.4
34	SR-87	From SR-371 (West) to SR-371 (East)	907	992	1042	770	-15.1	-22.4	-26.1
35	SR-371	From SR-87 (West) to SR-87 (East)	890	1060	946	890	0.0	-16.0	-5.9
37	Asbury Glimp Rd.	From SR-87 to Williams Switch Rd.	470	523	639	609	29.6	16.4	-4.7
38	Williams Switch Rd.	From Asbury Glimp Rd. to Jere B. Ford Hwy. (SR-3)	630	717	578	440	-30.2	-38.6	-23.9
40	State Hwy. 19 (SR-19) / Lake Dr. (SR-19)	From Lightfoot Lockett Rd. to Jere B. Ford Hwy. (SR-3)	3183	3294	2883	2883	-9.4	-12.5	0.0
42	Eastland Ave.	From Highland St. to State Hwy. 19 (SR-19)	2473	2660	2259	2199	-11.1	-17.3	-2.7
44	S. Washington St. (SR-209)	From Volz Rd. to Knee St.	9084	9746	6478	5985	-34.1	-38.6	-7.6
46	State Hwy. 19 (SR-19)	From Eastland Ave. to Lauderdale/Haywood County Line	2692	3284	3174	3193	18.6	-2.8	0.6
48	Tom Martin Rd.	From Queens Crossing Rd. to Lauderdale/Haywood County Line	194	150	108	87	-55.2	-42.0	-19.4
53	Henning-Orysa Rd. (SR-87)	From John Mooror Rd. to Lauderdale/Haywood County Line	357	289	319	286	-19.9	-1.0	-10.3

Traffic Stations in West Tennessee

Lauderdale 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
54	N. Main St. (SR-209) / State Hwy. 209 Chicken George Tr. (SR-209) / S. Washington St. (SR-209)	From Graves Ave. to Volz Rd.	3377	3426	2737	2208	-34.6	-35.6	-19.3
55	SR-87	From SR-371 (East) to Jere B. Ford Hwy. (SR-3)	1925	1972	2127	1996	3.7	1.2	-6.2
57	State Hwy. 209 (SR-209) / Main St. (SR-209)	From Jere B. Ford Hwy. (SR-3) to McFarlin Ave. (SR-87)	2100	1646	1716	1378	-34.4	-16.3	-19.7
58	McFarlin Ave. (SR-87) / Henning-Orysa Rd. (SR-87)	From Main St. (SR-209) to John Mooror Rd.	577	436	453	423	-26.7	-3.0	-6.6
59	Graves Ave. / Henning-Bethlehem rd. / Queens Crossing Rd.	From N. Main St. (SR-209) to Tom Martin Rd.	570	500	719	374	-34.4	-25.2	-48.0
66	Jere B. Ford Hwy. (SR-3)	From Hwy. 88 (SR-88) to Mill Creek Rd.	8766	10115	9796	8723	-0.5	-13.8	-11.0
67	Jere B. Ford Hwy. (SR-3)	From Curve-Nankipoo Rd. to Hwy. 88 (SR-88)	9247	11885	10937	10381	12.3	-12.7	-5.1
68	Jere B. Ford Hwy. (SR-3)	From Edith-Nankipoo Rd. to Curve Nankipoo Rd.	10883	12364	12045	10715	-1.5	-13.3	-11.0
71	Lake Dr.	From Jere B. Ford Hwy. (SR-3) to Cleveland St. (SR-208)	3451	3097	2989	2380	-31.0	-23.2	-20.4
72	Jackson St. / Jefferson St. / Washington St. / S. Main St. / Highland St.	From Monroe St. (SR-209) to Eastland Ave.	5827	4792	4358	3690	-36.7	-23.0	-15.3
74	Cleveland St. (SR-208)	From Monroe St. (SR-209) to W. Webb Ave.	8451	9034	9212	5146	-39.1	-43.0	-44.1
75	N. Main St. (SR-209)	From E. Webb Ave. to Chipman Rd.	5908	5561	4668	3800	-35.7	-31.7	-18.6
76	Hwy. 88 (SR-88)	From Hwy. 180 (SR-180) to Lauderdale/Crockett County Line	1860	1696	1685	1551	-16.6	-8.5	-8.0
77	Jere B. Ford Hwy. (SR-3)	From Lake Dr. to Cleveland St. (SR-208)	14574	18653	17719	19260	32.2	3.3	8.7
78	Jere B. Ford Hwy. (SR-3)	From Graves Ave. (SR-87) to State Hwy. 19 (SR-19)	11586	13828	12125	11385	-1.7	-17.7	-6.1
79	Jere B. Ford Hwy. (SR-3)	From State Hwy. 209 (SR-209) to Graves Ave. (SR-87)	11367	12577	11506	10365	-8.8	-17.6	-9.9
80	Graves Ave. (SR-87)	From Jere B. Ford Hwy. (SR-3) to N. Main St. (SR-209)	1647	1923	1551	1361	-17.4	-29.2	-12.3
81	Lawrence Rd.	From Hwy. 88 (SR-88) to Espy Park Rd.	368	496	488	455	23.6	-8.3	-6.8
83	Dry Hill Rd. W.	From Edith-Nankipoo Rd. to Curve Nankipoo Rd.	319	324	315	346	8.5	6.8	9.8
84	Durhamville Rd.	From State Hwy. 19 (SR-19) to Henning-Orysa Rd. (SR-87)	482	503	647	570	18.3	13.3	-11.9
85	Hwy. 88 (SR-88)	From Cook Rd. to Jere B. Ford Hwy. (SR-3)	892	1261	1370	1165	30.6	-7.6	-15.0
86	Dry Hill Rd. W. / Dry Hill Rd. E.	From Curve-Nankipoo Rd. to Jere B. Ford Hwy. (SR-3)	588	622	581	465	-20.9	-25.2	-20.0
87	Curve-Nankipoo Rd.	From Jere B. Ford Hwy. (SR-3) to Dry Hill Rd. W.	1036	1064	1152	1133	9.4	6.5	-1.6
88	Conner-Whitefield Rd.	From State Hwy. 19 (SR-19) to Ford Store Rd.	386	461	509	565	46.4	22.6	11.0
89	Old Fulton Rd. (SR-207) / Park Rd. (SR-207)	From SR-87 to Park Rd. (SR-207)(Log Mile 1.09)	102	138	114	115	12.7	-16.7	0.9
90	S. Washington St. (SR-209)	From Monroe St. (SR-209) to Knee St.	12795	9179	6663	5029	-60.7	-45.2	-24.5
91	James C. Moore Rd.	From Hwy. 88 (SR-88) to end of James C. Moore Rd.	60	10	8	17	-71.7	70.0	112.5
93	SR-87	From Old Fulton Rd. (SR-207) to Ray Rd.	97	92	104	87	-10.3	-5.4	-16.3
94	E. Webb Ave. / George Brown Rd.	From N. Main St. (SR-209) to Conner-Whitefield Rd.	886	813	574	650	-26.6	-20.0	13.2
100	S. Jefferson St. / Tucker Ave. / N. Jefferson St.	From Knee St. to Washington St.	3442	3108	2598	2477	-28.0	-20.3	-4.7
101	Knee St.	From S. Jefferson St. to S. Washington St. (SR-209)	2044	1522	1904	1897	-7.2	24.6	-0.4
107	Monroe St. (SR-209) / N. Main St. (SR-209)	From Washington St. to E. Webb Ave.	4748	4902	3323	3019	-36.4	-38.4	-9.1
108	State Hwy. 19 (SR-19)	From Jere B. Ford Hwy. (SR-3) to S. Jefferson St.	4300	6066	5802	6106	42.0	0.7	5.2
109	State Hwy. 19 (SR-19)	From S. jefferson St. to Eastland Ave.	2900	4089	4141	4524	56.0	10.6	

Lauderdale 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
110	Highland St.	From State Hwy. 19 (SR-19) to Eastland Ave.	869	946	1429	1200	38.1	26.8	-16.0
111	Kellar Ave.	From Jere B. Ford Hwy. (SR-3) to S. Washington St. (SR-209)	659	1097	1004	1035	57.1	-5.7	3.1
112	Great River Rd. (SR-181)	From Hwy. 88 (SR-88) to Lauderdale/Dyer County Line	121	308	375	299	147.1	-2.9	-20.3
113	Washington St.	From Jefferson St. to Monroe St. (SR-209)	0	4340	3877	3355	N/A	-22.7	-13.5
114	S. Main St. / Jackson St.	From Washington St. to Jefferson St.	0	6149	4518	2587	N/A	-57.9	-42.7
115	Cedar Grove Rd. / Cedar Grove Rd. Ext.	From Jere B. Ford Hwy. (SR-3)(South) to Jere B. Ford Hwy. (SR-3)(North)	0	243	235	187	N/A	-23.0	-20.4
116	Coffee Shop Rd.	From Jere B. Ford Hwy. (SR-3) to Coffee Shop Rd. (Log Mile 0.49)	0	558	791	759	N/A	36.0	-4.0
117	Charles Griggs St.	From State Hwy. 19 (SR-19) to Volz Rd.	0	1065	985	976	N/A	-8.4	-0.9
118	Main St. (SR-87)	From Graves Ave. to McFarlin Ave. (SR-87)	0	3190	3028	2563	N/A	-19.7	-15.4
120	Jere B. Ford Hwy. (SR-3)	From State Hwy. 19 (SR-19) to Lake Dr.	0	0	0	14504	N/A	N/A	N/A
121	Volz Rd.	From Jere B. Ford Hwy. (SR-3) to S. Washington St. (SR-209)	0	0	0	1000	N/A	N/A	N/A
122	Industrial Dr.	From Jere B. Ford Hwy. (SR-3) to N. Main St. (SR-209)	0	0	0	400	N/A	N/A	N/A

Tipton 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	Leighs Chapel Rd./Rialto Rd.	From Hwy. 51 N. (SR-3) to Antioch 51 Rd.	578	795	754	135	-76.6	-83.0	-82.1
2	Leighs Chapel Rd.	From Mt. Lebanon Rd. to Hwy. 51. N. (SR-3)	259	320	277	197	-23.9	-38.4	-28.9
4	Garland Dr.	From Hwy. 59 W. (SR-59) to Roughedge Rd.	916	1077	952	1015	10.8	-5.8	6.6
7	Hwy. 59 W. (SR-59)	From Gilt Edge Rd. (SR-178) to Gardland Dr.	1239	1410	1282	1121	-9.5	-20.5	-12.6
8	Gilt Edge Rd. (SR-178)	From McClerkin Rd. to Hwy. 59 N. (SR-59)	530	562	496	562	6.0	0.0	13.3
9	Hwy. 59 W. (SR-59)	From terminus near Richardson Landing Rd. to Gilt Edge Rd. (SR-178)	815	769	889	662	-18.8	-13.9	-25.5
10	Randolph Rd./Jamestown Rd.	From Hwy. 59 W. (SR-59) to Detroit Rd.	314	412	382	325	3.5	-21.1	-14.9
11	Richardson Landing Rd.	From Hwy. 59 W. (SR-59) to Quito-Drummonds Rd. and Drummonds Rd.	186	138	99	279	50.0	102.2	181.8
12	Glen Springs Rd.	From Hwy. 59 N. (SR-59) to Drummonds Rd.	693	784	910	845	21.9	7.8	-7.1
13	Drummonds Rd.	From Quito-Drummonds Rd. to Glen Springs Rd.	2325	2693	2590	2736	17.7	1.6	5.6
14	Quito-Drummonds Rd.	From Shelby/Tipton County Boundary to Richardson Landing Rd.	1103	1161	1041	928	-15.9	-20.1	-10.9
16	Simmons Rd./Quito Rd.	From Wilkinsville Rd. to Quito-Drummonds Rd.	848	1355	1065	915	7.9	-32.5	-14.1
17	Wilkinsville Rd./Drummonds Rd.	From Shelby/Tipton County Boundary to Glen Springs Rd.	3555	4577	4877	4543	27.8	-0.7	-6.8
18	Simmons Rd.	From US-Hwy. 51 S. (SR-3) to Wilkinsville Rd.	2517	3064	3486	2435	-3.3	-20.5	-30.1
19	Tipton Rd. (SR-178)	From US-Hwy. 51 S. (SR-3) to Ridgecrest Dr.	6066	6173	5903	4608	-24.0	-25.4	-21.9
20	Drummonds Rd./W. Main St.	From Wilkinsville Rd. to East Dr.	2679	2947	4007	3871	44.5	31.4	-3.4
21	S. Tipton St./Gilt Edge Rd./Munford-Gilt Edge Rd. (SR-178)	From Ridgecrest Dr. to Camp Rd.	2267	2959	3047	2902	28.0	-1.9	-4.8
23	Beaver Rd./Holly Grove Rd.	From Munford-Atoka Ave. (SR-206) to Indian Creek Rd.	767	926	951	894	16.6	-3.5	-6.0
25	Munford-Atoka Ave. (SR-206)	From S. Tipton St. (SR-178) to US-Hwy. 51 S. (SR-3)	7201	8444	7868	11731	62.9	38.9	49.1

Traffic Stations in West Tennessee

Tipton 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
26	US-Hwy. 15 S. (SR-3)	From Tipton Rd. (SR-178) to Munford-Atoka Ave. (SR-206)	17055	19969	20526	18352	7.6	-8.1	-10.6
27	Munford-Atoka Ave./Atoka Idaville Ave. (SR-206)	From US-Hwy. 51 S. (SR-3) to Rosemark Rd.	4761	6590	8481	10691	124.6	62.2	26.1
28	Rosemark Rd.	From Shelby/Tipton County Boundard to Atoka Idaville Ave. and Atoka-Idaville Rd.	2500	4146	6076	7230	189.2	74.4	19.0
30	Atoka-Idaville Rd. (SR-206)	From Rosemark Rd. to Hwy. 14 S. (SR-14)	2044	2928	3325	3350	63.9	14.4	0.8
32	Portersville Rd.	From Old Hwy. 51 S. to Tipton/Shelby Country Boundary	1280	1652	1701	1836	43.4	11.1	7.9
33	Old Hwy. 51 S.	From US-Hwy. 51 S. (SR-3) to US-Hwy. 51. S. (SR-3)	2952	4094	4498	5408	83.2	32.1	20.2
34	E. Kenwood Ave./Brighton-Clopton Rd.	From Old Hw. 51 S. to Huffman Rd.	1145	1739	2170	2007	75.3	15.4	-7.5
36	US-Hwy. 51 S. (SR-3)	From W. Woodlawn Ave. to Melrose Rd.	16344	20364	17481	13660	-16.4	-32.9	-21.9
39	Old Brighton Rd./Old Memphis Rd.	From Mueller Brass Rd. (SR-59) to Brighton-Clopton Rd.	1279	1786	1622	1947	52.2	9.0	20.0
40	Mt. Carmel Rd. (SR-384)	From Robert Johnson Rd. to Mueller Brass Rd. and Hastings Way	3266	3463	3535	4020	23.1	16.1	13.7
41	Hwy. 51 S. (SR-3)	From Mueller Brass Rd. (SR-59) to W. Liberty St. (SR-54/SR-59)	21141	26003	23248	21307	0.8	-18.1	-8.3
42	Hwy. 59 W. (SR-59)/W. Liberty St. (SR-59)	From Walton Loop to Simonton St.	6089	5293	5694	3416	-43.9	-35.5	-40.0
43	Bridge Rd.	From Leighs Chapel Ln. and Leighs Chapel Rd. to Turner Ln.	2000	2253	2299	1936	-3.2	-14.1	-15.8
44	Leighs Chapel Rd.	From Bridge Rd. to Mt. Lebanon Rd.	419	475	526	392	-6.4	-17.5	-25.5
47	S. Maple St./E. Liberty St./Hwy. 54 (SR-54)	From E. Pleasant Ave. (SR-54) to Hwy. 179 (SR-179)	5985	5979	5197	4210	-29.7	-29.6	-19.0
49	Hwy. 54 (SR-54)	From Hwy. (SR-179) to Lindsey Rd.	3166	3338	2896	2537	-19.9	-24.0	-12.4
50	Hwy. 179 (SR-179)	From Hwy. 54 (SR-54) to Hwy. 14 N. (SR-14)	1583	1863	1895	1610	1.7	-13.6	-15.0
51	S. Main St. (SR-384)	From Mill Rd. and East St. to Hastings Way	5220	5036	6383	6261	19.9	24.3	-1.9
53	Ralph Rd.	From Hwy. 54 (SR-54) to Hwy. 179 (SR-179)	230	294	319	236	2.6	-19.7	-26.0
54	Locust-Bluff Rd.	From Antioch-Cotton Lake Rd. and Antioch 51 Rd. to Hwy. 54 (SR-54)	188	218	189	158	-16.0	-27.5	-16.4
55	Hwy. 54 (SR-54)	From Lindsey Rd. to Hwy. 14 N. (SR-14)	1757	1764	1479	1298	-26.1	-26.4	-12.2
57	Charleston-Gift Rd.	From Hwy. 54 (SR-54) to Hwy. 179 (SR-179)	175	197	192	169	-3.4	-14.2	-12.0
58	Hwy. 179 (SR-179)	From Charleston-Mason Rd. to Tipton/Haywood County Boundary	848	803	651	716	-15.6	-10.8	10.0
61	Hwy. 179 (SR-179)	From Hwy. 14 N. (SR-14) to Charleston-Mason Rd.	1275	1457	1217	1261	-1.1	-13.5	3.6
64	Hwy. 59 S. (SR-59)	From Hwy. 14 S. (SR-14) and Hwy. 14 N. (SR-14) to Mason-Malone Rd.	3416	3636	3815	3858	12.9	6.1	1.1
66	Mt. Carmel Rd. (SR-384)	From Hwy. 14 S. (SR-14) to Robert Johnson Rd.	2239	2319	2737	3968	77.2	71.1	45.0
67	Huffman Rd.	From Brighton-Clopton Rd. to Mt. Carmel Rd.	175	337	342	830	374.3	146.3	142.7
69	Gainesville Rd.	From Mt. Carmel Rd. to Witherington Rd.	579	904	728	717	23.8	-20.7	-1.5
70	Beaver Creek Rd./Dunlap Orphanage Rd./Mt. Carmel Rd.	From Hwy. 14 S. (SR-14) to Gainesville Rd.	544	775	792	745	36.9	-3.9	-5.9
74	Hwy. 59 S. (SR-59)	From Mason-Malone Rd. to Hwy. 70 W. (SR-1) and Hwy. 70 W. (SR-1)	2516	3460	3508	3422	36.0	-1.1	-2.5
75	Gainesville Rd./Finde Naifeh Dr.	From Witherington Rd. to Hwy. 70 W. (SR-1)	992	1475	1581	1463	47.5	-0.8	-7.5
76	Hwy. 70 W. (SR-1)	From Fayette/Tipton County Boundary to Main St. and Hwy. 59 S. (SR-59)	3598	3795	4083	4251	18.1	12.0	4.1
77	Hwy. 70 E. (SR-1)	From Main St. and Hwy. 59 S. (SR-59) to Scrub Oak Rd.	1965	2329	1922	1432	-27.1	-38.5	-25.5
78	Hwy. 14 S. (SR-14)	From Beaver Creek Rd. and Atoka-Idaville Rd. (SR-206) to Mt. Carmel Rd. (SR-384)	3614	5139	5666	5580	54.4	8.6	-1.5
79	Hwy. 14 S. (SR-14)	From Mt. Carmel Rd. (SR-384) to Hwy. 49 S. (SR-59)	1810	2297	2421	2462	36.0	7.2	1.7

Tipton 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
80	Hwy. 14 N. (SR-14)	From Hwy. 59 S. (SR-59) to Hwy. 179 (SR-179)	1953	2063	1975	1735	-11.2	-15.9	-12.2
81	Hwy. 14 N. (SR-14)	From Hwy. 149 (SR-179) to Hwy. 54 (SR-54)	698	778	720	561	-19.6	-27.9	-22.1
82	Hwy. 54 (SR-54)	From Hwy. 14 N. (SR-14) to Tipton/Haywood County Boundary	2177	2327	2095	1913	-12.1	-17.8	-8.7
83	US-Hwy. 51 S. (SR-3)	From Munford-Atoka Ave. (SR-206) to W. Woodlawn Ave.	15711	20714	19448	17429	10.9	-15.9	-10.4
84	Charleston-Mason Rd.	From Hwy. 179 (SR-179) to Hwy. 70 E. (SR-1)	463	512	377	282	-39.1	-44.9	-25.2
85	Antioch 51 Rd.	From Hwy. 51 N. (SR-3) to Keller Ln. and Locust-Bluff Rd.	657	679	410	359	-45.4	-47.1	-12.4
86	Simonton St.	From Tennessee Ave. to Murphy Ave.	2963	3588	3599	2505	-15.5	-30.2	-30.4
87	US-Hwy. 51 S. (SR-3)/Hwy. 51 S. (SR-3)	From Melrose Rd. to Mueller Brass Rd. (SR-59)	17209	19573	17812	15670	-8.9	-19.9	-12.0
88	W. Liberty St. (SR-59)	From Simonton St. to Hwy. 51 S. (SR-3) and Hwy. 51 N. (SR-3)	7762	6711	6571	4837	-37.7	-27.9	-26.4
89	E. Liberty St. (SR-54)/W. Liberty St. (SR-54)	From N. Maple St. and S. Maple St. (SR-54) to Hwy. 51 S. (SR-3) and Hwy. 51 N. (SR-3)	4700	4881	2865	2461	-47.6	-49.6	-14.1
90	Hwy. 51 N. (SR-3)	From W. Liberty St. (SR-54/SR-59) to Peeler Ave.	25560	26811	25891	18604	-27.2	-30.6	-28.1
91	US-Hwy. 51 S. (SR-3)	From Shelby/Tipton County Boundary to Tipton Rd. (SR-178)	23436	29715	28440	26137	11.5	-12.0	-8.1
92	Hwy. 51 N. (SR-3)	From Leighs Chapel Rd. and Rialto Rd. to Tipton/Lauderdale County Boundary	11011	13167	12219	11587	5.2	-12.0	-5.2
95	S. College St.	From E. Sherrod Ave. and W. Sherrod Ave. to Mueller Brass Rd. and Hastings Way	6676	4997	4063	5286	-20.8	5.8	30.1
96	Hwy. 59 W. (SR-59)	From Garland Dr. to Walton Loop	3377	2972	2868	2529	-25.1	-14.9	-11.8
98	E. Ripley Ave.	From Hwy. 51 N. (SR-3) to Hope St. (SR-384)	1331	1587	1874	1281	-3.8	-19.3	-31.6
99	Hope St. (SR-384)	From E. Liberty St. (SR-54) to Industrial Rd. N. (SR-384)	3809	4961	4727	4408	15.7	-11.1	-6.7
101	W. Sherrod Ave.	From Hwy. 51 S. (SR-3) to S. College St.	3620	3462	2939	2848	-21.3	-17.7	-3.1
103	S. College St.	From W. Pleasant Ave. (SR-54) and E. Pleasant Ave. (SR-54) to Mill Rd. and East St. (SR-384)	3709	3632	2595	2328	-37.2	-35.9	-10.3
104	Munford-Gilt Edge Rd. (SR-178)/Gilt Edge Rd. (SR-178)	From Camp Rd. to McClerkin Rd.	1399	1470	1313	1437	2.7	-2.2	9.4
105	Hastings Way (SR-59)	From S. College St. and Mt. Carmel Rd. (SR-384) to S. Main St. (SR-384/SR-59)	2947	3210	3794	4508	53.0	40.4	18.8
106	Mueller Brass Rd. (SR-59)	From Hwy. 51 S. (SR-3) to S. College St. and Mt. Carmel Rd. (SR-384)	3928	5218	5013	7378	87.8	41.4	47.2
107	S. Main St. (SR-59)/Hwy. 59 S. (SR-59)	From Hastings Way (SR-59) to Hwy. 14 S. (SR-14) and Hwy. 14 N. (SR-14)	3700	4497	5223	4702	27.1	4.6	-10.0
108	Mt. Lebanon Rd.	From Bride Ln. to Bride Rd.	400	464	359	361	-9.8	-22.2	0.6
109	Detroit Rd./Garland-Detroit Rd.	From Jamestown Rd. to Gardland Dr.	460	566	590	378	-17.8	-33.2	-35.9
110	Gilt Edge Gin Rd./Jamestown Rd.	From Hwy. 59 W. (SR-59) to Detroit Rd.	250	288	525	495	98.0	71.9	-5.7
111	James Ave.	From Hwy. 51 S. (SR-3) to S. College St.	1105	1364	1175	2067	87.1	51.5	75.9
114	E. Pleasant Ave. (SR-54)/W. Pleasant Ave. (SR-54)	From Hwy. 51 S. (SR-3) to S. Maple St. (SR-54)	4550	3508	1968	1568	-65.5	-55.3	-20.3
117	Tennessee Ave.	From Simonton St. to Hwy. 51 N. (SR-3)	2138	2224	2480	1964	-8.1	-11.7	-20.8
118	Industrial Rd. N. (SR-384)	From Hwy. 51 N. (SR-3) to Hope St. (SR-384)	2890	3110	3548	2924	1.2	-6.0	-17.6
119	Hope St.	From Industrial Rd. N. (SR-384) to Hwy. 51 N. (SR-3)	1743	3022	2900	2887	65.6	-4.5	-0.4
121	Turner Ln./Murphy Ave.	From near Tennessee Ave. to Simonton St.	879	1390	1318	790	-10.1	-43.2	-40.1
122	Tennessee Ave.	From Turner Ln. to Simonton St.	1129	1324	1343	902	-20.1	-31.9	-32.8
123	Mt. Carmel Rd.	From Gainesville Rd. to Hwy. 14 S. (SR-14)	0	673	766	901	N/A	33.9	17.6

Traffic Stations in West Tennessee

Tipton 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
124	Main St.	From Front St. to Hwy. 70 W. (SR-1) and Hwy. 70 E. (SR-1)	0	826	1223	1141	N/A	38.1	-6.7
125	Bennett Rd./Bride Ln./Mt. Lebanon Rd.	From Bride Rd. to Leighs Chapel Rd.	0	292	232	248	N/A	-15.1	6.9
126	W. Woodlawn Ave./Indian Creek Rd./Holly Grove Rd./McWilliams Rd.	From US-Hwy. 51 S. (SR-3) to Hwy. 49 W. (SR-59)	0	2055	2245	1965	N/A	-4.4	-12.5
128	E. Square St.	From E. Liberty St. (SR-54) to W. Pleasant Ave. (SR-54) and E. Pleasant Ave. (SR-54)	0	4515	2038	1757	N/A	-61.1	-13.8
129	W. Square St.	From E. Liberty St. (SR-54) to W. Pleasant Ave. (SR-54) and E. Pleasant Ave. (SR-54)	0	2318	1156	1259	N/A	-45.7	8.9
130	Shelton St.	From Murphy Ave. to W. Liberty St. (SR-59)	0	2143	1617	1431	N/A	-33.2	-11.5
131	Dunlap Orphanage Rd.	From near Sherman Walker Rd. to Beaver Creek Rd.	0	300	292	291	N/A	-3.0	-0.3
132	Bride Rd.	From Roughedge Rd. to Leighs Chapel Ln. and Leighs Chapel Rd.	0	1153	1284	770	N/A	-33.2	-40.0
133	Simonton St.	From Murphy Ave. to W. Liberty St. (SR-59)	0	1159	1248	1251	N/A	7.9	0.2
134	Hwy. 51 N. (SR-3)	From Peeler Ave. to Hope St.	0	16768	14294	11836	N/A	-29.4	-17.2
135	Hwy. 51 N. (SR-3)	From Hope St. to Leighs Chapel Rd. and Rialto Rd.	0	17647	13853	12819	N/A	-27.4	-7.5
136	East St. (SR-384)	From S. Main ST. (SR-384) to E. Liberty St. (SR-54) and Hwy. 54 (SR-54)	0	4421	4623	4793	N/A	8.4	3.7
137	J. E. Blydes Pkwy./Farmer Tr.	From Walker Pkwy. To Rosemark Rd.	0	0	0	1002	N/A	N/A	N/A
138	Walker Pkwy.	From Farmer Tr. to Rosemark Rd.	0	0	1155	1419	N/A	N/A	22.9
139	Tracy Rd.	From Tipton Rd. to Meade Lake Rd.	0	0	2614	2671	N/A	N/A	2.2
140	Meade Lake Rd.	From Tracy Rd. to Atoka Idaville Ave. (SR-206)	0	0	2023	3285	N/A	N/A	62.4
141	Kimbrough Rd.	From US-Hwy. 51 S. (SR-3) to Maple Dr.	0	0	1694	5103	N/A	N/A	201.2
142	Maple Dr.	From Kimbrough Rd. to Tipton Rd.	0	0	497	743	N/A	N/A	49.5
143	Tracy Rd.	From US-Hwy. 41 S. (SR-3) to Tipton Rd.	0	0	3121	1987	N/A	N/A	-36.3
144	Tipton Rd.	From Tracy Rd. to Maple Dr.	0	0	1929	1995	N/A	N/A	3.4
145	Park St.	From Munford-Atoka Ave. (SR-206) to McLaughlin Dr.	0	0	1827	3026	N/A	N/A	65.6
146	McLaughlin Dr.	From Park St. to US-Hwy. 51 S. (SR-3)	0	0	4817	4340	N/A	N/A	-9.9
147	Corbitt Dr.	From Munford-Atoka Ave. (SR-206) to US-Hwy. 51 S. (SR-3)	0	0	362	591	N/A	N/A	63.3
148	US-Hwy. 51 S. (SR-3)/Maple Hill Dr.	From US-Hwy. 51 S. (SR-3) to Ridgecrest Dr.	0	0	1333	1532	N/A	N/A	14.9
149	Charles Pl./McCormick Rd.	From US-Hwy. 51. (SR-3) to Tipton Rd. (SR-178)	0	0	0	870	N/A	N/A	N/A

Safety Projects in West Tennessee

Fayette County

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.38	Fayette	US 65 (SR-15)	Intersection at Warren Road, LM 11.30	LRSI	Install an overhead LED flashing beacon.	6/21/2017	Construction Complete	1.34
115370.38	Fayette	Chulahoma Rd. (SR-196)	From SR-57 to Raleigh Lagrange Rd.	LRSI	Project involves: Paving, signing, pavement markings, and guardrail.	6/21/2017	Construction Complete	0.317
115370.38	Fayette	Old Brownsville Rd.	From Joyners Campground Dr. to Old Jackson Rd.	LRSI	Signing, Pavement Marking	6/21/2017	Construction Complete	4.16
115370.38	Fayette	S. Main St. (SR-76)	From Maple Street to north of East High St. (At Somerville Elementary School in Somerville)	LRSI	Flashing Beacon and Signing	6/21/2017	Construction Complete	4.097
115370.38	Fayette	Jernigan Dr.	From Somerville city line to Armour Dr.	LRSI	Signing, Pavement Marking	6/21/2017	Construction Complete	0
115370.38	Fayette	Donelson Dr.	From Hickory Run Pl. to US 64 (SR-15)	LRSI	Signing, Pavement Marking	6/21/2017	Construction Complete	0
120401.00	Fayette	Feathers Chapel Rd.	From near Warren Rd. to Church St. (SR-194)	Spot Safety	Signing, Pavement Marking	NA	Construction Complete	11.3
119805.00	Fayette	Chulahoma Rd. (SR-196)	From South of Shaw Creek to Overflow at LM 7.15	RSA	Project involves: paving, signing, pavement markings, and guardrail.	NA	Active	3.9
120077.00	Fayette	Harrell Rd.	From Larry Anderson Ln. to Hickory Withe Rd. (SR-196)	Spot Safety	Signing, Pavement Marking	NA	Construction Complete	12.467
116071.00	Fayette	SR-18	Intersection at 3rd St. (SR-57)	RSA	Intersection Improvements	3/6/2015	Closed	17.08
117145.00	Fayette	Church St. (SR-194)	From Stevens Drive In Oakland to SR-59	RSA	Project involves: vegetation removal, signing, pavement marking, and guardrail.	3/16/2015	Closed	3.72
117031.00	Fayette	Chulahoma Rd. (SR-196)	From the Shaw Creek Bridge at LM 6.80 to LM 7.11 in Piperton	RSA	Miscellaneous Safety Improvements (Shoulder widening as shown in guidance)	3/16/2015	Closed	6.52
117506.00	Fayette	Old Jackson Rd.	From near Midland St. to Old Brownsville Rd.	Spot Safety	Signing, Pavement Marking	NA	Active	6.8

Lauderdale County

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
116081.00	Lauderdale	Lightfoot Locket Rd.	From Jones Rd. to Maness Rd.	LRSI		4/8/2013	Closed	5.45
116081.00	Lauderdale	Edith-Nankipoo Rd.	From Central Curve Rd. to Dry Hill Rd. W.	LRSI		4/8/2013	Closed	3.01
117434.00	Lauderdale	Edith-Nankipoo Rd.	From Central-Curve Road to Jeff Webb Road	RSA	Project involves: signing, pavement markings, and guardrail.	12/16/2013	Closed	4.11
116081.00	Lauderdale	Edith-Nankipoo Rd.	From Dry Hill Rd. W. to SR-88	LRSI		4/8/2013	Closed	9.75
116081.00	Lauderdale	Twin Rivers Rd.	From Halls city line to just past South Fork Forked Deer River	LRSI		4/8/2013	Closed	1.99
116081.00	Lauderdale	Lawrence Rd	From Halls city line to Espy Park Rd.	LRSI		4/8/2013	Closed	0.85
116081.00	Lauderdale	Durhamville Rd.	From Henning Orysa Rd (SR-87) to SR-19	LRSI		4/8/2013	Closed	6.55
116081.00	Lauderdale	Asbury Glimp Rd.	From SR-87 to William Switch Rd.	LRSI		4/8/2013	Closed	2.52
118726.00	Lauderdale	Asbury Glimp Rd.	From SR-87 to William Switch Rd.	RSA	Project involves: signing, pavement markings, and guardrail.	8/6/2014	Closed	2.52
116081.00	Lauderdale	Conner Whitefield Rd.	From SR-19 to Marys Chapel Rd.	LRSI		4/8/2013	Closed	3.68
122474.00	Lauderdale	Arp Central Rd., Central Curve Rd.	From SR-19 to Curve-Nankipoo Road	RSA	Signs, Pavement Markings, Guardrail, Delineation Enhancements, resurfacing	<Null>	Active	8.04

Safety Projects in West Tennessee

Lauderdale County

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
116081.00	Lauderdale	Arp Central Rd., Central Curve Rd.	From SR-19 to Ellis Loop	LRSI		4/8/2013	Closed	5.28
116081.00	Lauderdale	Curve Nankipoo Rd.	From Jere B. Ford Hwy. (SR-3) to Dry Hill Rd. E	LRSI		4/8/2013	Closed	2.01
116081.00	Lauderdale	Dry Hill Rd. W.	From Edith-Nankipoo Rd. to Curve Nankipoo Rd.	LRSI		4/8/2013	Closed	3.32
116081.00	Lauderdale	Curve Nankipoo Rd.	From Dry Hill Rd. E. to Needmore Rd. E.	LRSI		4/8/2013	Closed	1.43
116081.00	Lauderdale	Concord Rd.	From Wardlow Rd. E. to Garrett Rd.	LRSI		4/8/2013	Closed	1.094
116081.00	Lauderdale	Thumb Rd.	From SR-87 to Jefferson Davis Hwy. (SR-3)	LRSI		4/8/2013	Closed	1.94
116081.00	Lauderdale	Asbury Rd.	From Volz Rd. to Asbury Glimp Rd.	LRSI		4/8/2013	Closed	0.86
116081.00	Lauderdale	Steelman Rd.	From Curve Nankipoo Rd. to Hwy. 88 (SR-88)	LRSI		4/8/2013	Closed	5.074
116081.00	Lauderdale	Concord Rd.	From Curve Woodville Rd. to Garrett Ball Rd.	LRSI		4/8/2013	Closed	4.128
116081.00	Lauderdale	Mary Chapel Rd.	From Conner Whitefield Rd. to Brownsville Rd.	LRSI		4/8/2013	Closed	0.76
116081.00	Lauderdale	Owl City Rd.	From Twin Rivers Rd. to end of Owl City Rd.	LRSI		4/8/2013	Closed	1.02
116081.00	Lauderdale	Edith Nankipoo Rd.	From Childress Farm Rd. to Arp Central Rd.	LRSI		4/8/2013	Closed	1.6
118726.00	Lauderdale	Asbury Glimp Rd.	From William Switch Rd. to Jere B. Ford Hwy. (SR-3)	RSA	Project involves: signing, pavement markings, and guardrail.	8/6/2014	Closed	4.69
116081.00	Lauderdale	Asbury Glimp Rd.	From William Switch Rd. to Asbury Rd.	LRSI		4/8/2013	Closed	3.32
116081.00	Lauderdale	Willie Parks Rd.	From Hurrican Hill Rd. to SR-19	LRSI		4/8/2013	Closed	2.15
116081.00	Lauderdale	Hurricane Hill Rd.	From Burks Rd. to Willie Parks Rd.	LRSI		4/8/2013	Closed	2.16
116081.00	Lauderdale	E. End St., Old Brownsville Rd.	From Highland St. to just past Marys Chapel Rd.	LRSI		4/8/2013	Closed	3.32
115184.00	Lauderdale	Jere B. Ford Hwy. (SR-3)	Intersection at Industrial Drive in Ripley, L.M. 11.26	Spot Safety	Install a right turn lane with buffer to improve visibility for left turning traffic, and modify median for truck turning path at the intersection of SR-3 at Industrial Dr. L.M. 11.26 in Ripley.	6/8/2017	Construction Complete	0.01
113320.00	Lauderdale	Jere B. Ford Hwy. (SR-3)	From Ripley City Limits to the Dyer County Line	RSA		5/16/2012	Closed	19.37
113320.01	Lauderdale	Jere B. Ford Hwy. (SR-3)	Intersection at Curve Nankipoo Road, LM 14.43	Spot Safety	Intersection Improvements	NA	Active	0.01
102251.05	Lauderdale	SR-19	East of Eastland Avenue to Haywood County Line	EPD	Project Involves: Clearing, pavement removal, signing, pavement markings, and guardrail.	8/6/2014	Closed	4.16
115478.01	Lauderdale	SR-209	Intersection at Heathcott Road, LM 16.17	RSA	Project involves: Drainage, guardrail, and slope protection.	12/16/2013	Closed	0.01
115478.00	Lauderdale	SR-209	From Chipman Rd. to Wilkes Road	RSA	Project involves: signing, pavement markings, guardrail, drainage, and slope protection.	9/6/2012	Closed	6.39

Tipton County

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
114831.00	Tipton	Wilkinsville Rd., Drummonds Rd.	From Simmons Road to Glen Springs Road	RSA	Project involves: paving, signing, pavement markings, and pavement appurtenances.	11/15/2012	Closed	4.44
113512.00	Tipton	Beaver Creek Rd., Dunlap Orphanage Rd., Mount Carmel Rd., Gainsville Rd.	From SR-14 to Witherington Road	RSA	Various Safety Improvements on FAU-810, From SR-14 to Witherington Road L.M. 0.00 to L.M. 5.53	5/16/2013	Closed	5.53

Tipton County

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
115370.01	Tipton	Quito-Drummonds Rd.	From Riverchase Dr. at Shelby County border to Richards Landing Rd.	LRSI		4/4/2012	Closed	6.07
115063.00	Tipton	Indian Creek Rd., Holly Grove Rd., McWilliams Rd.	From Brighton City Limits near Sherrill St. to Garland City Limits near SR-59	RSA	Project involves: paving, signing, and pavement markings.	11/15/2012	Closed	5.43
115370.01	Tipton	Holly Grove Rd.	From Indian Creek Rd. to McWilliams Rd.	LRSI		4/4/2012	Closed	0.18
114824.00	Tipton	Simmons Rd., Quito Rd.	From Wilkinsville Road to Quito-Drummonds Road	RSA	Project involves: pavement removal, paving, signing, and pavement markings.	11/15/2012	Closed	2.56
114823.00	Tipton	Simmons Rd.	From Munford City Limits near US 51 (SR-3) to Wilkinsville Rd.	RSA	Project involves: pavement markings and signing that include solar powered flashing beacons.	11/15/2012	Closed	2.59
115065.00	Tipton	Old Memphis Rd.	From Covington City Limits to Brighton-Clopton Rd	RSA	Project involves: signing and pavement markings.	11/15/2012	Closed	4.91
115370.01	Tipton	Antioch Hwy. 51 Rd.	From US 51 (SR-3) to Locust Bluff Rd.	LRSI		4/4/2012	Closed	4.29
115370.01	Tipton	Beaver Creek Rd.	From Hughes Rd. to Dunlap Orphanage Rd.	LRSI		4/4/2012	Closed	1.2
115370.01	Tipton	Beaver Creek Rd.	From Fayette County border near East Beaver Creek to Hughes Rd.	LRSI		4/4/2012	Closed	3.1
115370.01	Tipton	Bud Eubank Rd.	From Charleston-Mason Rd. to Hwy. 179	LRSI		4/4/2012	Closed	3.23
115370.01	Tipton	Holly Grove Rd.	From Munford Giltedge Rd. (SR-178) to Beaver Rd.	LRSI		4/4/2012	Closed	2.12
119700.00	Tipton	Holly Grove Rd.	From Munford Giltedge Rd. (SR-178) to Beaver Rd.	RSA	Project involves: signing, pavement markings, and guardrail.	6/5/2015	Closed	2.13
115370.01	Tipton	Candy Ln.	From Burlison City Limits near SR-59 to Holly Grove Rd.	LRSI		4/4/2012	Closed	3.47
115370.01	Tipton	Holly Grove Rd.	From McWilliams Rd. to Covington City Limits	LRSI		4/4/2012	Closed	3.55
115370.01	Tipton	Holly Grove Rd.	From Beaver Rd. to Indian Creek Rd.	LRSI		4/4/2012	Closed	4.28
109935.00	Tipton	Hwy. 51 N. (SR-3)	Intersection at Charles Smith St.	Spot Safety	Construction of Deceleration Lane SR-3 (Hwy 51 North) / Charles Smith Street Intersection	10/3/2012	Closed	0.01
120403.00	Tipton	US-Hwy. 51 S. (SR-3)	Intersection at Kenwood Ave.	Spot Safety	Turn Lanes	NA	Active	0.01
120080.00	Tipton	US-Hwy. 51 S. (SR-3)	Intersection at Charles Pl.	Spot Safety	Turn Lanes	NA	Active	0.01
121826.00	Tipton	Hwy. 51 N. (SR-3)	From Charles Smith St. to Witherington Dr.	Spot Safety	Ramp Improvements (SIA)	NA	Active	0.47
126981.00	Tipton	US-Hwy. 51 S. (SR-3)	From North of Myron Creek to South of Old HWY 51 South	RSA	Misc. Safety Improvements	NA	Active	1
102242.01	Tipton	Hwy. 14 S. (SR-14)	From Mt. Corner Rd. to Hwy. 59 S. (SR-59)	EPD	SR-14, From SR-384 to SR-59 (EPD) - Signing and Pavement Marking	10/30/2015	Closed	4.39
110812.00	Tipton	Hwy. 14 N. (SR-14)	Intersection at Hwy. 179 (SR-179)	RSA	Project involves: signing, pavement markings, and pavement removal.	11/15/2012	Closed	0.1
118854.00	Tipton	Hwy. 59 (SR-59), W. Liberty St.	From Munford Giltedge Rd. (SR-178) to US 51 S. (SR-3)	RSA	Project involves: signing, pavement markings, and guardrail.	6/5/2015	Closed	10.33
111647.00	Tipton	Hwy. 59 (SR-59)	From the Mississippi River to Munford-Gilt Edge Rd.	RSA	Project involves: Signing, pavement markings, guardrail, barricades, shoulder repair, and vegetation removal.	11/15/2012	Closed	8.66
111646.00	Tipton	Atoka Idaville Rd. (SR-206)	From Atoka City Limits To Austin Peay Hwy. (SR-14)	RSA	Project involves signs, pavement marking, barricades, guardrail and shoulder repair.	5/16/2012	Closed	4.36
115009.01	Tipton	Mt. Carmel Rd. (SR-384)	Intersection at Robert Johnson Road/Sunnyside Rd.	RSA	Project involves: Signalization, signing, pavement markings, and pavement appurtenances.	4/23/2014	Closed	0.01
115009.00	Tipton	Mt. Carmel Rd. (SR-384)	From SR-14 to Robert Johnson Rd.	RSA	Project involves: signing, pavement markings, and pavement appurtenances.	11/15/2012	Closed	3.59
115010.00	Tipton	Mt. Carmel Rd. (SR-384)	From Robert Johnson Rd. to Hastings Way (SR-59)	RSA	Project involves: signing, pavement markings, pavement appurtenances and clearing.	11/15/2012	Closed	2.43

Introduction & Overview

Demographic & Land Use Trends

Regional Transportation System

Goals & Objectives

Recommendations

References & Appendix

