

MIDDLE TENNESSEE RPO

RURAL REGIONAL TRANSPORTATION PLAN

2022 – 2023

TN TDOT Department of Transportation

ACKNOWLEDGEMENTS

TDOT LEADERSHIP

Butch Eley, Commissioner
Preston Elliott, Deputy Commissioner,
Chief of Environment and Planning
Matthew Meservy, Director, Long Range Planning
David Lee, Ph.D., Assistant Director,
Long Range Planning, Data Management
Stacy Morrison, OCT Planning Manager, Long Range Planning

OFFICE OF COMMUNITY TRANSPORTATION, REGION 3

Jonathan Russell, Community Transportation Planner Supervisor
Herman Wright, Senior Community Transportation Planner

TDOT DIVISION CONTRIBUTORS

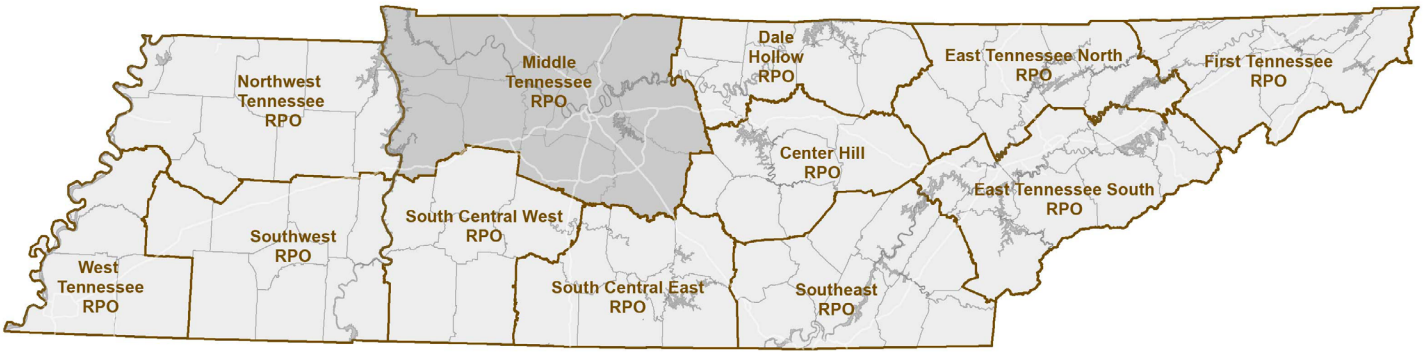
Strategic Transportation Investments
Multimodal Transportation Resources
Aeronautics Division
Structures Division

MAJOR CONTRIBUTORS

Mareike Ortmann, Project Lead
University of Tennessee, Technical Assistance
Chris McPhilamy, Long Range Planning, Data Visualization
Catherine Hawkins, Long Range Planning, Data Visualization
Lissa Gay, UT Center for Transportation Research,
Graphic Designer
Jacob Tyler Thompson, Long Range Planning Division,
Research Office
Karyssa Wilson, Former Mid-Cumberland Human Resource Agency
Middle Tennessee RPO Coordinator
Bryan Collins, Mid-Cumberland Human Resource Agency,
Middle Tennessee RPO Coordinator

OTHER PARTNERS

Tennessee Department of Environment and Conservation
Tennessee Department of Health
Tennessee Department of Finance and Administration,
STS GIS Division
Federal Highway Administration
Greater Nashville Regional Council
Mid-Cumberland Human Resource Agency
Middle Tennessee RPO Executive Board
Middle Tennessee RPO Technical Committee



RESOLUTION TO APPROVE AND RECOMMEND

RESOLUTION 2023-01

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

WHEREAS, the members of the Middle Tennessee Rural Planning Organization (MTRPO) Executive Board and Technical Committee are jointly committed to support and encourage long-range planning to improve the area's transportation system for mobility, accessibility of present and future generation of citizens; and

WHEREAS, the Tennessee Department of Transportation (TDOT) along with the University of Tennessee prepared a Rural Regional Transportation Plan for the MTRPO; and

WHEREAS, the members of the MTRPO received a presentation on the **Middle Tennessee Rural Regional Transportation Plan** on Wednesday December 6, 2023; and

WHEREAS, the members of the MTRPO hereby acknowledge receipt of the plan prepared for the MTRPO 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 Middle Tennessee Rural Planning Organization (MTRPO), this **6th day of December 2023**, that the MTRPO adopted by affirmative vote the **Middle Tennessee Rural Regional Transportation Plan**.

READ, ADOPTED, AND APPROVED by the members of the Middle Tennessee Rural Planning Organization.

Signed:

County Mayor Kerry McCarver
Executive Board Chair, Middle Tennessee Rural Planning Organization

Attest:

Rachel Dutton
Technical Committee Vice-Chair, Middle Tennessee Rural Planning Organization

TABLE OF CONTENTS

ACKNOWLEDGEMENTS 1

RESOLUTION TO APPROVE AND RECOMMEND 2

TABLE OF CONTENTS 3

EXECUTIVE SUMMARY 4

DEMOGRAPHIC, ECONOMIC & LAND USE TRENDS 7

Demographics 7

Demographic Summary 11

Economic Information 12

Freight Movements 12

Industries 12

Land Use Information 19

Public Lands 20

REGIONAL TRANSPORTATION NETWORK OVERVIEW 22

Transportation Infrastructure 22

Airports 22

Railroads 24

Bridges 26

Functional Classification 29

Traffic Volumes 31

Volume/Capacity Ratio 37

Truck Volumes 40

Commute 41

Safety 43

TDOT Safety Projects 43

Crashes 45

Pedestrian & Bicycle Crashes 47

Multimodal Facilities 50

Bicycle Route Suitability 50

Sidewalks & Pedestrian Facilities 52

Greenways 54

Public Transportation 56

REGIONAL TRANSPORTATION NEEDS & GOALS 58

Public Participation Process 58

Regional Goals & Strategies 70

Guidance on Funding Opportunities 71

APPENDIX 72

References 72

GIS Methodology 74

Safety Projects Data Tables 75

Local Parks in Middle Tennessee RPO 79

Traffic Volumes/Percent Change Data Tables 81

EXECUTIVE SUMMARY

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) and University of Tennessee, Center for Transportation Research has worked in collaboration with the Mid-Cumberland Human Resource Agency (MCHRA) to develop the Middle Tennessee Rural Regional Transportation Plan (RRTP). The Long Range Planning Division's Office of Community Transportation (OCT) has helped in the development of the document with coordination efforts and data reviews. The OCT acts as a liaison between TDOT and local communities and provides resources and information to the rural communities.

The goals of TDOT's Long Range Planning Division envisions each RPO using their Rural Regional Transportation Plan to identify transportation priorities and needs. TDOT's 25-Year Long-Range Transportation Policy Plan provides a foundation to "connect people to communities, people to businesses, businesses to each other, and visitors to our state." The priority of the Rural Regional Transportation Plan is to address and strategize for the Middle Tennessee RPO's regional transportation network.

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the Middle Tennessee Rural Planning Organization (MTRPO). The development of this plan allowed locally elected officials, citizens, and TDOT a collaborative approach to evaluating transportation in the region.

The main purposes of the RRTP are:

- To help the state to guide rural transportation infrastructure investments better and more efficiently.
- To involve local officials in transportation planning through a structured process to ensure quality, competence, and fairness in the transportation decision-making process.
- To help the Long Range Planning Division identify transportation priorities and needs.
- To encourage rural communities to use the data and information in this plan to apply for grants and studies that support their long-term visions and goals.
- To provide demographic, economic, land use, and transportation data and information that the communities can use to write planning documents.

The RPO is an organization that:

1. Makes recommendations to TDOT regarding roadway projects to receive state and federal funding for planning, right-of-way acquisition, and construction.
2. Assists TDOT in various transportation planning studies.
3. Assists local governments in communications and inquiries with TDOT.

The Middle Tennessee RPO consists of five counties: Cheatham, Dickson, Houston, Humphreys, and Stewart counties. The region is characterized by two adjacent MPOs, the Nashville MPO and the Clarksville MPO. The Nashville MPO contains Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. The Clarksville MPO contains Montgomery County in Tennessee, and portions of Christian County in Kentucky. The MPO counties, Montgomery, Robertson, Davidson, and Williamson counties are bordering the Middle TN RPO. The proximity to the Nashville MPO contributes to population and economic growth in the RPO area, which also impacts the demands on the transportation network.

The Middle Tennessee RPO's transportation roadway network has the presence of three interstates: a portion of I-24 along the northern border of Cheatham County; I-840 in the southeastern corner of Dickson County; and I-40 coursing through the southern portions of Cheatham, Dickson, and Humphreys counties. The interstate is an important corridor for regional traffic across the State of Tennessee, carrying large traffic volumes. The RPO is characterized by several principal arterial roadways that also serve as regional connectors, connecting counties and cities, and carrying the highest car and truck volumes in the region. The most important principal arterial roadways are SR-1 (US Hwy 70), SR-112 (US Hwy 41A), SR-76 (US Hwy 79), SR-12, SR-13, SR-46, SR-47, SR-48, SR-49, and SR-149.

Other transportation infrastructure in the region includes six general aviation airports (three of which are in the Middle Tennessee RPO region), and two larger airports capable of commercial and domestic and international flights. There are four railway lines serving four of the five counties in the Middle Tennessee RPO, playing a vital role in goods movements. The chapter on Regional Transportation Systems includes details on percentage changes in traffic volumes, roadway capacity (v/c ratio), truck volumes, and commuting patterns. The state routes in the MTRPO experienced overall more traffic increases than decreases between 2012 and 2022. Although each county had some decreases according to traffic station monitoring, no county had more traffic decreases than increases. There is no indication of rapid growth based on traffic volumes. Most counties have no capacity issues based on v/c ratio data. However, there are a few road segments, most of them in cities, that indicate congestion issues based on the 2045 forecast data. Truck traffic gives an indication of freight movements within the region. Truck traffic volumes are highest on interstates and arterial roadways and on roadways connecting to freight-generating industries. Commuting patterns are described and indicate flows of commuters between the counties in the RPO and commute to the Nashville area MPO

and the Clarksville area MPO, which each, respectively, have large numbers of employment places. Commute mainly occurs between bordering counties.

The chapter on multimodal facilities addresses bicycle routes, sidewalks, greenways, and public transportation. In the MTRPO, 518.9 miles of state routes were examined by TDOT for bicycle suitability, of which 47.2 percent of state routes were considered "suitable" and 52.8 percent of state routes "unsuitable" for bicycle travel. At the present, there are no designated bicycle lanes, and 17.7 miles of sidewalks in the MTRPO. There are currently 54.23 total miles of designated bike routes, but zero miles of designated bike lanes currently within the Middle Tennessee RPO region. There are 21.9 miles of greenways currently within the RPO's local jurisdictions. The counties in the MTRPO have a total of 22.0 miles of greenways. Public transportation is provided by the Mid-Cumberland Human Resource Agency (MCHRA) to all residents in the region and is demand responsive, and by RTA which operates two bus routes between Dickson and Nashville, and Clarksville and Nashville. There is currently one official TDOT-maintained Park and Ride lot within the RPO.

Safety is always a concern and rural road safety is addressed by TDOT in a variety of safety projects. There are 42 TDOT safety projects in the MTRPO, many of which are local roads safety initiatives which includes improvements such as signage, pavement markings, guardrail, etc. Crashes typically occur in the cities of the MTRPO due in part to being local destinations in the region. Besides 14,070 vehicular crashes, 49 bicycle and pedestrian crashes occurred in the MTRPO, of which 81.6 percent were pedestrian related and 18.4 percent bicycle related.

An important part of the RRTP is the involvement of local elected officials, citizens, and different TDOT divisions to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan, streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the Middle Tennessee region. The plan has brought together various stakeholders from Cheatham, Dickson, Houston, Humphreys, and Stewart Counties to identify the transportation needs within the region over the next 10-20 years. During the public participation process in the Rural Planning Organization (RPO), transportation needs and issues were identified, and regional goals and objectives were established based on collective regional concerns.

Four main goals were identified during the public engagement process were the most shared throughout the region, which are as followed:

- Improve Safety Throughout the Region
- Improve Roadway Deficiencies and Traffic Management
- Improve Freight Management
- Improve Multimodal Facilities

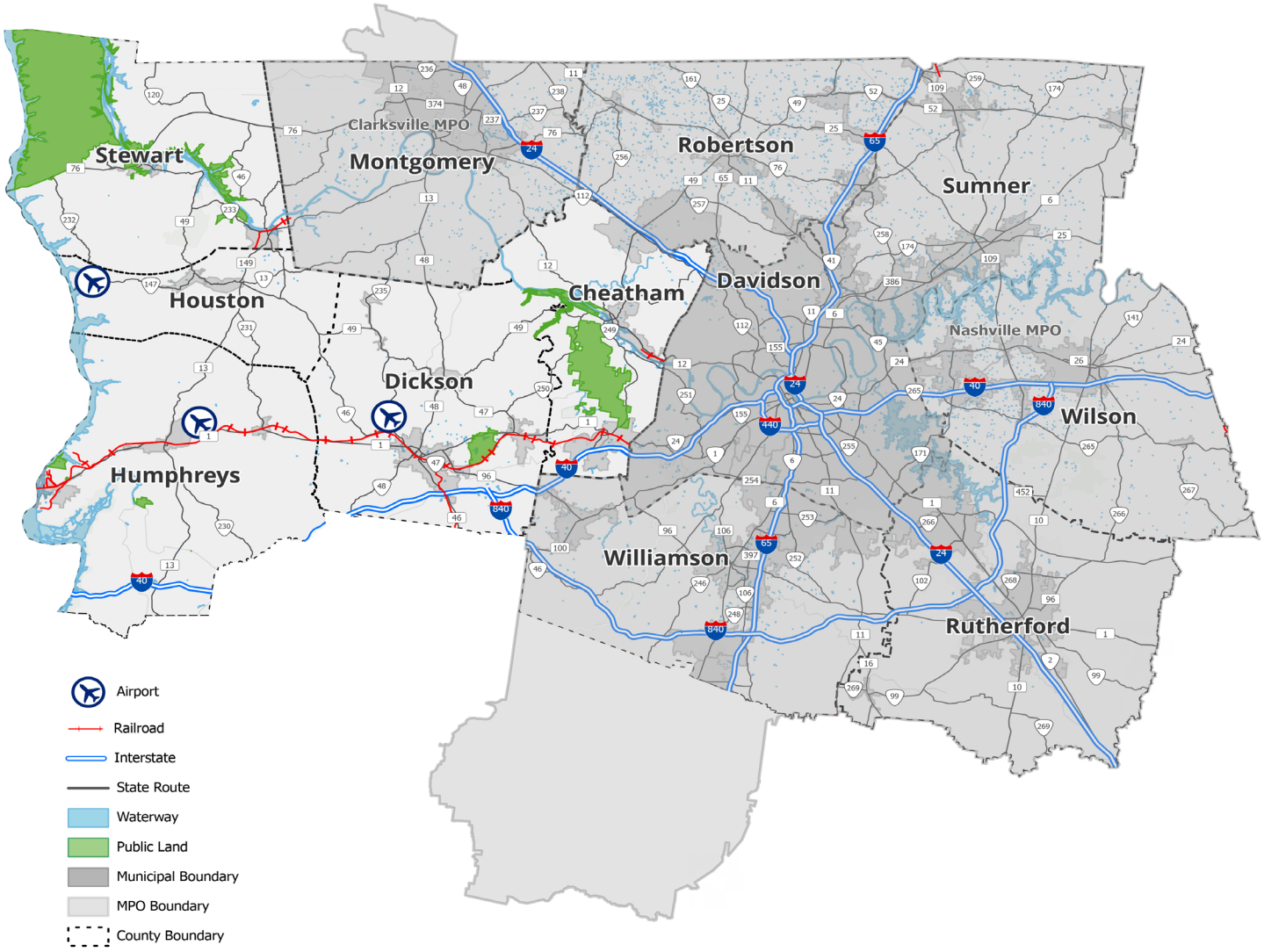
To achieve the goals the plan recommends:

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

Once adopted, the Middle Tennessee RRTP will be reviewed and updated as needed. The plan will act as a vision for the RPO's transportation system's needs and community goals, regardless of funding availability. It is the goal of TDOT's Long Range Planning Division that each RPO uses their respective plan to identify transportation priorities.



Overview Map of Middle Tennessee RPO



DEMOGRAPHIC, ECONOMIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the Middle Tennessee RPO. The analysis takes into consideration future projections for 2019 through 2050. These plans evaluate minority and low-income populations in each county within the RPO and other demographic factors including age, disability, educational attainment, employment, and income. All data collected for this section came from the U.S. Census Bureau American Community Survey (ACS) 2021.

The demographic trends point to population growth over the next 30 years. Dickson County is forecasted to experience the steepest population increase. Residents in Dickson and Cheatham counties have higher incomes compared to the other counties of the RPO and Tennessee. Dickson and Cheatham counties also have the lowest disability and poverty rates, and less elderly population compared to the other counties. Therefore, needs in Houston, Humphreys and Stewart counties may differ from Cheatham and Dickson counties.

POPULATION

	Total 2021	*Projection 2050*	*Percentage Change*
Cheatham County	40,878	43,328	5.99%
Dickson County	54,000	66,496	23.14%
Houston County	8,238	8,623	4.67%
Humphreys County	18,956	18,374	-3.07%
Stewart County	13,569	14,287	5.29%
Total	135,641	151,108	11.40%

Population Trends and Projections

There are 135,641 residents in the Middle Tennessee RPO counties. The most populous counties are Dickson and Cheatham. The least populous county is Houston County.

In this plan the year 2050 is used as the forecast year to determine if population increases or decreases occur in the future. The population in the Middle Tennessee RPO counties is projected to increase by 11.4 percent to 151,108 in 2050. Comparably, the State of Tennessee is expected to grow by 22 percent by 2050. Dickson County is projected to have the steepest population increase of 23.1 percent. Cheatham, Houston, and Stewart counties are also forecasted to experience population increases. The only county anticipated to experience a slight population decrease is Humphreys County.

AGE

	Under 20	*20 to 64*	*65 years and over*
Cheatham County	24.1	60.9	15.0
Dickson County	24.9	59.1	16.0
Houston County	25.0	54.7	20.3
Humphreys County	24.6	55.5	19.9
Stewart County	23.6	56.6	19.8
Tennessee	24.9	58.8	16.2

Age

The percentage of population age 20 and under ranges between 23 and 25 percent in the Middle Tennessee RPO counties, which the average is just under Tennessee's average of 24.9 percent. The age group of 20- to 64-year-old population is between 55 and 61 percent which is also just under Tennessee's average of 58.8 percent. The age group 65 years and older varies in percentage between 15 and 20 percent yet is higher than the Tennessee average. Cheatham and Dickson counties have the lowest percentage of elderly population (15.0 and 16.0 percent respectively) while the share of elderly population in the counties of Houston, Humphreys, and Stewart counties have the highest percentage of elderly population ranging between 19.8 and 20.3 percent. Counties with higher numbers of elderly population may need special planning to incorporate the needs of the elderly.

RACE							
	White alone	*Black or African American alone*	*Hispanic or Latino*	*American Indian and Alaska Native alone*	*Asian alone*	*Some other race alone*	*Two or more races*
Cheatham County	92.8	1.5	3.6	0.3	0.6	1.4	3.4
Dickson County	91.2	3.6	3.9	0.2	0.5	0.8	3.6
Houston County	93.1	3.8	2	0.5	0.3	0	1.9
Humphreys County	92.5	1.1	2.6	0.4	0.8	0.9	4.4
Stewart County	92.7	0.3	3.4	0.1	0.4	0.8	4.5
Tennessee	75.8	16.5	5.8	0.2	1.8	1.8	3.8

Race and Ethnicity

The Hispanic or Latino ethnic group makes up 5.8 percent of Tennessee, and nearly 18 percent of the nation's population. The average percentage of Hispanic population in the Middle Tennessee RPO is 3.1 percent. 16.5 percent of Tennessee's population is African American, while the percentage of African Americans in the Middle Tennessee RPO is 2.1 percent. The percentage of White alone population (92.5 percent) is much higher compared to the Tennessee average of 75.8 percent.

DISABILITY				
	Total civilian noninstitutionalized population	*Total civilian noninstitutionalized population (%)*	*With a disability: Total civilian noninstitutionalized population*	*With a disability: Total civilian noninstitutionalized population (%)*
Cheatham	40,539	85.0	6,100	15.0
Dickson	53,628	82.2	9,542	17.8
Houston	8,039	82.8	1,385	17.2
Humphreys	18,660	82.5	3,270	17.5
Stewart	13,397	82.3	2,371	17.7
Tennessee		84.7		15.3

Disability

The percentage of residents (civilian non-institutionalized population) with a disability, ranges between 15.0 and 17.8 percent in the Middle Tennessee RPO. The lowest percentage is in Cheatham County. The other four counties all have very similar disability rates in the 17 percent range. The percentage of the population with a disability is slightly higher in the Middle Tennessee RPO counties compared to the Tennessee average of 15.3 percent.

POVERTY				
	Under 18 years	*18 to 64 years*	*65 years and over*	*Total % below poverty level*
Cheatham	10.3%	11.0%	6.8%	10.2%
Dickson	12.6%	10.4%	10.2%	10.8%
Houston	13.5%	14.3%	13.4%	13.9%
Humphreys	14.2%	10.7%	9.6%	11.2%
Stewart	20.1%	12.8%	8.9%	13.6%
Tennessee	19.9%	13.4%	9.8%	14.3%
Poverty Status in the Past 12 Months (2021: ACS 5-Year Estimates)				

Poverty

The highest total poverty rate is in Houston and Stewart counties with 13.9 percent and 13.6 percent respectively. In Stewart County, the percentage of under 18-year-old population living in poverty (20.1 percent) is higher compared to other counties. However, the total poverty rate in Tennessee (14.3 percent) is higher compared to all the counties in the Middle Tennessee RPO. Tennessee has a similarly high percentage of population under the age of 18 under the poverty line with almost 20 percent.

INCOME				
	Household Median income (dollars)	*Family Median income (dollars)*	*Household Mean income (dollars)*	*Family Mean income (dollars)*
Cheatham	69,132	77,074	83,040	91,699
Dickson	61,388	72,127	79,404	89,447
Houston	46,535	65,417	63,221	77,085
Humphreys	49,745	63,002	67,336	78,818
Stewart	51,460	67,348	65,279	75,962
Tennessee	58,516	73,248	82,012	97,441

Income

This section of the plan provides an overview of the income distribution within the Middle 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.

In the Middle Tennessee RPO, the lowest household and family incomes are in Houston and Humphreys counties. The highest household and family incomes are in Cheatham and Dickson counties. The household median and mean income as well as the family median income in Cheatham County is higher than the Tennessee average. While the household median income in Dickson County is also higher than the state average, it is lower in all other income categories. All categories of income in Houston, Humphreys, and Stewart counties are much lower than the state average.

EDUCATION							
	Less than 9th grade	*9th to 12th grade, no diploma*	*High school graduate (includes equivalency)*	*Some college, no degree*	*Associate's degree*	*Bachelor's degree*	*Graduate or professional degree*
Cheatham	4.4%	8.3%	38.4%	20.5%	6.4%	14.4%	7.6%
Dickson	3.9%	8.9%	39.7%	21.1%	7.9%	11.9%	6.7%
Houston	5.0%	10.7%	44.1%	18.4%	8.6%	8.3%	4.9%
Humphreys	4.2%	9.5%	47.7%	16.5%	6.4%	9.9%	5.9%
Stewart	3.9%	9.3%	40.9%	18.4%	7.2%	13.7%	6.6%
Tennessee	3.8%	6.5%	31.2%	20.3%	7.8%	19.2%	11.3%
Mean percentage	4.3%	9.3%	42.2%	19.0%	7.3%	11.6%	6.3%

Education

The state and national averages for high school graduation (attainment of traditional high school diploma or GED) are 32 and 27 percent, respectively. These averages are substantially higher for each county within the Middle Tennessee RPO, as high school diploma/GED attainment rates are between 38 and 48 percent – the highest of which is Humphreys County. Higher education percentages for associate degrees, bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, generally tend to be comparable or lower in each of these counties when compared to the state and national averages. Houston County has the highest percentage of those with associate degrees, at 8.6 percent of the total population. Cheatham County has both the highest bachelor's degree and Graduate or Professional Degree attainment rates in the Middle Tennessee RPO, at 14.4 percent and 7.6 percent, respectively.

EMPLOYMENT (POPULATION 16 YEARS AND OVER)				
County	*Employment*	*Employment rate*	*Unemployment*	*Unemployment Rate*
Cheatham	20,499	62.20%	1,450	4.40%
Dickson	25,213	58.60%	1,936	4.50%
Houston	3,232	48.00%	377	5.60%
Humphreys	7,735	50.30%	1,522	9.90%
Stewart	5,753	52.30%	506	4.60%

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". 2022 unemployment rate for the State of Tennessee is 3.4 percent and the Nation is 3.6 percent. The counties within the Middle Tennessee RPO averaged a 3.5 percent unemployment rate, when compared to these state and national averages. The 2022 annual unemployment rates within the Middle Tennessee RPO ranged from 2.7 to 4.4 percent, with Cheatham County having the lowest unemployment rate, and Houston County experiencing the highest.

DEMOGRAPHIC SUMMARY

Demographic trends have implications on the transportation network within a region. Because the Middle Tennessee RPO's population is projected to increase, several general population segments should be given additional consideration when transportation decisions are being made. These groups within the Middle 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 better 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, portions of the Middle Tennessee RPO have been determined to have elevated poverty and disability rates, compared to state and national averages. When making long range planning decisions with long-term implications, these populations should be considered significantly. Special attention should be given to Houston and Stewart Counties as their poverty rates are higher compared to the other counties in the RPO.

The Appalachian Regional Commission (ARC) prepares an index of county economic status for each Appalachian county in the US. Website: **Classifying Economic Distress in Appalachian Counties**. Economic status designations are identified through a composite measure of each county's three-year average unemployment rate, per capita market income, and poverty rate. Based on these indicators, each county is then categorized as distressed, at-risk, transitional, competitive or attainment. In the Middle Tennessee RPO, no county is considered in distress, however, Houston County is considered "at-risk".



ECONOMIC INFORMATION

FREIGHT MOVEMENTS

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. Tennessee has a large network of transportation assets: eight interstates cross the state, allowing safe and efficient flow of products within the trucking industry (reaching 60 percent of the U.S. population within an 11-hour or shorter drive); the world's busiest cargo airport; six of the seven Class 1 Railroads; the fifth largest inland port, a vast network of pipelines; and the 11th most navigable waterway in the United States (976 miles). The workforce is made up of 266,885 Tennesseans employed in the transportation, logistics, and distribution industry at 16,702 establishments.

Proximity and access to Nashville and Memphis via I-40, I-24 to Clarksville, and I-840 to Franklin and I-65, provides tangible benefits for the Middle Tennessee RPO region. Interstate 40 is the most important freight corridor in terms of both truck volume and percent of truck volume. I-40 runs through Putnam and Cumberland counties and connects to Nashville to the east and Memphis to the west.

A Dry Port/Inland Port is a port located inland from coastal seaports on a waterway such as a river, lake, or canal. Inland ports provide services for the handling and temporary storage of containers, general and/or bulk cargo that enters or leaves the port by any mode of transport such as road, railways, inland waterways or airports.

Railroad companies operating in the area include CSX Railroad (CSX) a Class 1 rail system, RJ Corman – Memphis Line (RJCM), RJ Corman – Nashville and Western Line (NWRR), and the South Central Tennessee Railroad (SCTR), all three of which are Class 3 short-line rail systems. Both RJ Corman lines and South Central Tennessee railroads interchange with CSX at various locations in the region.

The Cumberland River and the Tennessee River are the nearest navigable waterways located in the MTRPO region. The nearest inland ports are located near Ashland City, Cumberland City, and Nashville on the Cumberland River, and New Johnsonville on the Tennessee River. The Port of Nashville is an official port of entry for the United States, and offers full river barge access to the Ohio River, the Mississippi River, and the Tennessee-Tombigbee Waterway. The New Johnsonville port has three primary businesses and limited barge mooring, Herbert Sand & Gravel Company, Gavilon Grain, and Poplar Bluff Materials. Nearby, the Chemours chemical plant and supporting businesses to the facility also has barge access.

Nashville has multiple ports for freight modal diversion for both public and private businesses. Although most of the port facilities along the Cumberland River in the Port of Nashville are privately owned and operated, the City of Nashville owns and operates jointly with Belle Carol Riverboat Company the Port of Nashville Municipal Wharf as a landing for harbor excursion vessels and for mooring other boats. Rock Harbor Marine operates a marina and a service department in the Port of Nashville. The Cherokee Marine Terminal, Steel Dock and Fleet Mooring was used to receive and occasionally ship general cargo that includes machinery, steel products, and packaged goods and mooring of barges before its closing in early 2020. This port operation more recently relocated to Arcosa Marine near Ashland City (now Nashville Marine/Parker Towing) and is responsible for plate steel deliveries to Arcosa's barge construction facility on site. Nashville Marine also coordinates with off-site customers to provide freight modal diversion opportunities. Cumberland City has two barge facilities serving the TVA-Cumberland Steam Plant along with access to service by rail lines to RJ Corman – Memphis line, while the New Johnsonville port also has access to service by rail lines to CSX. Nashville Marine/Parker Towing has potential access to RJ Corman – Nashville & Western line and is proposing a rail spur on premises to expand freight modal diversion opportunities in the region.

In 2022, it was announced that a second port would be opening near Ashland City on a 40-acre site located at the end of the RJ Corman Rail line on Thompson Road, which currently has a county convenience center and the now-closed county schools bus facility.

Short rail can support larger rail, which drives the need for inland ports. Inland ports are also directly related as a "next step" connection to the established Port of New Johnsonville and the proposed Ashland City port.

INDUSTRIES

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. A brief economic overview of the region can aid in transportation policies, programs, and projects. Both areas influence each other in the following ways:

- Transportation infrastructure location decisions 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.

The economic profile tables display the following for each Middle Tennessee RPO county:

- Top County Employers
- Number of Establishments by industry
- Average Weekly Wages by industry
- Major Industries within each County
- Employment Location Quotient (LQ) quantifies how concentrated a particular industry, cluster, occupation, or demographic group is in a region as compared to the nation.

Compared to many of the other RPOs in Tennessee, for top county employers the Middle Tennessee RPO is not dominated by the manufacturing industry. The Middle Tennessee RPO has many jobs in the Trade, Transportation and Utilities sector which Dickson County has the most establishments in that sector. There are also many jobs in the Professional and Business Services as well as Education and Health Services. In 3 of the 5 counties, the County Schools Systems are the top employers for the RPO region. The top employer for the RPO region is in Cheatham County with A.O. Smith Corporation. There are significantly fewer establishments in the Manufacturing and Natural Resources and Mining industries.

For the average weekly wages by industry, each county has distinct wage rankings by industry sectors faring better than the others. For the entire RPO region, Humphreys County's manufacturing sector has the highest average weekly wage in the RPO region compared to any other sector in the other counties. Cheatham County has 3 of the 5 highest industry sectors in the RPO region.

The major freight destinations in the Middle Tennessee RPO region are primarily with the industrial/manufacturing facilities, many of which are in industrial parks and predominantly rely on truck transportation, aside from several facilities located with proximity to a rail line. In Stewart/Houston County's Industrial Park located off SR-149 and SR-233, freight transportation opportunities include rail transportation by RJ Corman – Memphis Line. In Dickson County's Industrial Park located off SR-47 and SR-46, freight transportation opportunities include rail transportation by South Central Tennessee Rail and connection to CSX.

Some of the major freight destinations within the Middle Tennessee RPO include:

- A.O. Smith Corporation (Cheatham County)
- Tennsco Corporation (Dickson County)
- Chemours (Humphreys County)
- Tennessee Valley Authority (Stewart-Houston County)
- Caymas Boats (Cheatham County)
- Nemak USA (Dickson County)

In Humphreys County, both the New Johnsonville and McEwen Industrial Parks abut or are near CSX rail for transportation needs as well as truck transportation due to proximity to US-il70. Additionally, several industrial facilities at New Johnsonville's Park borders the Tennessee River for barge transportation which offers freight diversion opportunities. The Waverly Industrial Park is within 3 miles of U.S. 70 and CSX rail. Cheatham County's Industrial Park is located off SR-12 for truck transportation and has access or proximity to RJ Corman – Nashville & Western Line for rail transportation. Additionally, Cheatham County's Park borders the Cumberland River for barge transportation for freight diversion opportunities.

Humphreys County's general airport abuts the Waverly Industrial Park; however, the airport cannot accommodate commercial air freight transportation. Dickson County's general airport has proximity to truck transportation as well as CSX rail, but likewise cannot accommodate commercial air freight at the present time. The current Dickson County Land Use & Transportation Plan 2010-2030 recommends the County exploring this potential opportunity for commercial air freight transportation needs which includes creating an airport business park and recommendation for infrastructure to promote transportation options such as accessibility to CSX and SR-235.



CHEATHAM COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

Employer	*Est. Employees*
A.O. Smith Corporation	1,356
Cheatham County School District	740
Cheatham County Government	300
Caymas Boats, LLC	298
Wal-Mart Stores, Inc.	225
Dillion Transportation, LLC	165
Arcosa Marine	155
R.E. West, Inc.	141
United Structural Systems, Inc.	120
Caraustar Industries, Inc.	99

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

Industry	*% of TQW*
Trade, Transportation and Utilities	20.53%
Manufacturing	7.37%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

County Rank	*Industry*	*Average Weekly Wage*
1	Construction	1,567
1	Natural Resources and Mining	1,521
1	Professional and Business Services	1,348
2	Manufacturing	1,274
3	Trade, Transportation and Utilities	833

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

Top 3	*Industry*	*LQ*
1	Construction	1.95
3	Natural Resources and Mining	0.23
2	Professional and Business Services	0.48

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

CHEATHAM COUNTY ESTABLISHMENTS

County Rank	*Industry*	*Total Establishments*
2	Trade, Transportation, and Utilities	174
2	Professional and Business Services	170
2	Education and Health Services	81
2	Manufacturing	66
3	Natural Resources and Mining	6

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

DICKSON COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

Employer	*Est. Employees*
Dickson County Board of Education	1,100
Tennsco Corporation*	650
TriStar Horizon Medical Center	525
Dickson County Government	400
Wal-Mart Stores, Inc.	380
Nenmak USA, Inc.	300
Masonite Door Corporation	300
Martin-Brower Company, LLC	286
Dal-Tile	275
Bridgestone APM	220

**Source: MTIDA - Middle Tennessee Industrial Development Association. Dickson-Dickson County, Tennessee. Jan 2023*

MAJOR INDUSTRY

Industry	*% of TQW*
Trade, Transportation and Utilities	22.61%
Manufacturing	5.71%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

County Rank	*Industry*	*Average Weekly Wage*
3	Natural Resources and Mining	1,304
3	Construction	1,221
3	Manufacturing	1,178
2	Trade, Transportation and Utilities	899
5	Professional and Business Services	756

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

Top 3	*Industry*	*LQ*
3	Natural Resources and Mining	0.28
2	Construction	1.29
1	Manufacturing	2.22

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

DICKSON COUNTY ESTABLISHMENTS

County Rank	*Industry*	*Total Establishments*
1	Trade, Transportation, and Utilities	297
1	Professional and Business Services	172
1	Education and Health Services	170
1	Manufacturing	75
2	Natural Resources and Mining	9

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HOUSTON COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

Employer	*Est. Employees*
Houston County Board of Education	225
Signature Healthcare, LLC	127
Houston County Government	100
Southern Gage, Inc.	97
Houston County Community Hospital	75

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

Industry	*% of TQW*
Manufacturing	5.75%
Trade, Transportation and Utilities	19.42%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

County Rank	*Industry*	*Average Weekly Wage*
3	Professional and Business Services	978
5	Manufacturing	936
5	Trade, Transportation and Utilities	736
N/A	Construction	N/A
N/A	Natural Resources and Mining	N/A

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

Top 3	*Industry*	*LQ*
3	Professional and Business Services	0.2
1	Manufacturing	1.49
2	Trade, Transportation and Utilities	0.64

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HOUSTON COUNTY ESTABLISHMENTS

County Rank	*Industry*	*Total Establishments*
5	Trade, Transportation, and Utilities	27
5	Education and Health Services	16
5	Professional and Business Services	13
5	Manufacturing	8
5	Natural Resources and Mining	2

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HUMPHREYS COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

Employer	*Est. Employees*
Humphreys County School District	500
Chemours	482
Hood Container Corporation	188
Three Rivers Medical Advisors, Inc.	151
Wal-Mart Stores, Inc.	150
Scepter, Inc.	140
Matheson Tri-Gas, Inc.	125
Humphreys County Government	115
Humphreys County Nursing Home Inc.	100
Natchez Trace Youth Academy	99

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

Industry	*% of TQW*
Manufacturing	8.06%
Trade, Transportation and Utilities	25.67%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

County Rank	*Industry*	*Average Weekly Wage*
1	Manufacturing	1,978
2	Construction	1,556
2	Professional and Business Services	1,130
2	Natural Resources and Mining	1,037
4	Trade, Transportation and Utilities	784

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

Top 3	*Industry*	LQ
1	Manufacturing	3.08
2	Construction	1.63
3	Professional and Business Services	0.19

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HUMPHREYS COUNTY ESTABLISHMENTS

County Rank	*Industry*	*Total Establishments*
3	Trade, Transportation, and Utilities	105
3	Education and Health Services	46
3	Professional and Business Services	37
3	Manufacturing	33
1	Natural Resources and Mining	10

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

STEWART COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

Employer	*Est. Employees*
Tennessee Valley Authority	325
Stewart County Board of Education	300
Stewart County Government	158
Georgia Pacific Gypsum Ii, LLC	92
Kauffman Engineering	80

Source: Tennessee Dept. of Economic and Community Development, County Profiles

MAJOR INDUSTRY

Industry	*% of TQW*
Trade, Transportation and Utilities	21.11%
Manufacturing	6.34%

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 4

AVERAGE WEEKLY WAGES

County Rank	*Industry*	*Average Weekly Wage*
1	Trade, Transportation and Utilities	1,391
4	Professional and Business Services	963
4	Manufacturing	940
N/A	Construction	N/A
N/A	Natural Resources and Mining	N/A

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

Top 3	*Industry*	*LQ*
2	Trade, Transportation and Utilities	0.75
3	Professional and Business Mining	0.18
1	Manufacturing	2.37

Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

STEWART COUNTY ESTABLISHMENTS

County Rank	*Industry*	*Total Establishments*
4	Trade, Transportation, and Utilities	53
4	Professional and Business Services	28
4	Education and Health Services	22
4	Manufacturing	16
4	Natural Resources and Mining	3

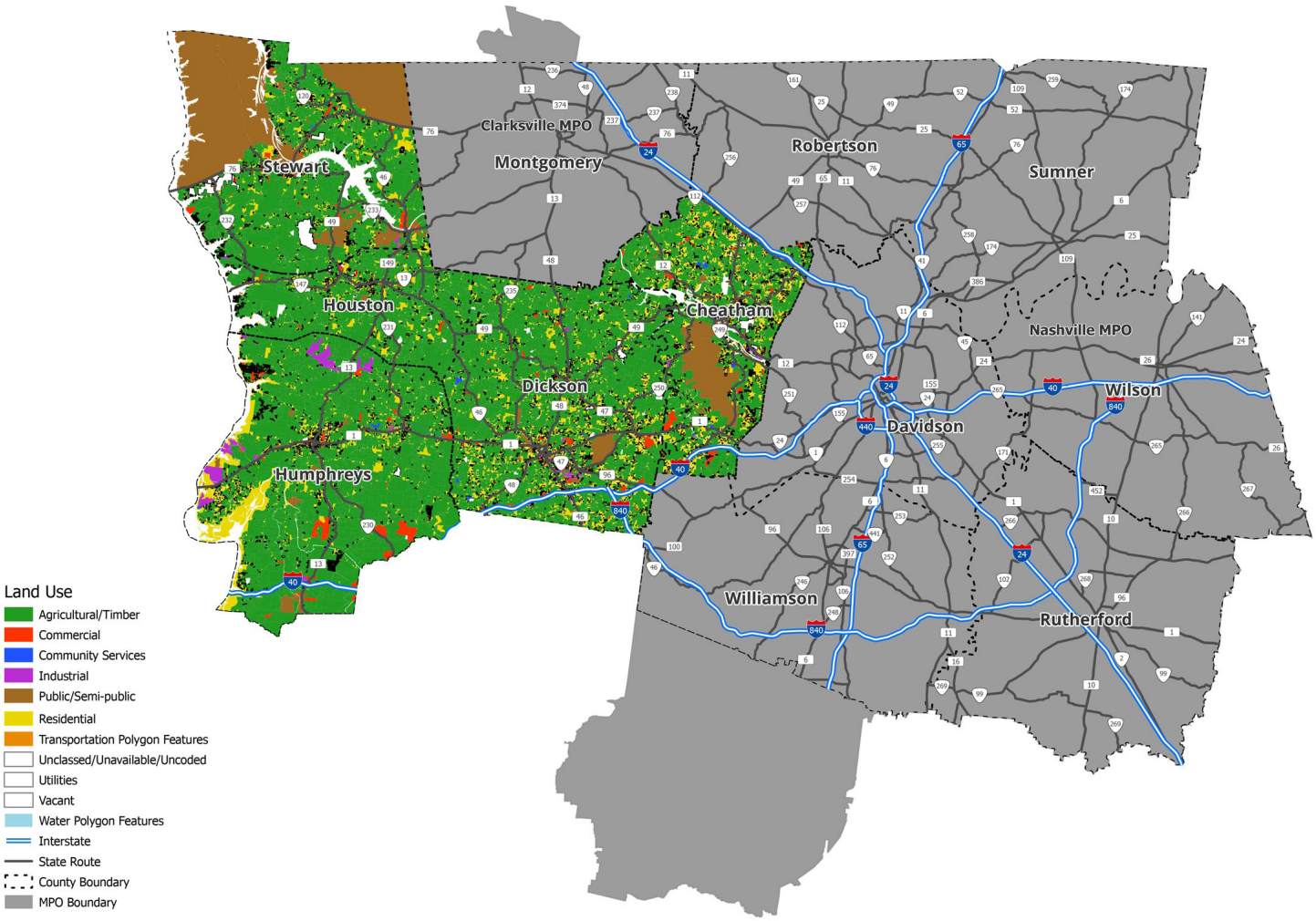
Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Quarter 4

LAND USE INFORMATION

The land use distribution in the Middle Tennessee RPO is predominantly agricultural. About 54 percent or 853,429 acres of the land uses in the RPO are agricultural. Residential and public land acreage constitute 10 and 9 percent respectively of the total land uses. Commercial/office and industrial land uses are 2 percent of all the land uses in the RPO.

The highest percentage of agricultural acres is in Houston and Humphreys counties with 84.9 and 79.8 percent respectively, followed by Dickson County with 75.5 percent. Stewart County has the highest public lands acreage because of the large Land Between the Lakes National Recreation Area. Cheatham and Dickson counties have the highest percentages for residential acres compared to the other counties in the RPO. Houston and Stewart counties have the lowest share of residential acres.

Existing Land Use Map



PUBLIC LANDS

The Middle Tennessee RPO is home to thousands of acres in public lands consisting of a national military park, two state parks, a state historic site, national wildlife reserves, management areas and refuges, two state forests, and several boat ramps, docks, campgrounds, and various recreational areas for public use. A lot of the public lands are in Cheatham, Dickson, and Stewart counties.

Cheatham County has the Dyson Ditch Refuge (304 acres) and the large Cheatham Wildlife Management Area that encompasses 19,888 acres. Dickson County has also part of the Cheatham Lake Wildlife Management Area and the Pardue Pond Refuge. Montgomery Bell Park consists of approximately 3,850 total acres.

Stewart County has a large public lands area in the Northwest, the Land Between the Lakes National Recreation Area that also stretches into Kentucky. The recreation area encompasses 64,029 acres in Stewart County and is managed by the US Department of Agriculture Forest Service. Stewart County also has the Bards Creek Refuge and Barkley Wildlife Management Area (almost 7,000 acres). In Stewart County holds the Fort Donelson National Military Park and Cemetery, consisting of approximately 1,220 acres of federally maintained lands.

The only public lands area in Humphreys County is the Duck River access. Also included in Humphreys County is the Johnsonville State Historic Park, consisting of approximately 1,075 acres according to the State Parks website. The Link Farm State Archaeological Area is in Humphreys County, consisting of approximately 463 acres (Johnsonville State Historic Park).

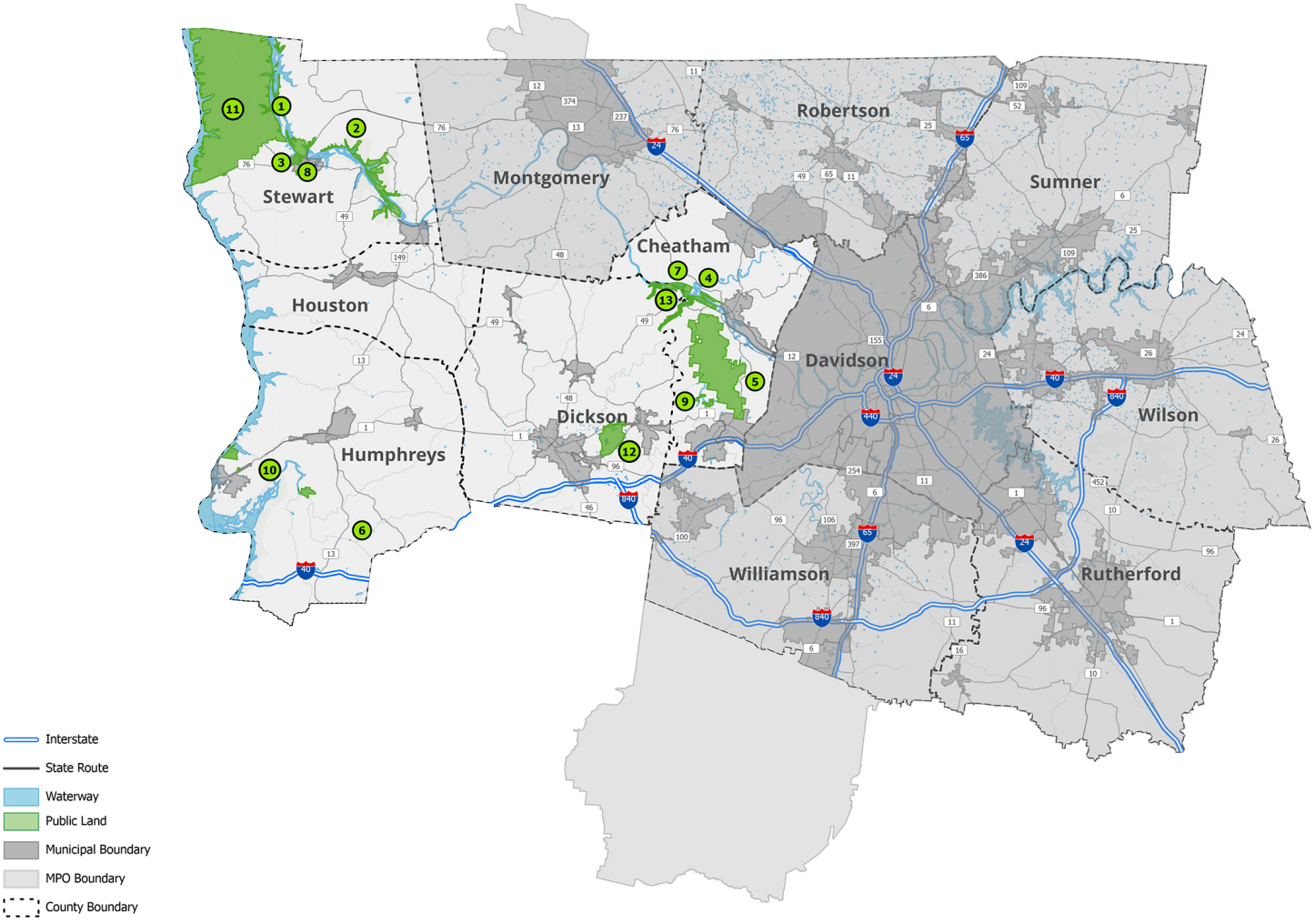
All public lands, besides the Land Between the Lakes National Recreation Area, are managed by the State of Tennessee Wildlife Resource Agency.

There are also several local parks and recreational areas maintained by counties, municipalities, or private maintained but used by the public. This current list can be found in the Appendix, pages 79–80.

MIDDLE TENNESSEE PUBLIC LANDS

Label	*Name*	*Type*	*Acres*	*Ownership*	*County*
1	**Bards Creek Refuge**	Refuge	250	State of Tennessee (TWRA)	Stewart
2	**Barkley WMA**	WMA	5,425	State of Tennessee (TWRA)	Stewart
3	**Barkley WMA-Unit 1**	WMA	1,537	State of Tennessee (TWRA)	Stewart
4	**Cheatham Lake WMA**	WMA	2,686	State of Tennessee (TWRA)	Dickson
5	**Cheatham WMA**	WMA	19,888	State of Tennessee (TWRA)	Cheatham
6	**Duck River Access**	River Access	1	State of Tennessee (TWRA)	Humphreys
7	**Dyson Ditch Refuge**	Refuge	304	State of Tennessee (TWRA)	Cheatham
8	**Fort Donelson National Military Park**	National Battlefield	1,007	U.S. Department of Interior (NPS)	Stewart
9	**Harpeth River State Park**	State Park	532	State of Tennessee (TDEC)	Cheatham
10	**Johnsonville State Historic Park**	State Historic Park	1,075	State of Tennessee (TDEC)	Humphreys
11	**Land Between the Lakes WMA**	WMA	64,029	U.S. Department of Agriculture (USFS)	Stewart
12	**Montgomery Bell State Park**	State Park	3,850	State of Tennessee (TDEC)	Dickson
13	**Pardue Pond Refuge**	Refuge	433	State of Tennessee (TWRA)	Dickson

Public Use Lands Map



REGIONAL TRANSPORTATION NETWORK OVERVIEW

Transportation plays a vital role in the region's quality of life and economic viability. The need for transportation stems from the need to access goods, services, and other people within and beyond the region. The ease with which citizens can get from home to school, jobs, medical services, shopping and back again depends on the efficiency and effectiveness of the RPO's transportation system. The Regional Transportation System section of the plan includes all transportation modes: roadways, public transportation, bikeways, greenways, freight movement, and airports. Nonmetropolitan areas comprise a large portion of Tennessee's geographic area. Providing an overview of conditions and current infrastructure throughout the region is critical to the statewide planning process.

This chapter begins with other transportation infrastructure, such as airports, railroads, and bridges. The chapter continues with functional classification, traffic volumes (AADT) for each county, v/c ratio data indicating the roadway capacity, as well as truck volumes (AADT) for the RPO. Another section in the RRTP in on commute patterns, which also includes commute to the MPO areas. One section is designated to safety and includes bicycle and pedestrian crash data, vehicular crash data, and any completed and current safety projects by TDOT. In the section on multimodal facilities, bicycle level of service (BLOS) identifies suitable and unsuitable roads for bicycle travel. Furthermore, the chapter includes bicycle and sidewalk lanes as well as greenway mileage. Lastly, the transportation chapter mentions public transportation services in the RPO.

TRANSPORTATION INFRASTRUCTURE

AIRPORTS

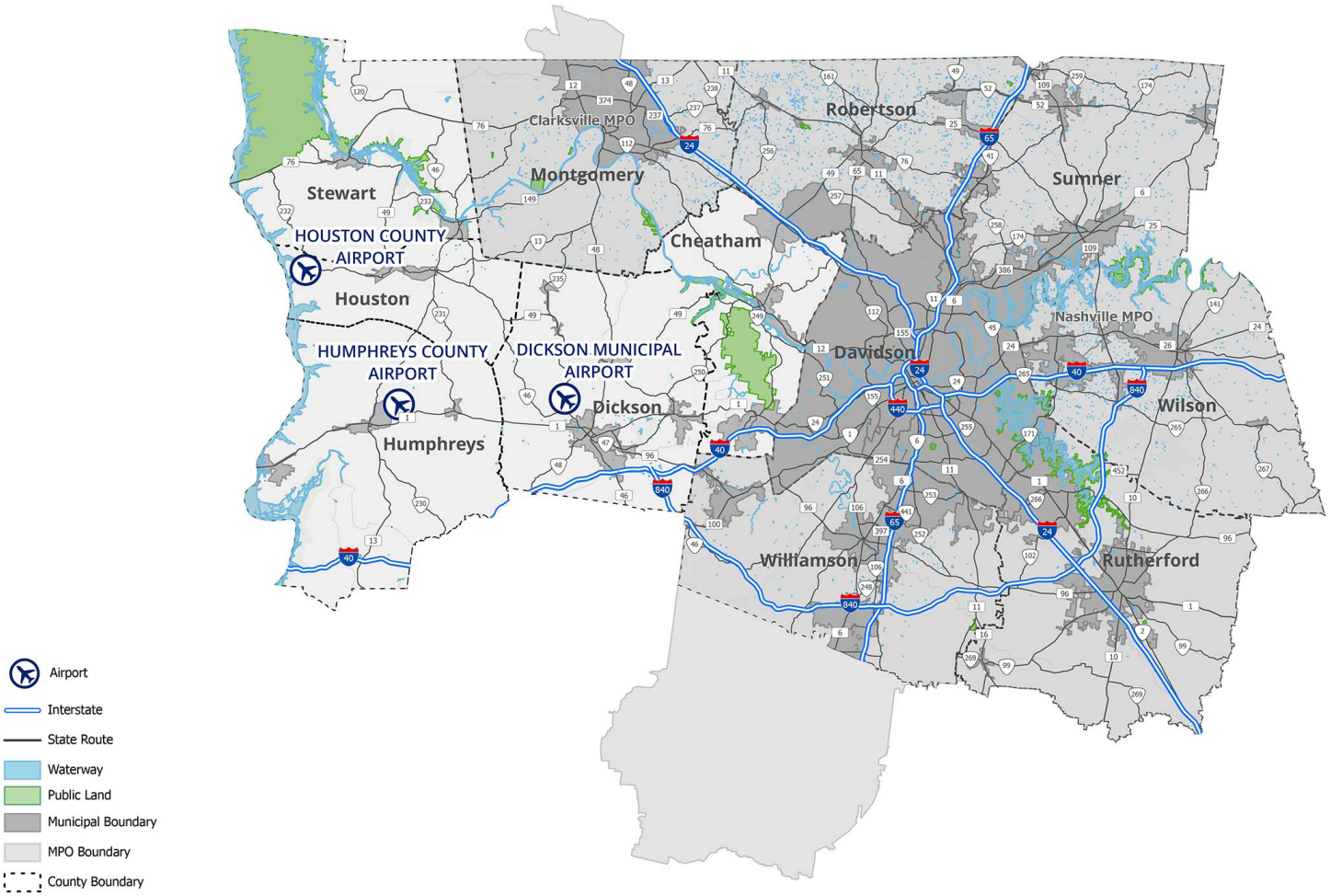
Tennessee's aviation system is made up of 78 public-use airports, which serve aviation needs from commercial passenger jet operations to single-engine recreational flights. The TDOT Aeronautics Division undertook an **Aviation Economic Impact Study in 2019**. This study determined that Tennessee's aviation system generated 220,936 jobs and contributed $40 billion in 2019 to the state's economy, accounting for 11 percent of Tennessee's 2019 gross domestic product (GDP). There are six airports in Tennessee that provide commercial service: Chattanooga (CHA), McGhee Tyson (TYS), McMellar-Sipes Regional Airport (MKL), Memphis (MEM), Nashville (BNA), and Tri-Cities (TRI). The entire Region 3 has the most airports of any region in the state.

The Middle Tennessee RPO is impacted by the nearby airports in the Nashville MPO. Nashville International Airport (BNA) is the largest medium-hub airport in the country, and it serves many domestic and international locations. The airport draws lots of visitors from all over the region including the RPO. In 2019, BNA generated $9.9 billion in revenues. John C Tune (JWN), also located in Nashville serves as a general aviation reliever airport to BNA. Smyrna Airport (MQY) is the third largest airport in Tennessee and is supported by many onsite businesses (64 in 2019) – the most in any general aviation airport in the state. Murfreesboro Municipal Airport (MBT) supports the growing general aviation needs of the area, including hosting the Middle Tennessee State University (MTSU) flight training program. This program is in the process of being transferred to the Shelbyville Regional Airport. These airports bring visitors also to the Middle TN RPO, and its residents can take advantage of utilizing the larger airports for travel.

The Middle Tennessee RPO has three smaller airports: Dickson Municipal Airport (M02) in Dickson, Houston County Airport (M93) in McKinnon, the unincorporated area of Houston County in the McKinnon Community, and Humphreys County Airport (0M5) located in Waverly.

Since the 2019 Aviation Impact Study, the Dickson Municipal Airport has made several upgrades which includes a new lighting system. In 2022, the City of Dickson joined Dickson County to fund a consultant to create an Aviation Forecasting/Planning study for implementation of improvements at the Municipal Airport. Also, the 2043 Dickson County Comprehensive Plan recommends expansion to the Municipal Airport as a 10-year priority.

Airports Map



DATA ON AIRPORTS IN THE MIDDLE TENNESSEE RPO

Airport Name	*City*	*County*	*Runway Length (feet)*	*Runway Width (feet)*	*Business Revenue* (*1,000)*	*On-Airport Impacts* (*1,000)*	*Visitor Spending Impacts* (*1,000)*
Dickson Municipal Airport	Dickson	Dickson	5001	75	$2,400	$1,900	$554
Houston County Airport	Mc Kinnon	Houston	3000	75	$111	$110	$1
Humphreys County Airport	Waverly	Humphreys	4000	75	$8,900	$8,800	$24
John C Tune Airport	Nashville	Davidson	6001	100	$91,500	$22,000	$69,500
Nashville International Airport	Nashville	Davidson	8,001/ 7,704/ 8,001/ 11,030	150	$9,900,000	$4,200,000	$5,700,000
Outlaw Field Airport	Clarksville	Montgomery	5999	100	$33,300	$30,700	$2,600
Murfreesboro Municipal Airport	Murfreesboro	Rutherford	4753	100	$80,900	$80,100	$733
Smyrna Airport	Smyrna	Rutherford	5,546/ 8,038	100 / 150	$232,000	$204,000	$27,100

RAILROADS

There are four different railroad operators in the Middle Tennessee RPO, CSX and South Central Tennessee Railroad as well as the RJ Corman short-line railroad.

1. CSX Railroad runs through Cheatham County, Dickson County, and Humphreys County for a total of just over 61 linear miles (8.5 miles of track in Cheatham County; 23.8 miles of track in Dickson County; and 28.9 miles of track in Humphreys County.)

2. RJ Corman - Memphis Line is a short-line rail company that operates in Stewart County – approximately 4.6 miles. It has a stop in Cumberland City which extends into the Stewart/ Houston Industrial Park and ending just before the Houston County line. The RJ Corman Rail line goes into Montgomery County to the state line of Tennessee/Kentucky. This rail line is the Memphis line that goes from Bowling Green, Guthrie, Lewisburg, Russellville, South Union in Kentucky to Clarksville and Cumberland City in Tennessee. RJ Corman–Memphis Line connects with CSX and I-24 in Montgomery County. The entire rail line length is 113.04 miles.

3. RJ Corman - Nashville and Western Line is a short-line rail company that operates from Cheatham County just outside of Ashland City to Nashville, Davidson County. The section is 18 miles long and provides connectivity to NS.

4. A section of South Central Tennessee Railroad (SCTR) operates in Dickson County. The SCTR rail line starts just outside of the City of Dickson near the County Industrial Park, goes southward into Hickman County and ends in Hohenwald, Lewis County. It provides connectivity to CSXT and I-40 in Dickson County. The rail line is 45 miles long.

In Cheatham County there are six railroad crossings in Ashland City by the RJ Corman Nashville & Western Railroad Corporation with 2 trips per day on average, all of which are at-grade crossings, and all but one crossing is public. To the south portion of the county, there are 13 CSX railroad crossings in the corporate limits and vicinity of Pegram and Kingston Springs combined, averaging 6 trips per day, and all at-grade crossings except one grade-separated crossing (railroad running under the roadway.) 7 crossings are public, and 6 crossings are private.

In Dickson County there are a total of 69 open crossings, of which 31 are CSX and 38 are South Central Tennessee Railroad. Of those, 60 are at-grade crossings, and 9 are grade-separated crossings (6 with railroad running over the roadway and 3 with railroad running under the roadway.) 26 of the CSX crossings are public, while 5 are private. Many of the CSX crossings lie within the corporate limits of City of Dickson, White Bluff, and Burns. Approximately half of the South Central Tennessee Railroad crossings lie within the City of Dickson. Comparably, 15 of the SCTR crossings are public, while 23 are private. The CSX line runs about 6 daily trips through the corporate limits and vicinity of White Bluff, Burns, and City of Dickson, while the SCTR Railroad runs less than one daily trip, primarily through the City of Dickson and southward through the county.

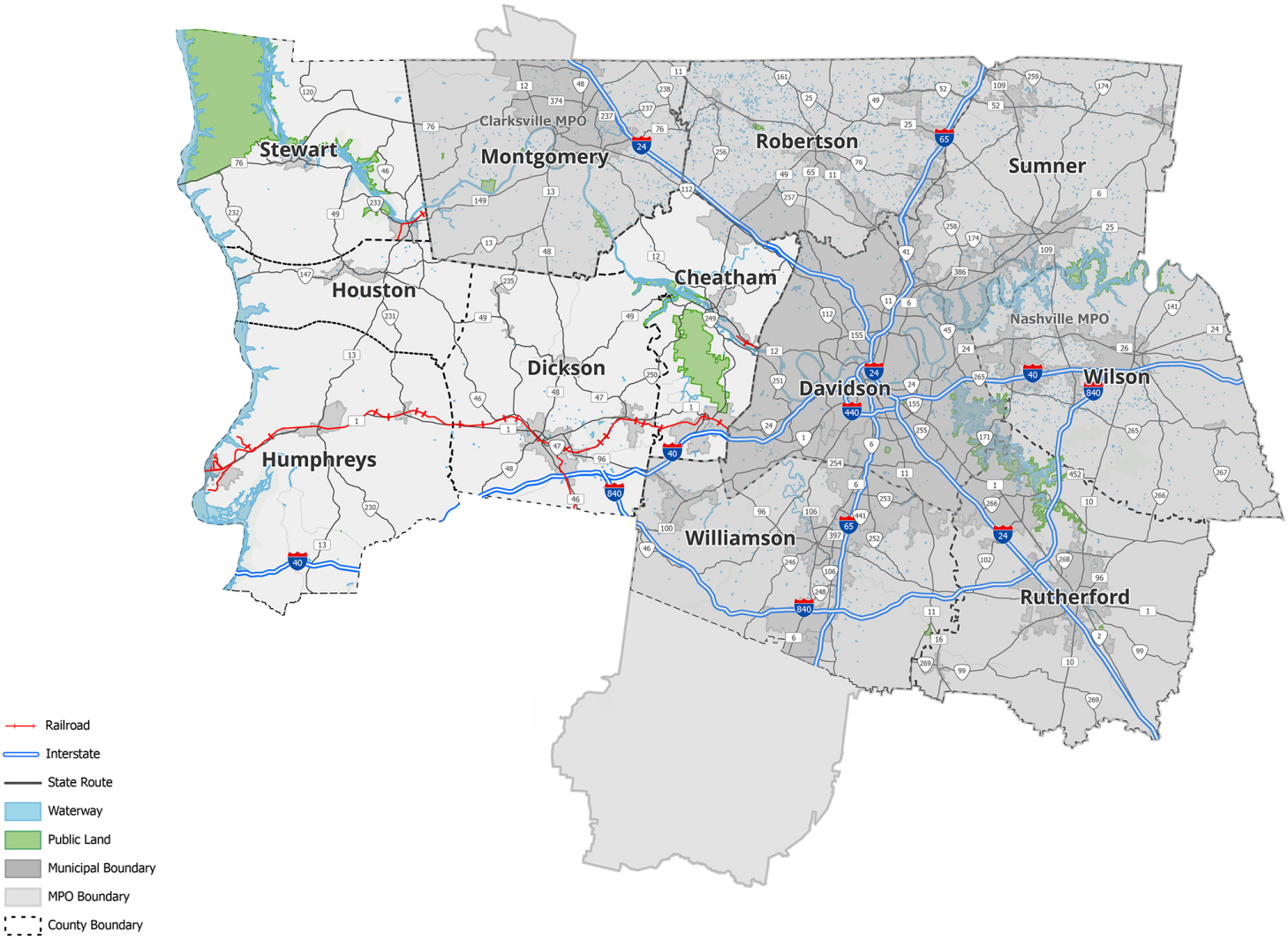
In Houston County there are no current railroad companies operating. At one time, CSX and predecessor rail companies had as many as 36 public and private railroad crossings, all of which have a closed rail status.

In Humphreys County there are 43 CSX railroad crossings, of which 38 are at-grade crossings, and 5 are grade-separate crossings (2 with railroad running over the roadway and 4 are under the roadway.) 28 of the crossings are public while 15 are private. Many of the railroad crossings are in the corporate limits and vicinity of McEwen, New Johnsonville, and Waverly. On average there are just over 4 trips per day through the county.

In Stewart County there are 8 railroad crossings from the R.J. Corman Railroad Company – Memphis Line, which operates 2 trips per day on average to Cumberland City, with nearly all crossings located in the corporate limits. All 8 crossings are at-grade, of which 3 crossings are public while 5 are private. The RJ Corman – Memphis line is active and on average runs about two daily trips through the county.



Railroads Map



BRIDGES

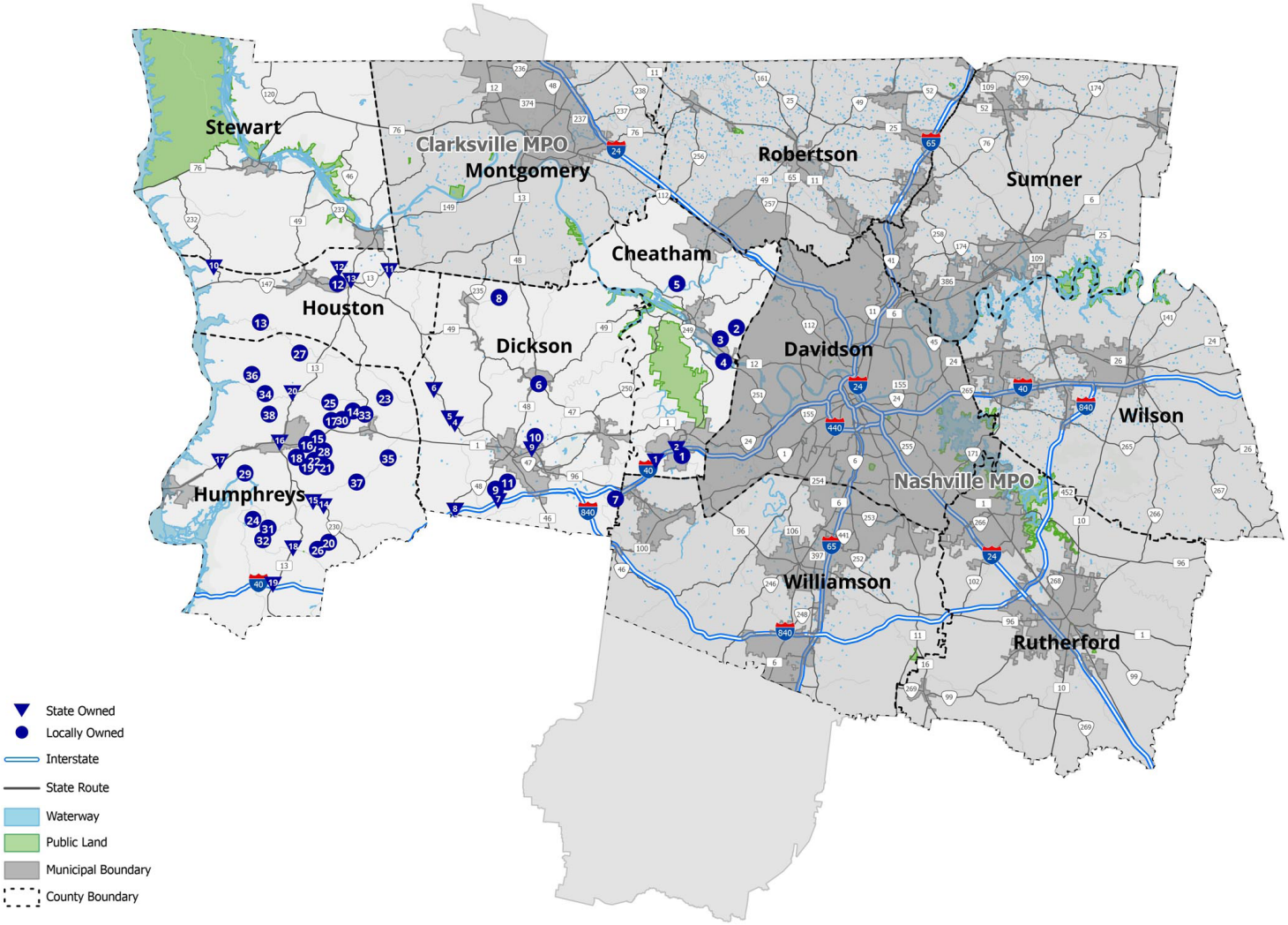
There are 870 bridges in the Middle Tennessee RPO, excluding federal bridges. Of those, 394 (45.3 percent) are in good condition, 426 (49.0 percent) are in fair condition, and 50 (5.7 percent) are in poor condition.

Dickson and Humphreys counties have the highest number of bridges. The largest number of bridges in poor condition are in Humphreys County. Dickson County has the highest percentage of bridges in good condition (60.5 percent).

TDOT evaluates bridges and assigns them a sufficiency rating. The "bridge sufficiency rating", a major factor in bridge monitoring, is an overall rating of a bridge's fitness calculated based 55 percent on the structural evaluation, 30 percent on the obsolescence of its design, and 15 percent on its importance to the public. "Structural deficiency" or "structural 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. The lower the number of the sufficiency rating the worse the condition of the bridge.

In the Middle Tennessee RPO are 38 locally owned structurally deficient bridges out of which 25 are in Humphreys County. In the RPO 20 state-owned bridges that are structurally deficient. Of those, 20 state-owned deficient bridges, 3 are in Cheatham County, 6 are in Dickson County, 4 are in Houston County and 7 are in Humphreys County.

Structurally Deficient Highway Bridges Map



LOCALLY OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

Label Number	*Bridge ID*	*County*	*Route*	*Feature Intersected*	*Inspection Date*	*Year Built*	*Sufficiency Rating*
1	0110A37200011	Cheatham	0A372	Brush Creek	21-Sep-22	1975	32.3
2	0110A23100031	Cheatham	0A231	Marrowbone Creek	15-Sep-22	1965	47.4
3	0110A23500011	Cheatham	0A235	Marrowbone Creek	14-Sep-22	1975	39.4
4	0110A50600011	Cheatham	0A506	South Harpeth River	20-Sep-22	1950	14.4
5	011S615000011	Cheatham	00979	Sycamore Creek	18-Aug-22	1949	52.5
6	0220A24800011	Dickson	0A177	Town Branch	6-Jul-22	1970	66
7	0220A27800011	Dickson	0A278	Little Turnbull Creek	20-Jul-22	1955	30.6
8	0220A10000031	Dickson	0A045	Little Bartons Creek	8-Jun-22	1965	44.3
9	022S614700031	Dickson	01854	East Fork Piney River	1-Jun-22	1960	41.5
10	0220186000051	Dickson	01860	Spicer Branch	13-Jun-22	1989	68.6
11	022S614700051	Dickson	01854	East Fork Piney River	1-Jun-22	1970	55
12	0420A14500011	Houston	01783	Erin Branch	1-Feb-22	1965	48.4
13	042S626100091	Houston	00937	Whiteoak Creek	27-Jan-22	1959	27.5
14	0430A61000011	Humphreys	0A610	Trace Creek	19-Oct-21	1993	47.8
15	0430A26800011	Humphreys	0A268	Trace Creek	1-Apr-22	1970	2
16	0430A26900011	Humphreys	0A269	Trace Creek	1-Apr-22	1970	2
17	0430A63900011	Humphreys	0A639	Trace Creek	1-Apr-22	1970	7.8
18	0430A27600011	Humphreys	0A276	Blue Creek	1-Feb-22	1998	18.4
19	0430A27900011	Humphreys	0A279	Blue Creek	1-Feb-22	1989	21
20	0430A23900011	Humphreys	0A239	Tumbling Creek	9-Feb-22	1980	35.9
21	0430A25400031	Humphreys	0A254	Blue Creek	1-Feb-22	1989	12.7
22	0430A25400011	Humphreys	0A254	Blue Creek	1-Feb-22	1992	13.9
23	0430A18700011	Humphreys	0A187	Bateman Branch	13-Oct-21	1987	20.5
24	043S637300011	Humphreys	00925	Grassy Branch	31-Jan-22	1955	18.4
25	0430180600051	Humphreys	01806	Richland Creek	8-Oct-21	1974	27.3
26	0430A23900051	Humphreys	0A239	Tumbling Creek	9-Feb-22	1980	51.9
27	0430178100011	Humphreys	01781	Black Branch	20-Feb-21	1992	52.6
28	0430180200031	Humphreys	01802	Little Blue Creek	29-Sep-21	2011	28.6
29	0430A31600011	Humphreys	00910	Duck River	24-Mar-22	1945	4
30	0430180600071	Humphreys	01806	Trace Creek	19-Oct-21	1972	21.3
31	0430A34100011	Humphreys	0A341	Hurricane Creek	31-Jan-22	1964	35.8
32	0430179600011	Humphreys	01796	Duck River	31-Jan-22	1976	66
33	0430A15000031	Humphreys	0A150	Trace Creek	19-Oct-21	1976	68.1
34	043S622100051	Humphreys	00910	Big Richland Creek	29-Sep-21	1986	60.8
35	0430177900051	Humphreys	01779	Hurricane Creek	21-Jan-22	1972	68.1

LOCALLY OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

Label Number	*Bridge ID*	*County*	*Route*	*Feature Intersected*	*Inspection Date*	*Year Built*	*Suffciency Rating*
36	0430A00400011	Humphreys	0A004	Halls Creek	27-Sep-21	1979	69.9
37	043S622300051	Humphreys	00933	Hurricane Creek	24-Jan-22	1956	19.6
38	043S622100031	Humphreys	00910	Little Richland Creek	30-Sep-21	1960	36.1

STATE OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

Label Number	*Bridge ID*	*County*	*Route*	*Feature Intersected*	*Inspection Date*	*Year Built*	*Suffciency Rating*
1	011I004000031	Cheatham	0A383	I0040	11-Aug-22	1960	
2	011I004000081	Cheatham	I0040	Harpeth River	25-Aug-22	1960	60.6
3	011I004000071	Cheatham	I0040	Harpeth River	25-Aug-22	1960	57.8
4	0220034300011	Dickson	SR046	Branch	6-May-22	1940	23.2
5	0220034300031	Dickson	SR046	Branch	2-May-22	1940	43.2
6	022S614300131	Dickson	SR046	Yellow Creek	16-May-22	1956	49.9
7	022I004000051	Dickson	I0040	I40RL/ East Piney Rd.	23-May-22	1963	55.3
8	022I004000011	Dickson	SR048	SR 48 / I40	5-May-22	1963	41.5
9	022SR00100071	Dickson	SR001	Branch	10-May-22	1939	34.2
10	042FA12300011	Houston	SR232	Hurricane Creek	3-Dec-21	1961	37.2
11	042S614400011	Houston	SR046	Guices Creek	6-Dec-21	1964	46.3
12	042SR04900031	Houston	SR049	Wells Creek	2-Dec-21	1932	20.2
13	042SR01300071	Houston	SR013	Muster Ground Creek	2-Dec-21	1928	40.2
14	043S622200051	Humphreys	SR230	Hurricane Creek	26-Aug-21	1958	60.8
15	043S622200071	Humphreys	SR230	Hurricane Creek	26-Aug-21	1959	15.1
16	043SR01300251	Humphreys	SR013	Trace Creek	7-Sep-21	1963	45.1
17	043SR00100081	Humphreys	SR001	Trace Creek	22-Aug-21	1959	28.2
18	043SR01300131	Humphreys	SR013	Duck River	1-Sep-21	2005	57.4
19	043SR01300091	Humphreys	SR013	Black Branch	1-Sep-21	1949	52.3
20	043SR01300331	Humphreys	SR013	Big Richland Branch	7-Sep-21	2005	72.3

FUNCTIONAL CLASSIFICATION

According to the Federal Highway Administration, "Roadways are assigned to one of several functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification, including access, mobility, efficiency of travel, collectors, access points, speed limit, route spacing, annual average daily traffic volumes, and vehicle miles of travel. All roadways are classified into three (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 percent of total roadway miles are in rural areas, while 25 percent are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics. One metric is vehicle miles traveled (VMT), which illustrates the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of lane 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 on each type of facility.

The highest DVMT in the Middle TN RPO is on the interstates and minor arterial roadways. Compared to Tennessee's statewide DVMT, the DVMT on principal arterials in the Middle TN RPO is lower, and the DVMT on minor arterial roads is higher. So, the minor arterial roadways in the Middle TN RPO play an important role in the transportation network as they carry high traffic volumes.

The distribution of road mileage by functional class is like the state average. About 30 percent of the roads in the RPO are not classified as local roads. Minor collectors make up 14.5 percent of the functional classified road mileage. Major collectors make up 6.3 percent and minor arterials make up 6.6 percent of the functional classified roads.

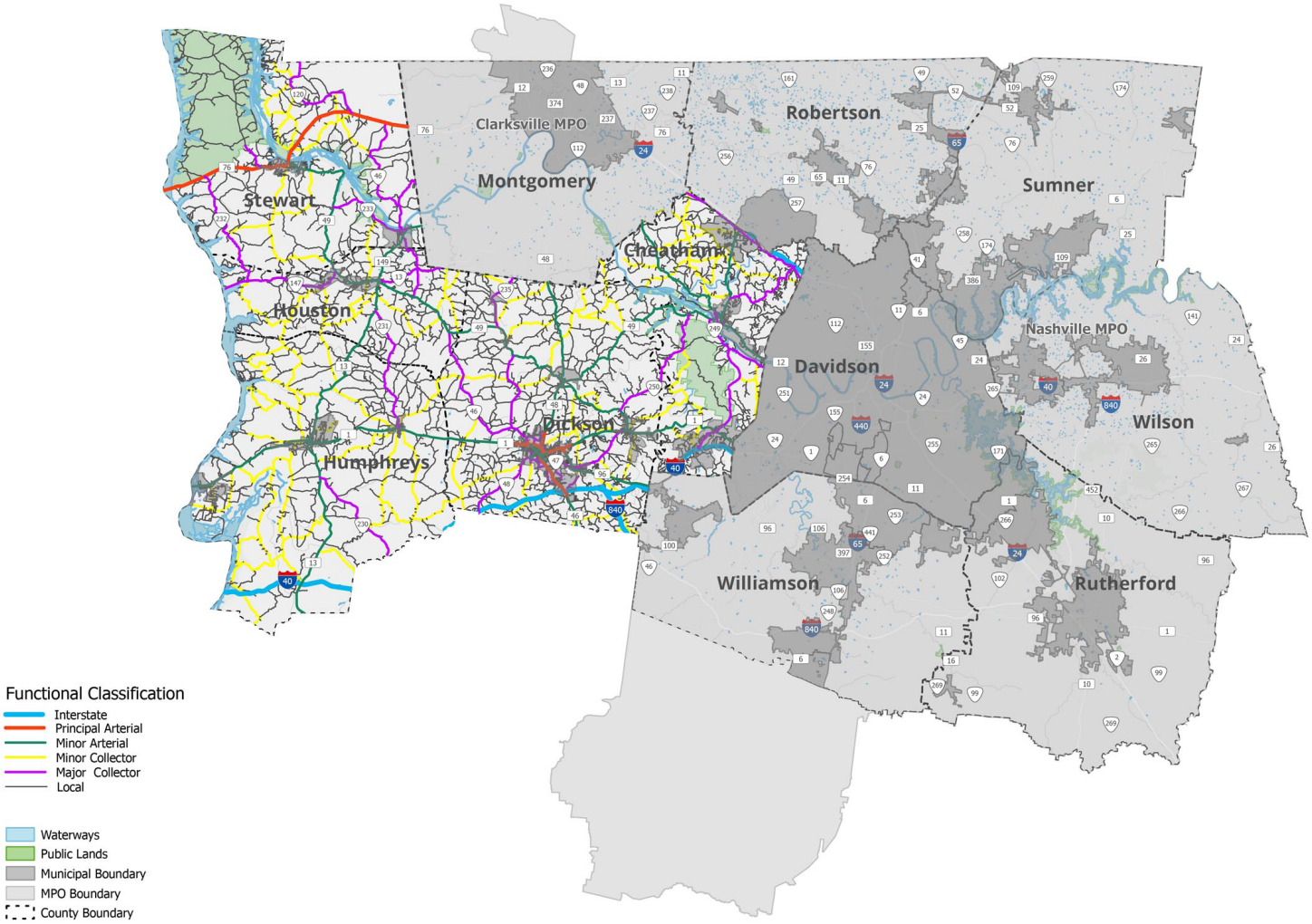
The individual county maps can be accessed on TDPT's website: **Functional Classification Maps**.

MIDDLE TENNESSEE FUNCTIONAL CLASSIFICATION

Functional Class	*Roadway Length (Miles)*	*DVMT*
Interstate	48.6	1880207.28
Principal Arterial	42.701	446658.45
Minor Arterial	245.579	1361373.01
Major Collector	234.093	533088.431
Minor Collector	540.949	388651.901
Local	2627.797	
Total	3739.719	



Functional Classification Map



TRAFFIC VOLUMES

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 Middle Tennessee RPO. The datasets referred to in this section include 2002, 2007, 2012, and 2022. Most important to look at are the recent AADT changes between 2012 and 2022.

Traffic Maps for each county can be found on TDOT's website: **Traffic Maps**. The maps were created using ESRI's ArcGIS software suite.



In this section, significant AADT percentage increases and decreases between 2012 and 2022 are mentioned.

Cheatham County

Cheatham County has lots of high traffic volume roads. Roadways carrying the highest traffic volumes in the county are SR-1, SR-12, SR-112, SR-49, SR-249, SR-455. These roads have be-tween 5,000 and 17,000 AADT. Some of the highest volume roads are SR-49 from SR-112 to the Robertson County line (17,441 AADT), SR-12 from SR-455 to the Davidson County line (15,685 AADT), and SR-249 from W. Kingston Springs Rd. to I-40 (8,480 AADT).

Dickson County

Dickson County has high traffic volume roads. The highest recorded AADTs in 2022 are listed in the following. State Route 1 had an AADT of 16,024 AADT in 2022 from Yellow Creek Rd to W. College St. State Route 46 had a 27,325 AADT from E. College St to E. Walnut St. Dickson County mostly experienced traffic increases on the state routes between 2012 and 2022.

Houston County

In comparison to Cheatham and Dickson County, roads in Houston County carry lower volumes. The highest AADTs in 2022 were recorded on SR-49 from Cumberland City Hwy. to Spring St. (5,372 AADT) and SR-149 from E. Main St. to the Stewart County line (6,407 AADT). Generally, State Routes 49, 149 and 13 have the highest AADTs in the county. The county experienced equally traffic increases and decreases on its roadway system.

Humphreys County

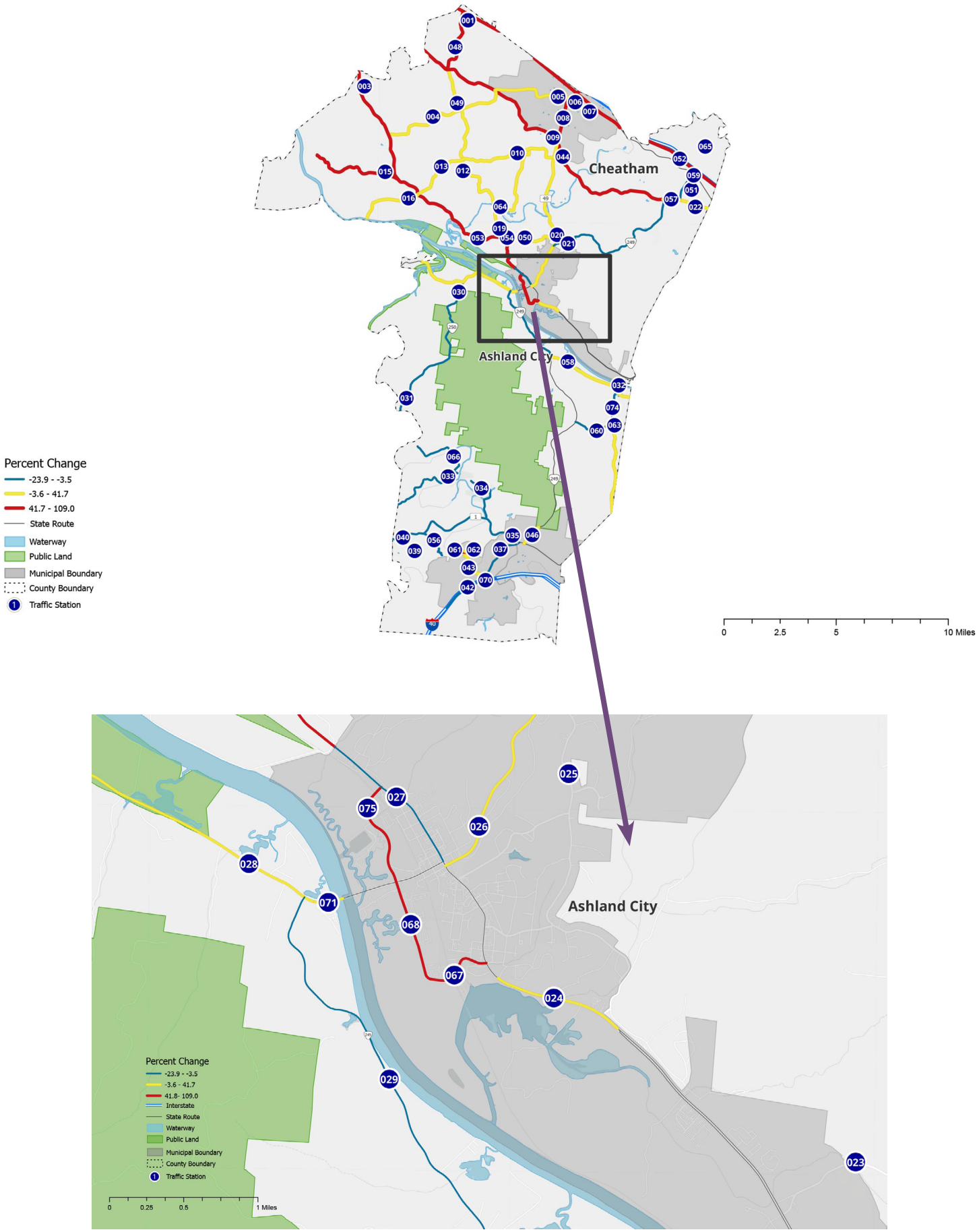
Humphreys County has a few high-volume and several low-volume state routes (AADTs below 1,000). Some of state routes with the highest AADTs are SR-1 (between 8,135 and 12,438 AADT), and SR-13 (4,347 AADT from US Hwy. 70 Bypass to Work Rd.). Humphreys County mostly experienced traffic increases. Interstate 40 in Humphreys County experienced a 22 percent traffic increase.

Stewart County

Stewart County has a few high-volume roads and lots of low-volume roads (AADTs less than 1,000). State Route 76 has the highest AADTs in 2022 on a section from Old US Hwy 79 to Walnut St (10,317 AADT), around 8,000 AADT near the Montgomery County line, and 9,005 AADT from Fort Donelson Park Rd. to Donelson Pkwy. State Route 149 has AADTs up to 4,967 near the Stewart County line. A lot of the other state routes have AADTs below 1,000. Stewart County experienced more traffic increases than decreases.

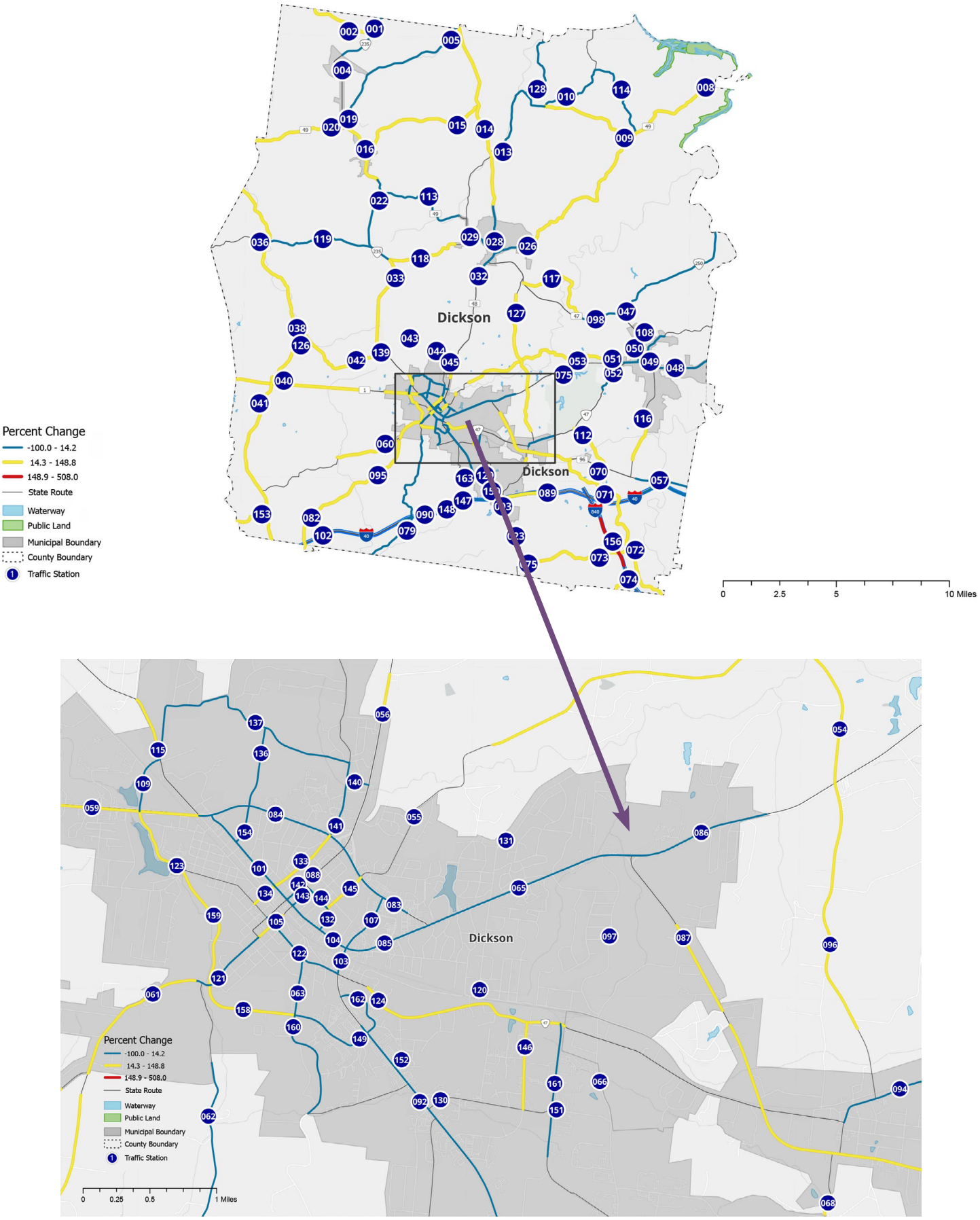
CHEATHAM COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



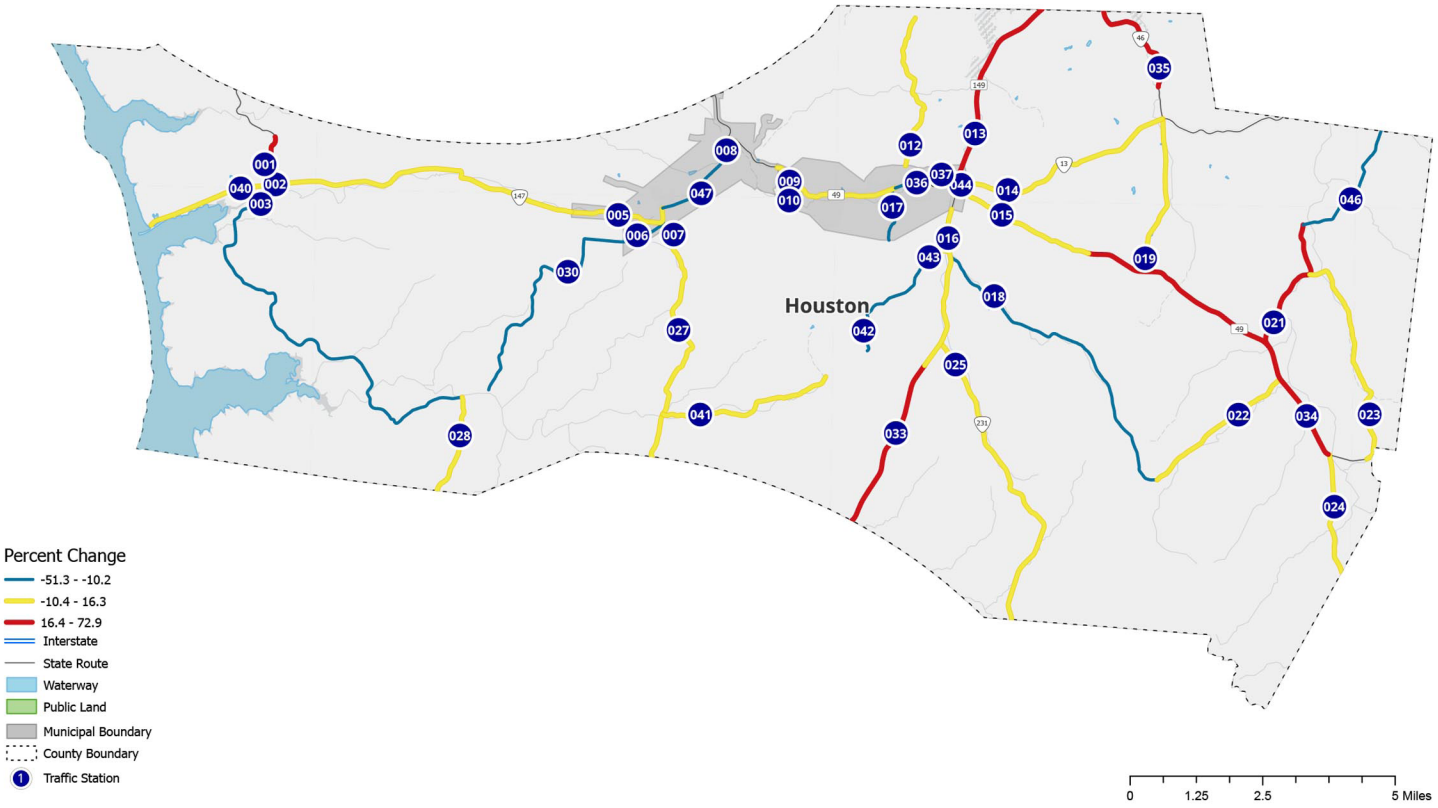
DICKSON COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



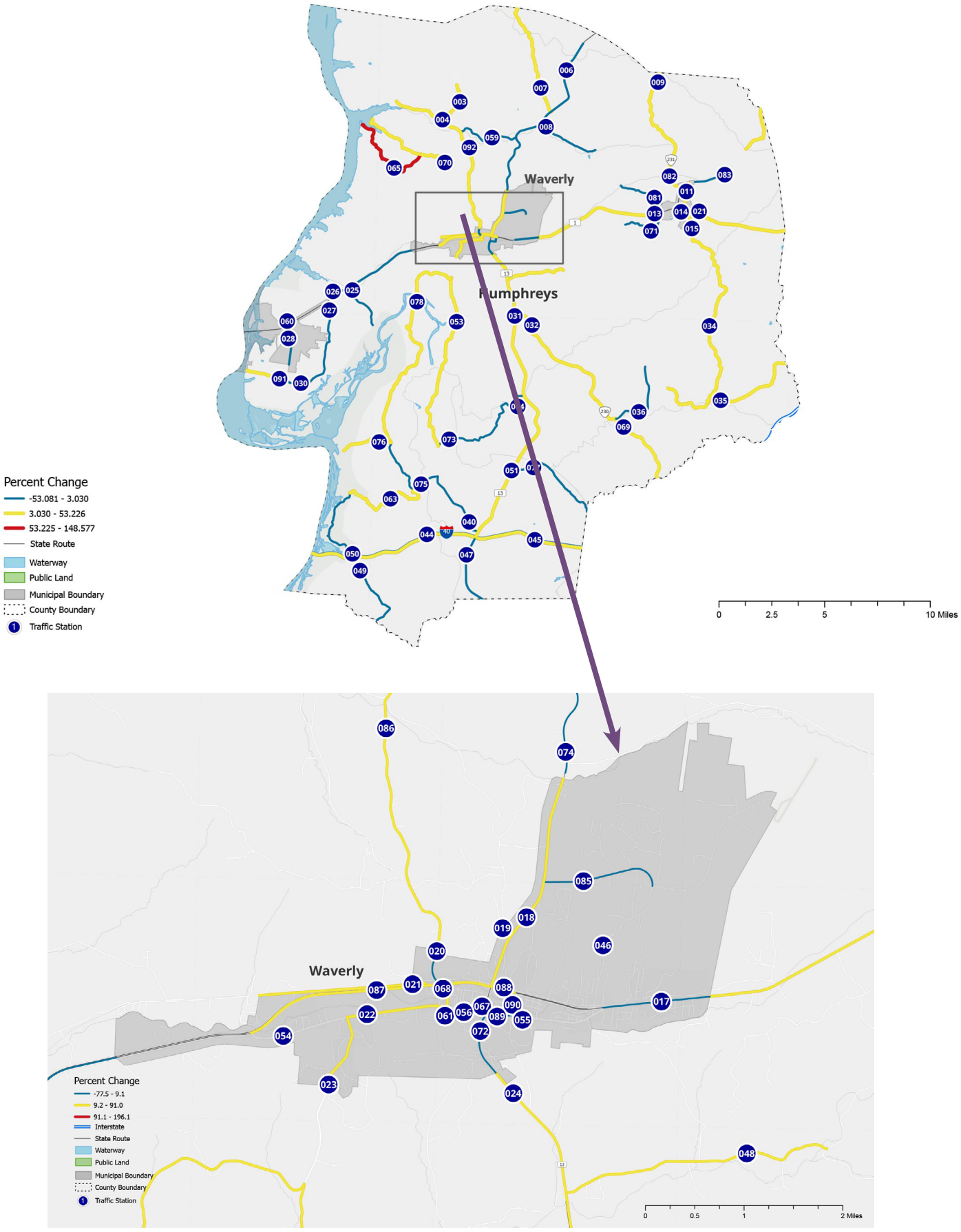
HOUSTON COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



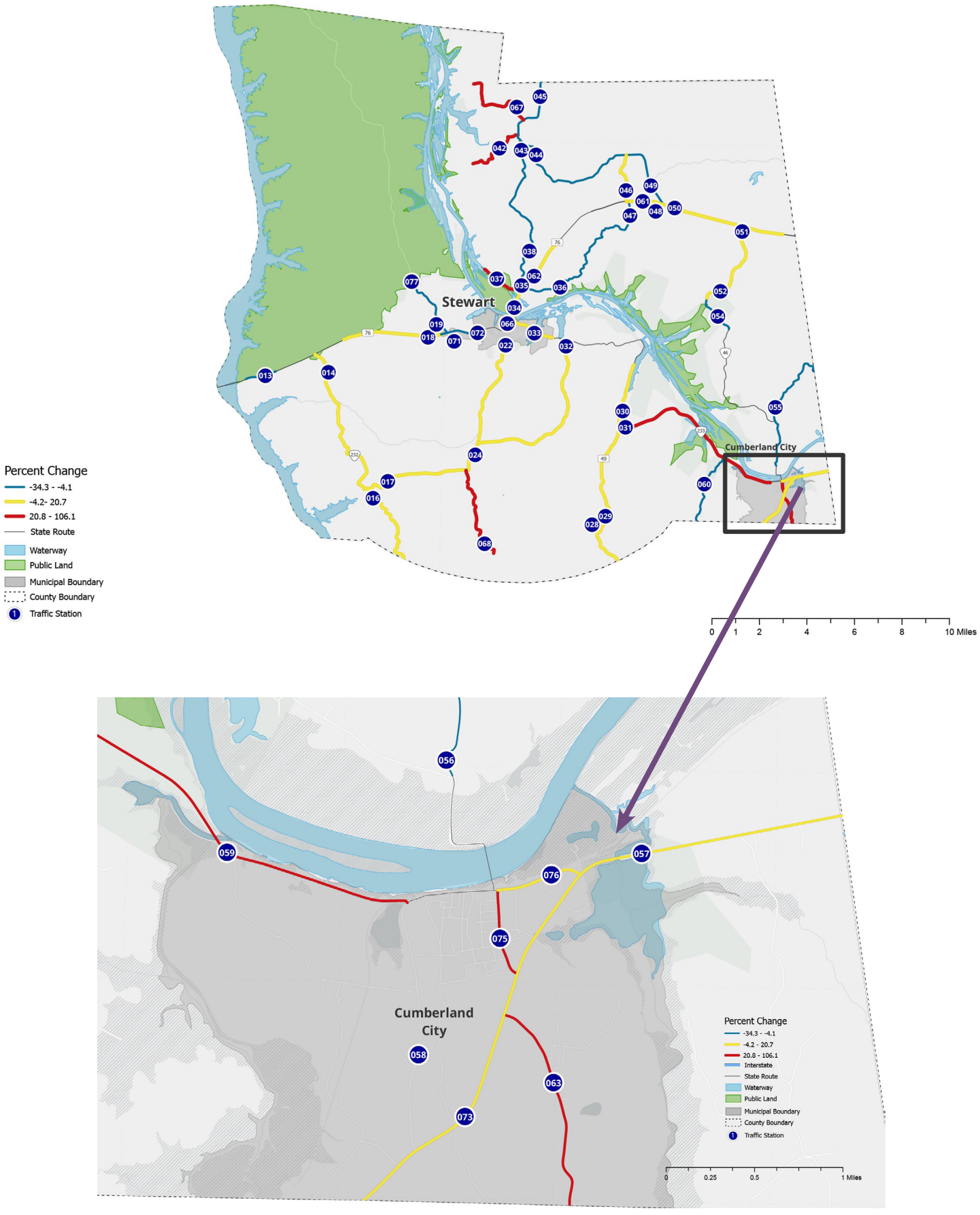
HUMPHREYS COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



STEWART COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021



VOLUME/CAPACITY RATIO

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: free-flow speed, functional class, area type, number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is defined as the proportion of the facility's capacity being utilized by current or projected traffic volumes. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with road-way supply [carrying capacity]).

V/C Ratio is categorized by colors and measurements on the map. These measurements range from 0 to more than 1.00. Any value above 0.90 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that roads are heavily congested with breakdown flow.

The analysis uses AADTs from 2018 as the base year, in addition to those forecasted for 2025, 2035, and 2045. The forecasts consider programmed projects by TDOT, as well as demographic and land use projections.

In the base year 2018 the Middle Tennessee RPO, there are 5.3 miles in Dickson County and 20.4 miles in Cheatham County that have a v/c ratio level between 0.5 and 0.75. There are 0.92 miles in Cheatham County with a v/c ratio level of 0.75 and 0.99.

In 2025, 31 miles in Dickson County will have a v/c ratio level between 0.5 and 0.75. There will be 2.8 miles in Cheatham County with a v/c ratio of 0.75-0.99.

In 2045, Dickson County is forecasted to have 6.2 miles, Cheatham County 18.5 miles, and Humphrey's County 28.7 miles with a v/c ratio of 0.5-0.75.

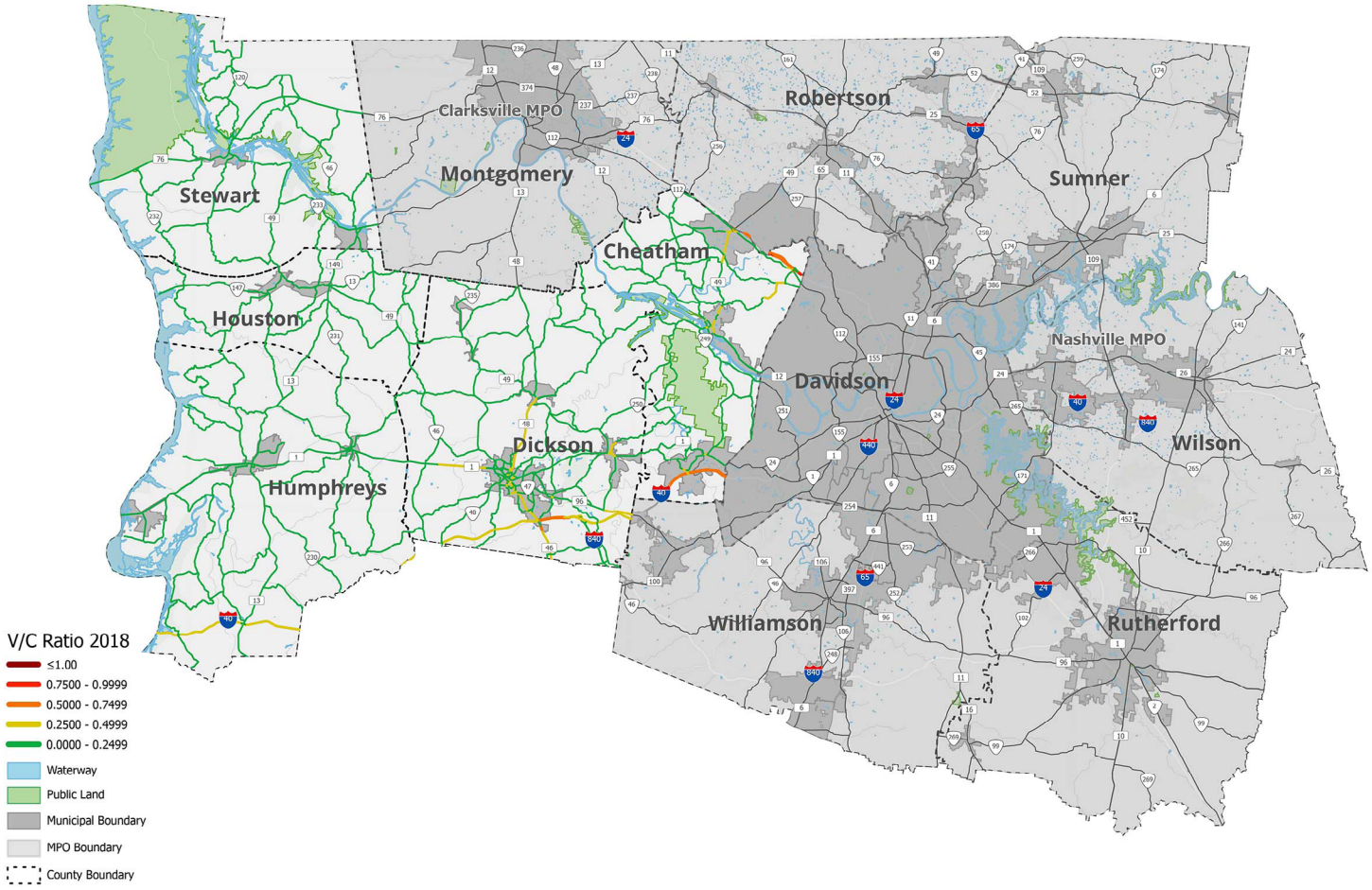
TDOT has created an ArcGIS Experience for volume/capacity ratios (years 2018, 2025, 2035, 2045). V/C ratios for any road segment in Tennessee can be retrieved in this data source. It is publicly accessible: **Tennessee Statewide Model Maps and Analytics** (arcgis.com).

VOLUME/CAPACITY RATIO

LOS Class	*Traffic State and Condition*	*V/C Ratio*
A	Free Flow	0 – 0.60
B	Stable flow with unaffected speed	0.61 – 0.70
C	Stable flow but speed is affected	0.71 – 0.80
D	High-density but the stable flow	0.81 – 0.90
E	Traffic volume near or at capacity level with low speed	0.91 – 1.00
F	Breakdown flow	> 1.00

This table is a reference for analyzing traffic flow.

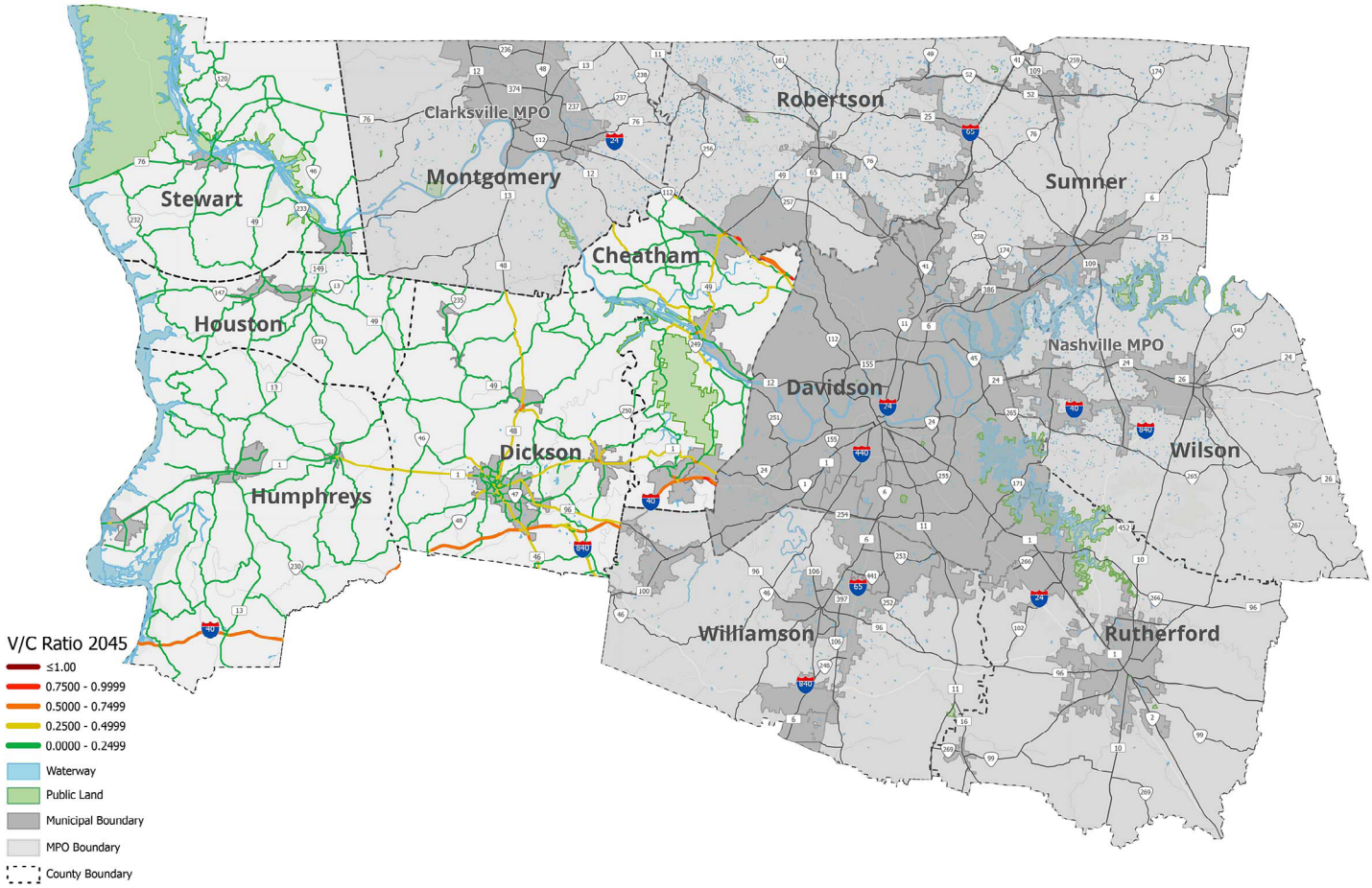
2018 V/C RATIO IN MIDDLE TENNESSEE RPO



2018 VOLUME/CAPACITY RATIO MILEAGE

COUNTY	*0.00 - 0.199*	*0.200 - 0.399*	*0.400 - 0.599*	*0.600 - 0.799*	*0.800 +*
Cheatham	170.50	26.77	9.79	11.81	0.42
Dickson	289.04	45.97	30.24	2.32	0.00
Houston	122.20	0.07	0.00	0.00	0.00
Humphreys	273.10	7.35	29.20	0.00	0.00
Stewart	185.29	0.37	0.02	0.00	0.00

2045 V/C RATIO IN MIDDLE TENNESSEE RPO



2045 VOLUME/CAPACITY RATIO MILEAGE

COUNTY	*0.00 - 0.199*	*0.200 - 0.399*	*0.400 - 0.599*	*0.600 - 0.799*	*0.800 +*
Cheatham	130.86	57.69	12.26	18.06	0.42
Dickson	247.04	72.67	42.93	4.93	0.00
Houston	121.93	0.35	0.00	0.00	0.00
Humphreys	265.79	14.17	29.69	0.00	0.00
Stewart	175.60	10.06	0.01	0.00	0.00

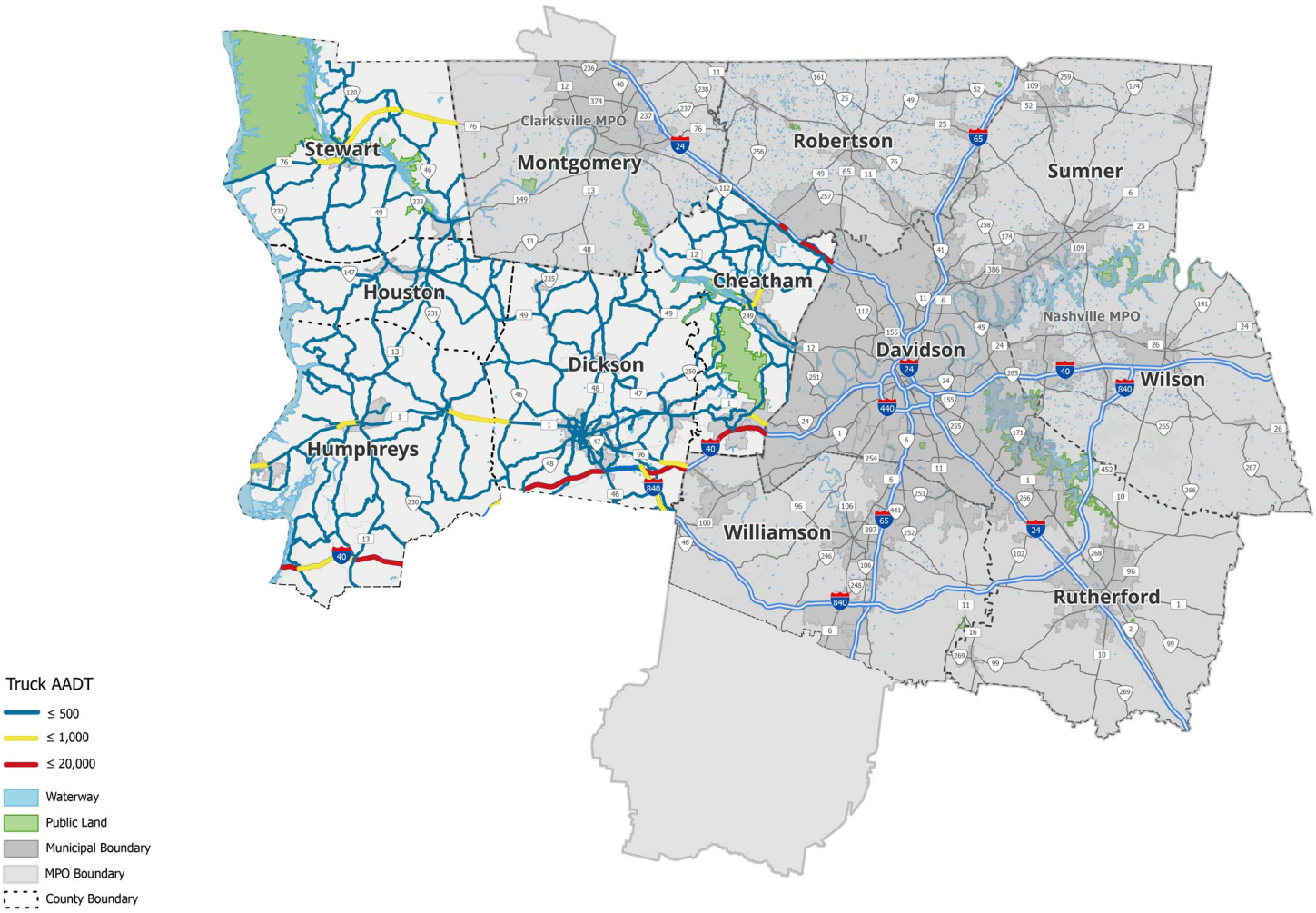
TRUCK VOLUMES

Most of the state routes in the Middle Tennessee RPO have truck AADT below 500.

In Stewart County, US-79 from the City of Dover into Montgomery County has higher truck AADT between 500 and 1,000. In Humphreys County, SR-1 has three sections with truck AADT's between 500 and 1,000. In Cheatham County, SR-49 has truck volumes between 500 and 1,000 in Ashland City. A small section of US-70 (SR-1) in Pegram in Cheatham County has truck AADT between 500 and 1,000. In Dickson County, a small section of SR-96 going into Davidson County has truck AADT between 500 and 1,000.

Besides the above names state routes, interstates in the Middle Tennessee RPO carry the highest truck AADT. Interstate 40 in Humphreys County and in Dickson County carries the highest Truck AADT, some sections between 500 and 1,000, and others between 1,000 and 20,000. Also, I-840 in Dickson County has high truck AADT between 500 and 1,000. Interstate 24 in Cheatham County has truck volumes between 1,000 and 20,000.

AADT Truck Traffic Map



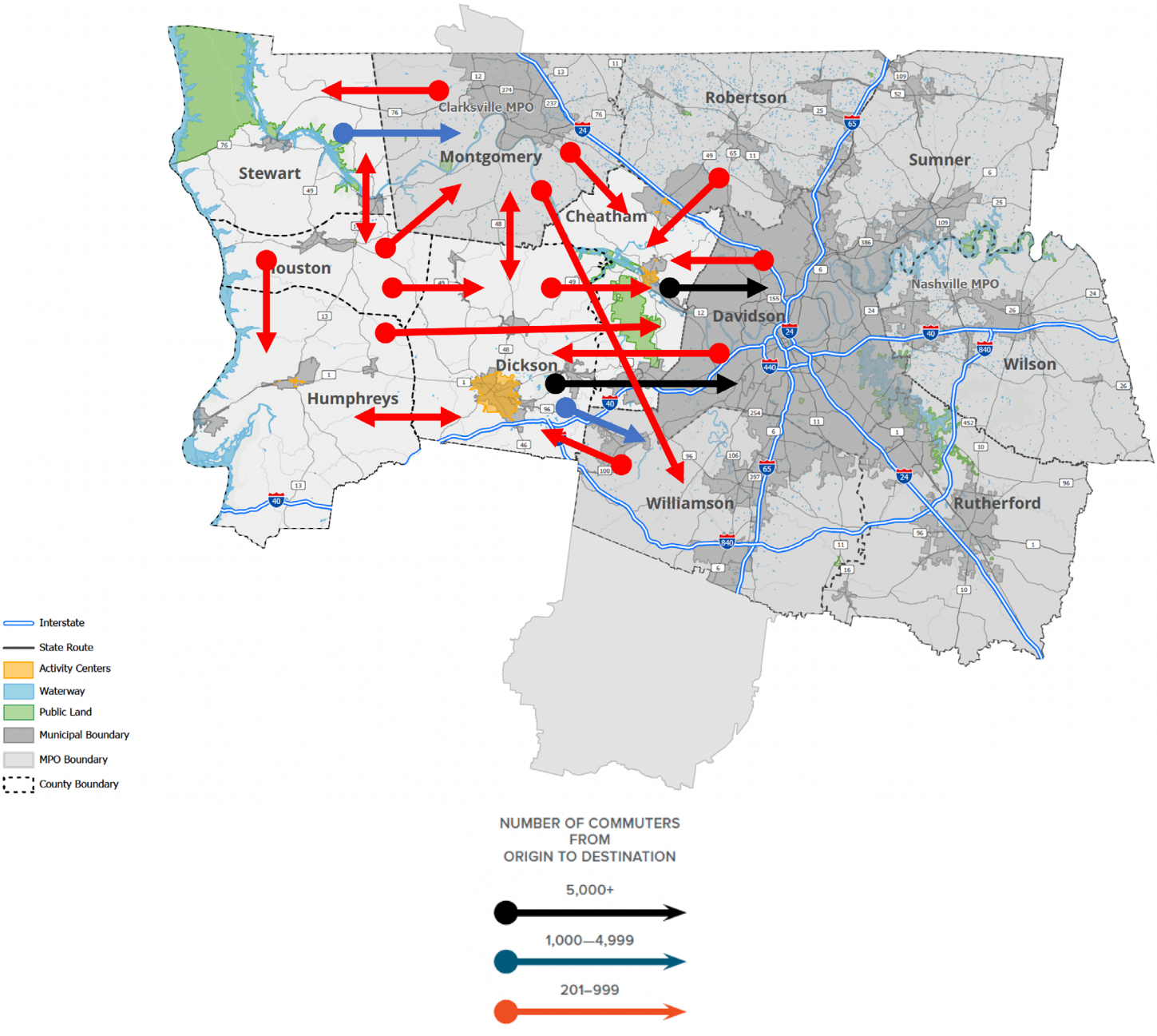
COMMUTE

Most commuters within the RPO work in Dickson County. Dickson County receives around 1,327 commuters. Houston County has the least number of commuters. Commuters residing in Dickson County primarily travel to Cheatham County for work. Most of Stewart County commuters travel to Houston County for work.

In all but one county, Dickson, most commuters work in the education industry (between 19 and 27 percent). About 5,450 commuters work in the education industry. The second most represented industry for commuters is trade with 5,130 commuters followed by manufacturing with 4,400 commuters.

In the Nashville and Clarksville MPO, most commuters work in the education and information industry which is mainly because there are so many commuters working in Davidson County in the education and information industry.

Commuting Patterns Map



Origin	DESTINATION								
		Cheatham	*Dickson*	*Houston*	*Humphreys*	*Stewart*	*RPO Origin Totals*	*Davidson*	*Montgomery*	*Williamson*
	Cheatham	5,350	176	43	5	13	237	9,283	787	827
	Dickson	701	11,853	54	388	52	1,195	5,701	563	1,036
	Houston	3	280	1,261	236	376	895	125	544	10
	Humphreys	18	812	77	5,170	102	1,009	379	31	14
	Stewart	14	59	220	32	2,230	325	107	1,113	-
	RPO Destination Totals	736	1,327	394	661	543				
	Davidson	762	525	-	69	-		259,701	591	26,793
	Montgomery	814	232	50	40	206		4,536	48,886	235
	Williamson	121	306	-	9	-		28,157	108	51,283
	Note: RPO Totals exclude trips where the origin and destination are within the same county.									
	Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning									

Origin	INDUSTRY							
		Agriculture	*Arts*	*Education*	*Information*	*Manufacturing*	*Other*	*Trade*	*County Totals*
	Cheatham	730	450	1,135	910	990	760	910	5,885
	Dickson	1,040	1,710	2,390	1,260	2,110	1,150	2,535	12,195
	Houston	145	150	380	65	215	190	235	1,380
	Humphreys	435	405	1,035	385	810	255	935	4,260
	Stewart	185	155	510	210	275	380	515	2,230
	RPO Destination Totals	2,535	2,870	5,450	2,830	4,400	2,735	5,130	25,950
	Davidson	17,620	33,980	69,880	63,430	17,130	29,940	49,540	281,520
	Montgomery	5,480	6,170	12,245	8,105	5,265	5,015	10,125	52,405
	Williamson	3,705	5,875	13,790	17,635	3,625	5,060	10,505	60,165
	TOTAL	26,805	46,025	95,915	89,170	26,020	40,015	70,170	
	Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning								

SAFETY

TDOT SAFETY PROJECTS

Rural road safety is of concern to TDOT. Local road agencies often do not have the resources needed to address safety problems adequately. Throughout the Southeast RPO, there have been a total of 46 safety projects performed in 2016-2020. These projects include Local Roads Safety Initiative (LRSI), Road Safety Audit (RSA), Spot Safety improvements, and miscellaneous safety improvements. The LRSI aids local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-state routes in their jurisdictions. An RSA is comprised of a multidisciplinary management team to improve the safety of road-ways 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. Miscellaneous safety improvements can include installing yellow flashing beacons, signs, pavement markings, guardrail, etc.

Safety Projects in each county

[LET = Receiving bids prior to an award of a construction contract; LRSI = Local Roadway Safety Initiative; EPD = Environmental Product Declaration]

Cheatham County

- 5 LRSI – various local roads (project completed)

Dickson County

- 4 LRSI – various local roads (construction completed)
- 2 Design – I-40 and Hwy. 46 RSAR (project completed)
- 2 EPD – Safety improvements on SR-235 and SR-48 (project completed)

Houston County

- 4 LRSI – various local roads (LET)
- 1 EPD – SR-49 RSAR (project completed)

Humphreys County

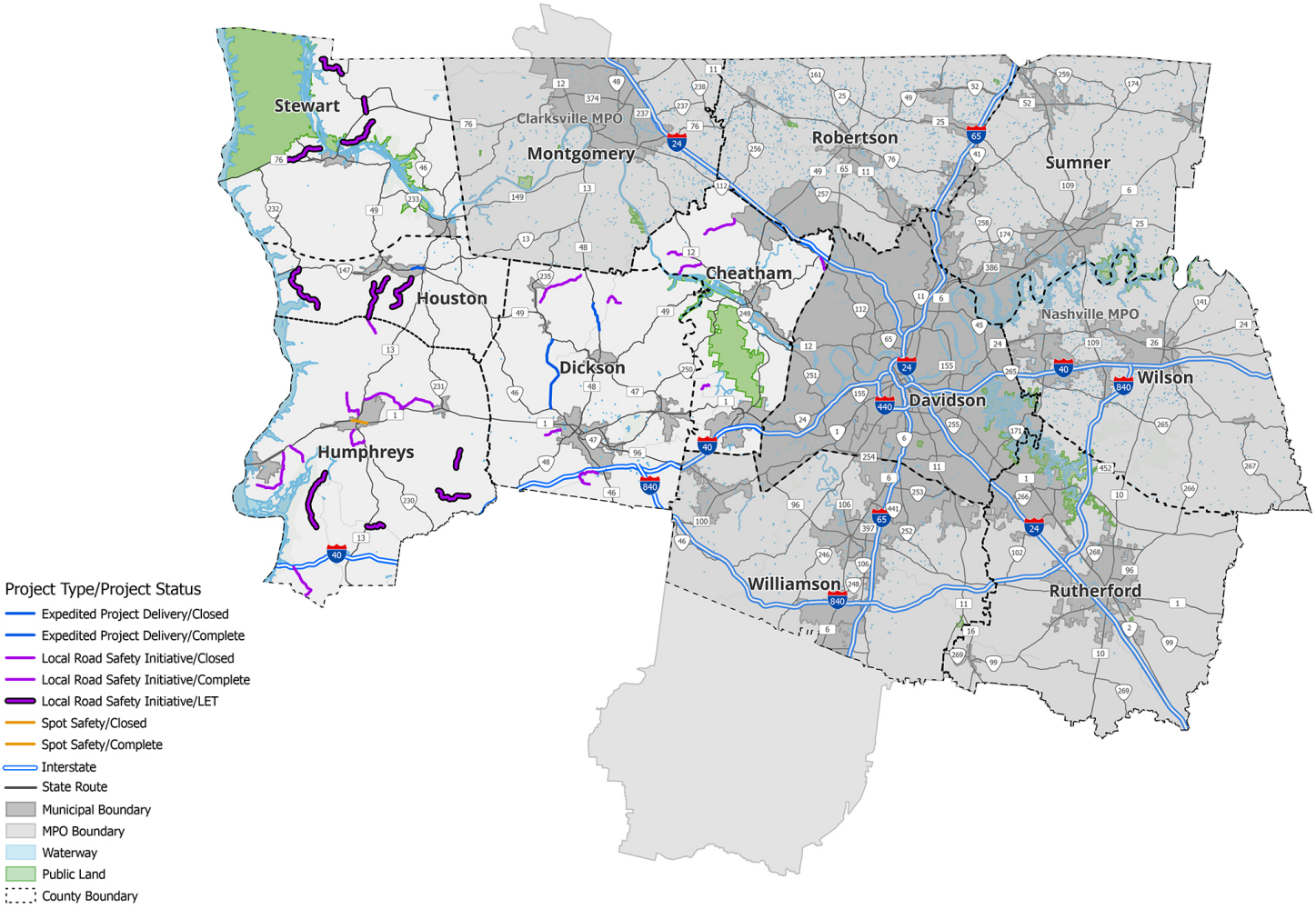
- 18 LRSI – various local roads (4 LET, 14 projects completed)
- 1 Spot Safety on SR-1 widening, pavement markings, signal update (construction completed)

Stewart County

- 4 LRSI – various local roads (LET)
- 1 Design – SR-76 intersection at SR-461, intersection improvements (construction completed)

View up-to-date TDOT projects at **iTRIP (Interactive Tennessee Road Improvement Program)**. iTRIP provides data on all current "Active" and "Let" TDOT projects.

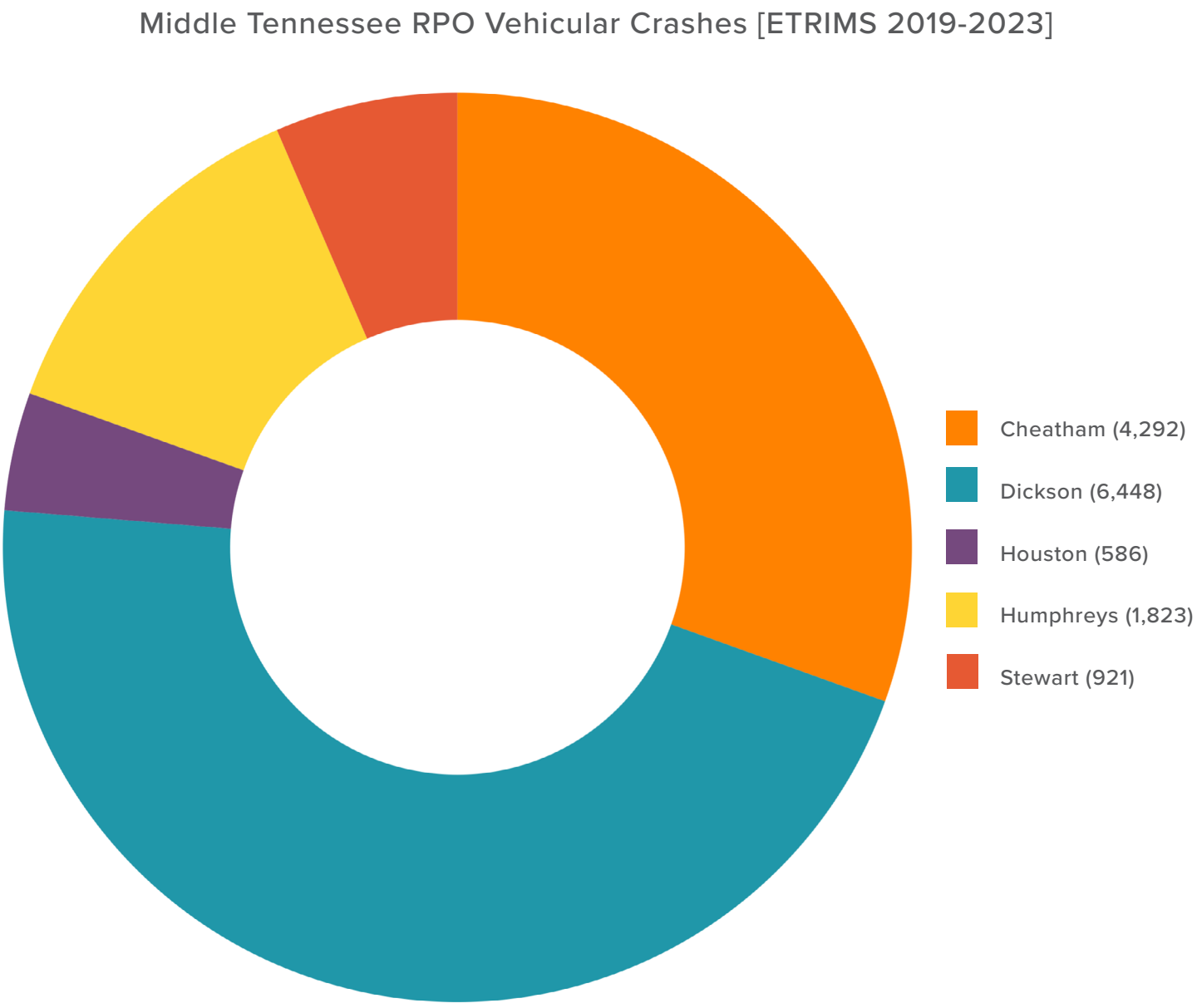
TDOT Safety Projects Map



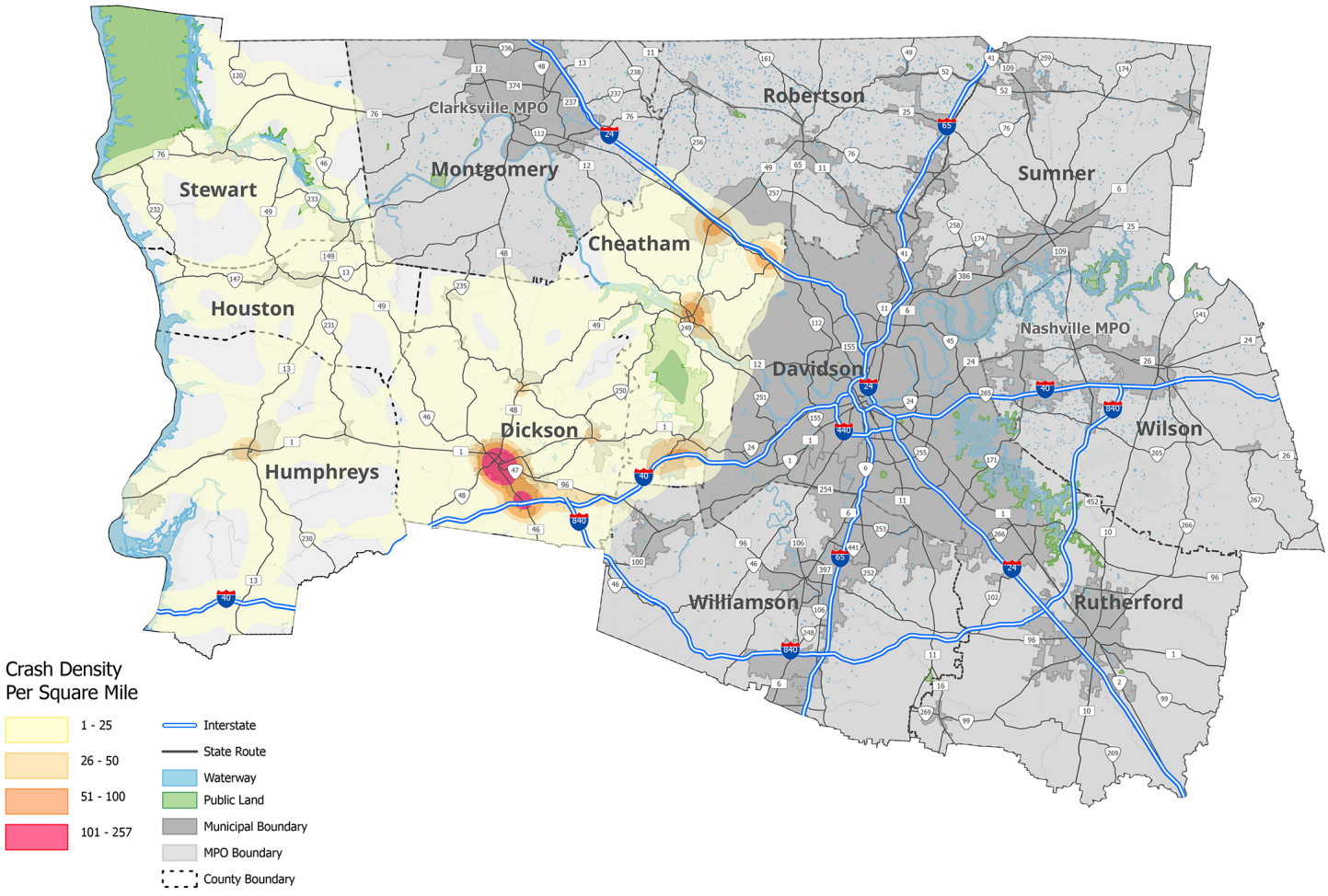
CRASHES

Most of the vehicle crashes concentrate in the more urban areas and along major travel routes. The highest crash density is in Dickson, Dickson County with between 101 and 257 crashes per square mile. In Cheatham County are a few locations with a crash density of 51-101, in Ashland City, and at interchanges of I-24.

There have been 14,070 vehicle crashes in the last five years in the Middle Tennessee RPO. Most of the vehicular crashes occurred in Dickson County (45.8 percent) followed by Cheatham County with 30.5 percent. In Humphreys County were 1,823 vehicle crashes. Houston and Stewart counties had much lower numbers of crashes, both accounting for 10.7 percent.



Vehicular Crashes Map



PEDESTRIAN & BICYCLE CRASHES

The bicycle and pedestrian crash data is sourced from TRIMS and includes the years 2019 through 2023. There have been nine bicycle crashes and 40 pedestrian crashes in the Middle Tennessee RPO. Most of the crashes occurred along the roadway, in clear weather conditions, and during daylight. The highest number of bicycle and pedestrian crashes occurred in Dickson County, 28, followed by Cheatham with 10 crashes. There were eight fatal crashes from 2019 to 2023.



BICYCLE & PEDESTRIAN CRASHES

Source: State of Tennessee Bicycle and Pedestrian Crashes (ETRIMS), 2019-2023



Bicycle & Pedestrian Crashes in Middle TN RPO (49 total crashes)

- Bicycle (9)
- Pedestrian (40)



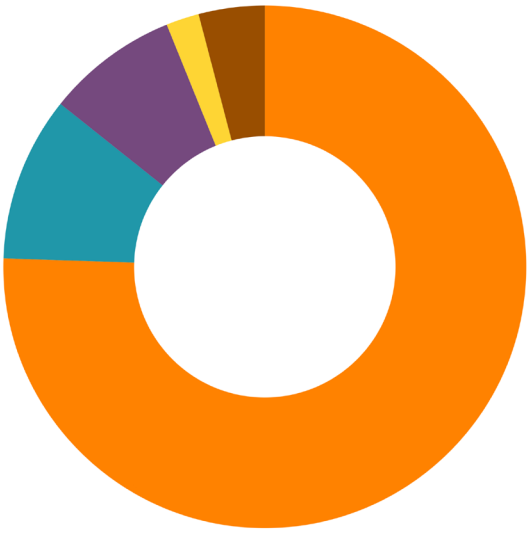
Bicycle & Pedestrian Crashes by County

- Cheatham (10)
- Dickson (28)
- Houston (3)
- Humphreys (4)
- Stewart (4)



Bicycle & Pedestrian Crashes by Location

- Along Roadway (40)
- Intersection (9)



Bicycle & Pedestrian Crashes by Weather Conditions

- Clear (37)
- Cloudy (5)
- Rain (4)
- Fog (1)
- Snow (0)
- Other (0)
- Unknown (2)



Bicycle & Pedestrian Crashes by Light Conditions

- Daylight (22)
- Dark, Lighted (13)
- Dark, Not Lighted (14)
- Dark, Unknown Lighting (0)
- Dawn (0)
- Dusk (0)
- Other (0)
- Unknown (0)



Bicycle & Pedestrian Crashes by Severity

- Uninjured (4)
- Fatality (8)
- Suspected Serious (17)
- Other Injured (20)

MULTIMODAL FACILITIES

BICYCLE ROUTE SUITABILITY

Although bordered by two MPO's, the Middle Tennessee RPO is a predominately rural region, with areas that are becoming more suburbanized along multiple state routes. Bicycle route designation allows cycling as a use along the state route; however, there are no striped, designated bike lanes within the MTRPO region. Per the Tennessee Bicycle Plan update, several state routes in the **MTRPO region have been designated as Bicycle Routes**. Bicycle Route designation allows cycling as a use along state routes except for controlled access facilities such as interstates. These identified routes are recommended for bicycling connectivity and infrastructure investments.

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

The inputs for calculating the BLOS index are flow rate* , the effective width of a road segment, and the effective speed factor. The result is an overall score about on-road bicyclist comfort level as a function of a roadway's geometry and traffic conditions. The score also depends on the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score also relies 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 an LOS A-F letter grade score where A is best, and F is worst. Roads with an LOS A through D are considered suitable for bicycle travel, and roads with an LOS E and F are not suitable for bicycle travel.

In the Middle Tennessee RPO, nearly 519 miles of state routes were examined for bicycle travel. Of these, 25.1 percent of the state routes have BLOS A-C and are suitable for bicycle travel. About 22.1 percent of state routes have BLOS D, which moderately user-friendly for bicyclists. Over half of the state route mileage (52.8 percent) are not suitable for bicycle travel with BLOS E and F.

Overall, the best state routes for bicycle travel are SR-76 and SR-149. One of the worst state routes for bicycle travel is SR-1.

- In Cheatham County, SR-1, SR-12, SR-49 are not suitable for bicycle travel. One section of SR-12, east of Ashland City has BLOS B and C and is therefore deemed suitable for bicycle travel.
- In Dickson County, portions of SR-46, SR-47, and SR-96 are suitable for bicycle travel, while most of SR-1 is not suitable for bicycle travel.
- Much of the state routes in Houston County have BLOS ranging between D and E. However, the northern section of SR-149, and portions of SR-49 and SR-232 are suitable for bicycle travel.
- In Humphreys County, SR-1 is mostly unsuitable for bicycle travel except a section west of the town of Waverly. The section of SR-13 north of Waverly is not suitable for bicycle travel whereas the southern section is suitable.
- In Stewart County, the most suitable route for bicycle travel is SR-76. State route 232 has BLOS B and is also suitable for bicycle travel. State Routes 49 and 233 are not suitable for bicycle travel.

State Routes Most Suitable for Bicycle Travel

State Route 76 in Stewart County (BLOS B)
State Route 76 in Stewart County (BLOS A)
State Route 149 in Houston/Stewart County (BLOS A)
State Route 13 in Humphreys County (BLOS A)

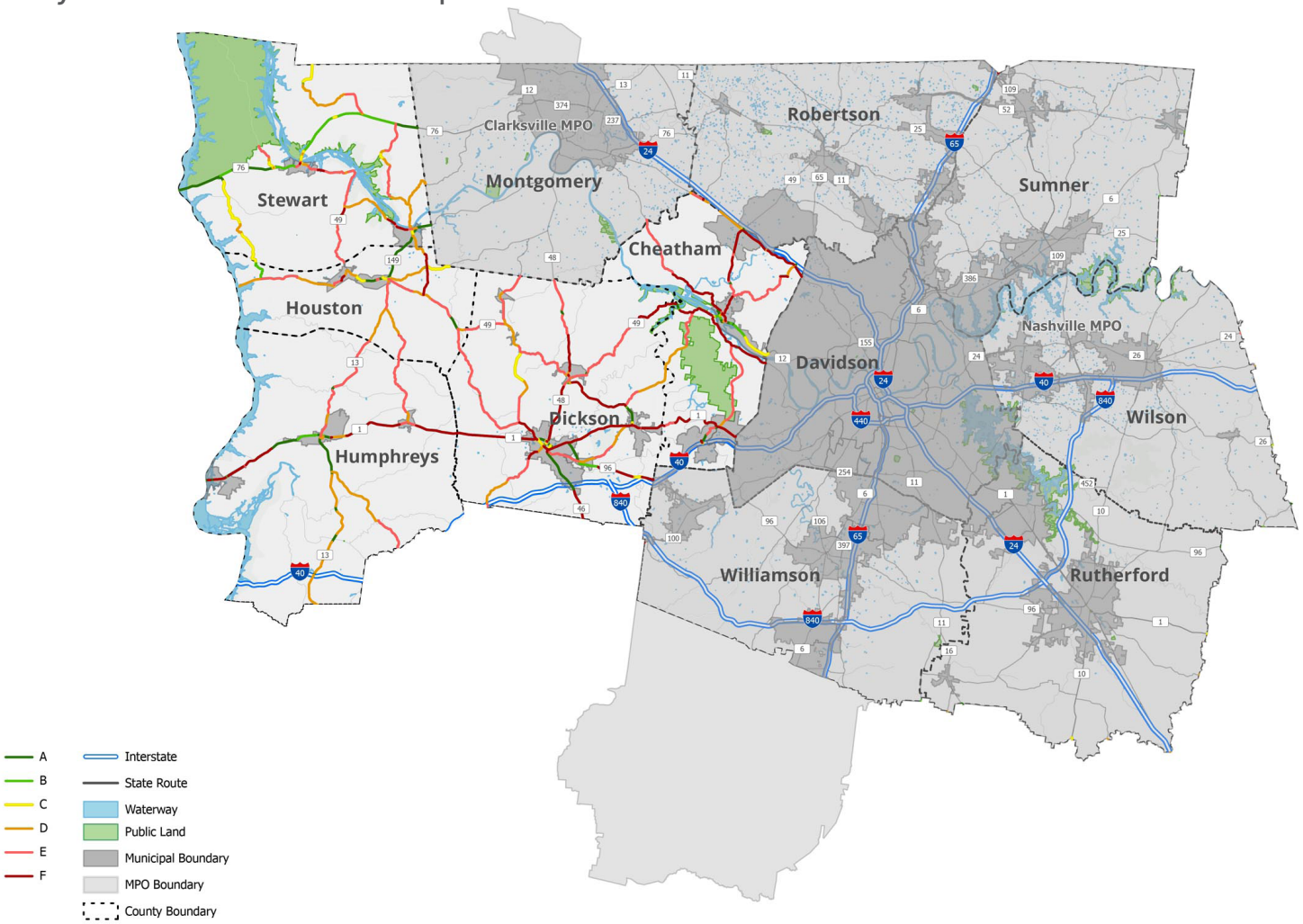
State Routes Least Suitable for Bicycle Travel

State Route 1 in Cheatham/Dickson/Humphreys County (BLOS F)
State Route 49 in Dickson/Houston/Stewart County (BLOS E)
State Route 46 in Dickson/Houston County (BLOS E)
State Route 49 in Cheatham/Dickson County (BLOS F)
State Route 49 in Cheatham County (BLOS E)



BICYCLE LEVEL OF SERVICE GRADES		
Grade	*Miles*	*Percentage*
Grade A	61.90	11.92
Grade B	32.80	6.32
Grade C	35.50	6.84
Grade D	114.70	22.10
Grade E	154.50	29.77
Grade F	119.60	23.05
TOTAL	*518.90*	

Bicycle Level of Service Map



SIDEWALKS & PEDESTRIAN FACILITIES

There are 233 sidewalks in the Middle Tennessee RPO and a total of 17.7 miles. The highest number of sidewalks and sidewalk mileage is in Dickson County.

Several planning documents – statewide and local – mention the need for pedestrian and sidewalk construction in the region. The most relevant ones are named below.

- The **TDOT 25-Year Long Range Transportation Policy Plan** recommends that TDOT continue to increase RPO responsibilities to encompass more multimodal considerations such as bike and pedestrian facilities to improve overall mobility in the region. At the present, Multimodal Access Grant funding is available for bike/ped projects.

- The TRTA Scenic Byway Bike and Pedestrian Facilities Master Plan (2016), **Part 1** and **Part 2,** provides a spotlight on walkability for Houston, Humphreys, and Stewart Counties, with an analysis of sidewalks for each, and general recommendations for pedestrian facilities improvements. Providing walkable environments within these communities is an important component to supporting the region's overall economic development, tourism, and livability goals, as well as the general multimodal recommendations provided by this plan.

- The **Erin Community Mobility Plan** identifies multimodal accessibility needs, including much-needed ADA-accessible improvements, to connect destinations around the city, such as local schools and the City's Housing Authority and Nursing Home to the County Courthouse Square and Betsy Ligon Park & Walking Trail.

- In Dickson County, the **Charlotte Mobility Plan** recognizes the need for pedestrian accessibility and recommends facility additions to connect destinations on SR-47, SR-48 and SR-49/Spring Street with the existing sidewalks circling Courthouse Square and to nearby Charlotte Elementary and Middle Schools.

- The **2043 Dickson County Comprehensive Plan** recommends improving non-vehicular infrastructure by creating an active transportation system that promotes walking and bicycling. Bike/pedestrian projects are identified in the Implementation process and funding opportunities.

- **White Bluff's Mobility Plan** joins the **Town's 2009 Land Use & Transportation Plan** with supporting increased access to existing pedestrian and bicycle facilities by recommending a phasing strategy which includes connecting the Town's Veterans Memorial Park on US Hwy 70/SR-1 to Montgomery Bell State Park to the west by a combined sidewalk and greenway system paralleling the route.

- The **City of Dickson's Bike and Pedestrian Master Plan** examines the existing bicycle and pedestrian facilities and key destinations such as the Downtown area, the local YMCA and County Library, and nearby schools and local parks including the Dickson County Fairgrounds by offering recommended strategies for connection and recommended projects to improve bike and pedestrian accessibility.

- The **Ashland City Community Mobility Plan** and the **Renaisance Ashland City Master Plan** collectively envision and offer strategies for an improve quality of life and enhanced sense of place, connecting downtown sidewalks to the Downtown and County Courthouse Square to outlying local parks, the Cumberland River Bicentennial Trail greenway, local public schools, and the Cumberland River waterfront destinations.

- The **Ashland City Pedestrian and Bicycle Master Plan** provides recommended projects to implement to accomplish these multimodal goals.

- The **Woodlands Trace Corridor Management Plan** recommends strategies for pedestrian paths, bicycle lanes and facilities additions for designated scenic routes to enhance regional bike-friendly tourism and support the local economies.

MIDDLE TENNESSEE RPO SIDEWALKS

County	*Number of Sidewalks*	*Total Miles*
Cheatham	38	3.285
Dickson	124	8.132
Houston	18	2.117
Humphreys	34	2.186
Stewart	19	1.96
Totals	233	17.68
Davidson	1,866	152.618
Maury	170	14.144
Montgomery	287	28.067
Robertson	162	17.307
Rutherford	345	27.734
Sumner	348	30.638
Williamson	473	43.351
Counties in blue are in an MPO		

MIDDLE TENNESSEE RPO BIKE LANES

County	*Number of Bike Lanes*	*Total Miles*
Cheatham	-	-
Dickson	-	-
Houston	-	-
Humphreys	-	-
Stewart	-	-
Totals	-	-
Davidson	781	182.146
Maury	-	-
Montgomery	39	17.47
Robertson	6	4.26
Rutherford	146	47.164
Sumner	148	37.843
Williamson	252	54.048
Counties in blue are in an MPO		

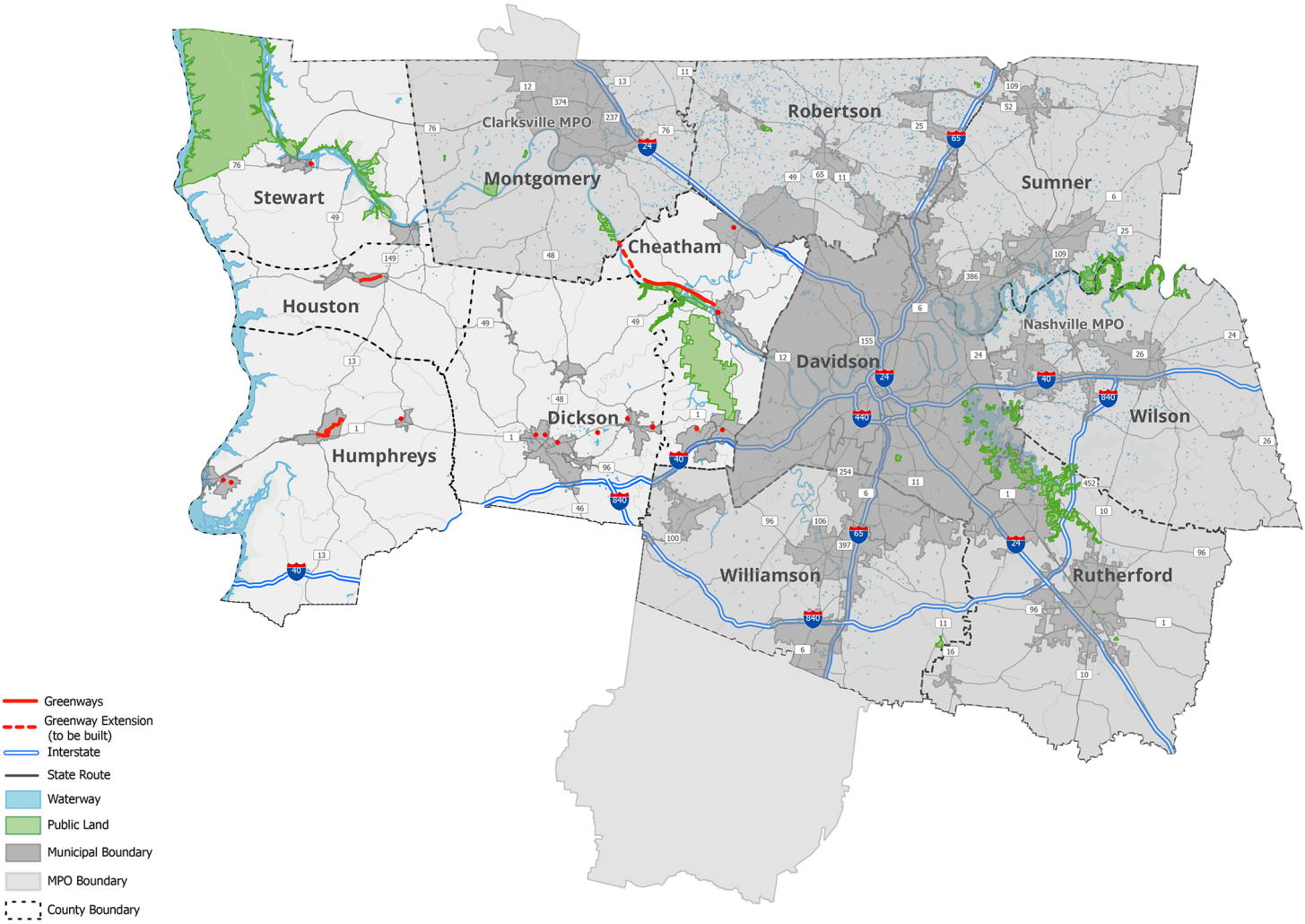


GREENWAYS

There are currently 28.16 total miles of greenways trails in Cheatham, Dickson, Houston, and Humphreys counties in the Middle TN RPO. Cheatham County has the longest greenway, the Cumberland River Bicentennial Trail Greenway, that stretches approximately 8 total miles from Ashland City towards the Lock A Recreation Area near Cheatham Dam. The trail is operated by the Ashland City Parks and Recreation Department. A third phase to the Cumberland River Bicentennial Trail Greenway, consisting of approximately 5 miles, is incomplete and not opened to the public. Ashland City owns a 4-mile stretch of land for extending the Bicentennial Trail towards the Montgomery County line for future greenway construction.

Humphreys County's longest greenway is the Waverly Greenway, which is 3.8 total miles located in Waverly. Dickson County's longest greenway is at Buckner Park, approximately 3 miles, located in the City of Dickson. Montgomery Bell State Park has an ADA-accessible trail of 0.48 miles. Houston County has the 2.2-mile-long Betsy Ligon Park and Walking Trail located in Erin. Stewart County's greenway is the Lick Creek Walking Trail, consisting of approximately 0.58 miles, located in Dover.

Greenways Map



MIDDLE TN RPO GREENWAYS

Greenway	*Miles*	*Location_County*
Ashland City Park Walking Trail	0.7	Cheatham
Betsy Ligon Park & Walking Trail	2.2	Houston
Bibb-White Bluff Civic Center Walking Trail	0.34	Dickson
Buckner Park Walking Trail	3	Dickson
Byram D Phy Municipal Park	0.25	Humphreys
Cumberland River Bicentennial Greenway Trail Phase 1	4	Cheatham
Cumberland River Bicentennial Greenway Trail Phase 2 *	4.5	Cheatham
Cumberland River Bicentennial Greenway Trail Phase 3**	4	Cheatham
CL Edwards Memorial Park Trail	0.34	Humphreys
Henslee Park Walking Trail	5	Dickson
Kingston Springs LL Burns Park Trail	0.6	Cheatham
Lick Creek Walking Trail	0.58	Stewart
Luther Lake Walking Trail	1	Dickson
Montgomery Bell State Park ADA Trail	0.48	Dickson
New Johnsonville Long Street Trail	0.77	Humphreys
Pegram Park Trail	0.5	Cheatham
Pleasant View Community Park Trail	0.5	Cheatham
Waverly Asbury Park Walking Trail	0.8	Humphreys
Waverly City Park Trail	0.5	Humphreys
Waverly City Park Trail 2	0.4	Humphreys
Waverly Greenway Trail Phase 1	1.5	Humphreys
Waverly Greenway Trail Phase 2	1.2	Humphreys
Waverly Greenway Trail Phase 3	1.1	Humphreys
White Bluff City Field of Dreams Walking Trail	0.1	Dickson
Veterans Memorial Park Trail	0.4	Dickson
Total miles in greenways/walking trails	32.26	
	28.26	(minus Bicentennial Greenway Ph 3)

** Surface is compacted gravel*

***Not completed/not open to public*

PUBLIC TRANSPORTATION

Public Transportation in the Middle Tennessee RPO is provided by the Mid-Cumberland Human Resource Agency (MCHRA). The public transit service is a curb-to-curb rural transportation system with flexible schedules. Rides are scheduled on a first-come, first-served basis, with priority given to medical appointments. The MCHRA operates a van fleet of over 100 vehicles and serves 12 of the 13 Middle Tennessee counties which include besides the five RPO counties, Montgomery, Robertson, Rutherford, Sumner, Trousdale, Williamson, and Wilson counties.

In Fiscal Year 2021, 37,329 trips were made in the Middle TN RPO. Cheatham and Houston counties have overall fewer public transit ridership compared to Dickson, Humphreys, and Stewart counties.

Looking at percentage changes between FY 2021 and FY 2022, ridership numbers increased by 16.8 percent in Fiscal Year 2022. In Stewart County trips increased the most, by 67.2 percent. Trips also increased in Cheatham County, by 31.2 percent and in Houston County, by 46.5 percent. A very slight increase of 4.5 percent occurred in Humphreys County. The only county that experienced a decrease was Dickson County with a ridership decrease of 24.1 percent. The ridership trends are likely influenced by the end of the Covid-19 pandemic. Ridership numbers had overall declined during the years of 2020 and 2021.

PUBLIC TRANSPORTATION RIDERSHIP

Counties	*FY 21*	*FY 22*	*TOTALS*
Cheatham	4,897	6,426	11,323
Dickson	11,005	8,352	19,357
Houston	4,443	6,507	10,950
Humphreys	9,677	10,113	19,790
Stewart	7,307	12,220	19,527
TOTALS	37,329	43,618	80,947



The public transit provider, **WeGo**, also provides public transit in the counties of Cheatham and Dickson connecting them to Nashville via an Express Route. The Dickson Express Route 88 goes through Dickson County and stops in the Walmart parking lot in Dickson located on Beasley Drive. The Clarksville Express Route 94 goes through Pleasant View in Cheatham County, stopping at the 24 Church located on Stand Pipe Dr, on the way to Nashville, until it stops at the Clarksville Park & Ride lot on S Gateway Plaza Blvd just off Exit 11. WeGo provides bus and train service to the counties surrounding and in proximity of Davidson County.

As shown in the table, the ridership on Route 88 doubled from 2021 to 2022. Ridership numbers on Route 88 were in the years of 2015 through 2019, ranging around 19,000. The ridership numbers decreased significantly in the years of 2020 and 2021 due to the Covid pandemic.

The ridership numbers on Route 94 increased by 55.5 percent from 2021 to 2022. Ridership numbers were also very high in the years of 2013 through 2019, reaching 73,491 in 2018. The Covid pandemic in 2020-21 decreased ridership significantly.

For general carpooling opportunities, there is a TDOT-maintained, 30-space park & ride lot in Pleasant View just off Exit 24 for local and regional drivers, located at the corner of US-41A and SR-49. There are no other Park & Ride carpooling lots in the Middle Tennessee RPO region.

PUBLIC TRANSIT (WEGO)

WeGo Routes	*Year 2021*	*Year 2022*	*% Change*
Route 88	1,730	3,472	100.7
Route 94	12,289	19,114	55.5

As a collaborative effort between the Nashville area MPO, Clarksville Urbanized area MPO, and TDOT to address public transit needs regionally, the **Nashville area MPO's Regional Transportation Plan 2021-2045** has an identified long-range strategy for commuter rail transit service expansion from Nashville thru Ashland City and to Clarksville—the Northwest Corridor Commuter Transit Line. This Federal Transit Authority (FTA) competitive grant project (identified as GNRC application P-005) is currently estimated at $650,000,000, and will involve allocating funds for transit capital expansion to public transit opportunities for regional constituents by including upgrades to existing rail track (RJ Corman – Nashville & Western line) and installing new rail from the end of the existing rail line near Thompson Road in Cheatham County and through Ashland City, continuing northwestward to Montgomery County to connect with remaining rail infrastructure, and on to Clarksville.* This regionally-prioritized strategy is based on the **RTA's 2017 Northwest Corridor Transit Study** summary of findings which examined this transit option along with options for SR-12, US-41A, and I-24 to expand commuter rail transit.

Additionally, the **2045 Clarksville Urbanized Area MTP Metropolitan Transportation Plan** likewise envisions commuter rail service between Clarksville and Nashville in the future for addressing regional transportation needs, and also referencing the Northwest Corridor Transit Study.

* Much of the land needed for property acquisition to install the new rail lies in previous rail right-of-way owned by the Cheatham County Rail Authority and the Town of Ashland City, portions of land utilized by the Town's Bicentennial Trail Greenway.



REGIONAL TRANSPORTATION NEEDS & GOALS

PUBLIC PARTICIPATION PROCESS

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 encourage and engage more public participation in the rural communities it serves. It is significant for locally elected officials who often serve on the RPO's Executive and Technical Committees, business owners, and the public to be actively 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 decisions and policymaking.

There were five input meetings held in early 2022 at various locations within each county located in the Middle 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 were invited and encouraged to attend and participate.

In August 2023, a series of follow-up one-on-one county meetings were held in August 2023 virtually to review transportation needs that were identified by community stakeholders in early 2022. For the most parts these needs stayed the same and a few additional ones were added to the lists. Googlemaps was used as a tool to document the identified needs with a GPS location that can be transferred to ESRI ArcMap.



PUBLIC PARTICIPATION LOG

County	*Purpose*	*Date, Location, Form of Meeting*	*Participants*
All	Kick-Off Presentation at the Fall RPO Meeting	12-14-2021, Bibb-White Bluff Civic Center, White Bluff, in-person	RPO Executive Board, RPO Technical Committee
Cheatham	One-on-one meeting	1-31-2022, Sycamore Square, McCullough Community Room, Cheatham County, in-person/virtual	John Lawless (Kingston Springs city admin), Bill Anderson (Pleasant View mayor)
Cheatham	Follow-up one-on-one meeting	8-25-2023, Virtual	No attendees
Dickson	One-on-one meeting	2-18-2022, County Courthouse Annex, Conference Room, Charlotte, in-person/virtual	Jackie Hodges (County Road Dept), Bob Rial (County Mayor)
Dickson	Follow-up one-on-one meeting	8-8-2023, Virtual	Jeff Martin
Houston	One-on-one meeting	1-31-2022, Erin City Hall, Houston County, in-person/virtual	Teresa Alsobrooks (County Road Dept), Angie Neilson (City of Erin), Paul Bailey (Erin city mayor)
Houston	Follow-up one-on-one meeting	8-22-2023, Virtual	Angie Neilson
Humphreys	One-on-one meeting	1-31-2022, Humphreys County Annex, Commissioners chamber, in-person/virtual	Randy Wood (County Road Superintendent), Jesse Wallace (County Mayor)
Humphreys	Follow-up one-on-one meeting	8-22-2023, Virtual	Brandy Vann (City of New Johnsonville)
Stewart	One-on-one meeting	2-4-2022, Stewart County Chamber of Commerce, Dover, Stewart County, in-person/virtual	Melissa Fields (County Commissioner), Clint Mathis (County Highway Superintendent), Robin Brandon (County Mayor) Carla Anderson (Town of Dover)



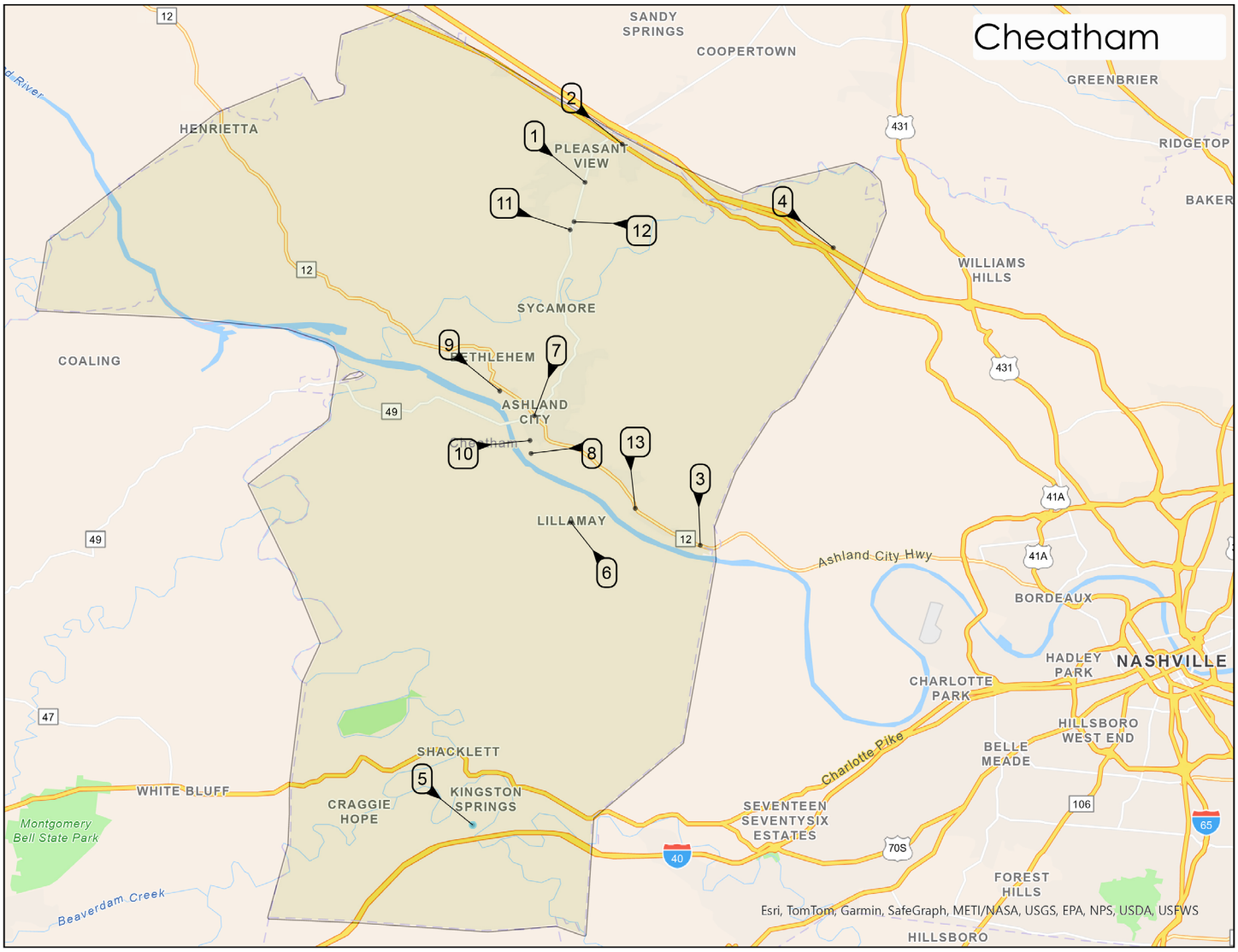
Transportation Needs Identified during Public Participation Process

In the first round of county one-on-one meetings in early 2022 various transportation needs were identified. These needs were reviewed and updated in August 2023.

Cheatham County Transportation Needs

CHEATHAM COUNTY	
Label ID	*Transportation Need Description*
1	Traffic light needed on SR-49 near Filmore Harris Rd. A traffic counting device is needed there as well.
2	Hwy 41A needs improvements in Pleasant View, heavily impacted by I-24
3	Interest in building on land of off SR-12 near Davidson line, 140 acre site, may need a traffic light if development comes
4	Exit 31 Project - should be underway
5	SR-249 bridge over I-40 needs improvements
6	SR-249 needs to be expanded to 3 lanes between Ashland City and US-70
7	Traffic lights at SR-49 and SR-12 are too close together, disaster for trucks, may need to be rerouted
8	New Sewer Treatment facility - industrial growth
9	Extension of the walk/bike trail up to Ashland City, old railroad was converted to trail, huge multimodal development, part of comprehensive park plan
10	Bypass project near river bluff is coming, pavement is still needed
11	Sweethome Rd project - intersection improvement is needed with SR-49, still waiting on this project to happen
12	SR-49 between Ashland City and I-24 is still waiting to be expanded
13	Thompson Rd and SR-12 - could be a key area for future freight development & traffic, 4-5 businesses there now, new apartments being built in this area as well

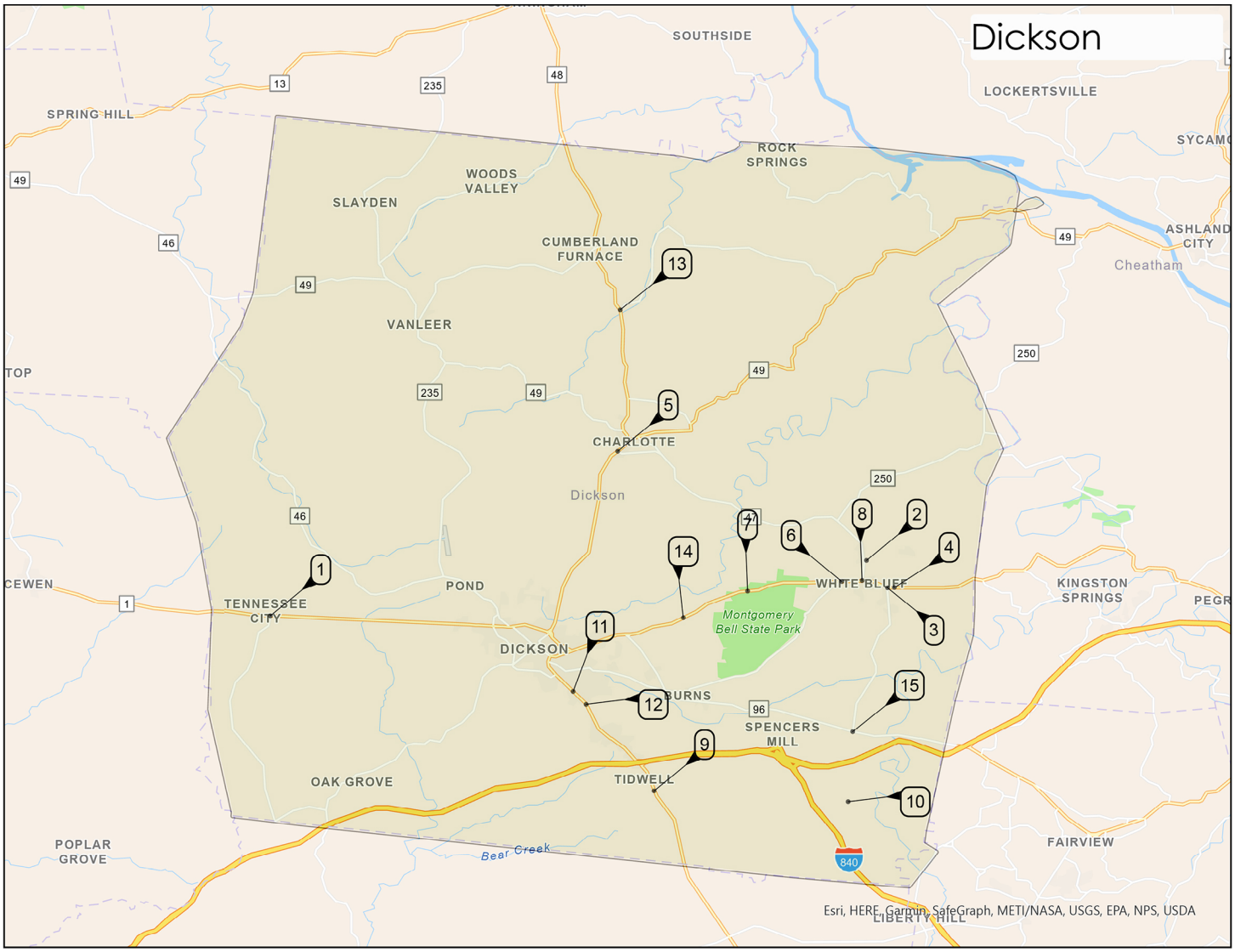
Cheatham County Transportation Needs Map



Dickson County Transportation Needs

DICKSON COUNTY	
Label ID	*Transportation Need Description*
1	Intersection of US-70 and Garners Creek Rd needs a traffic light
2	Future site of White Bluff Nature Park. Additional signage may be necessary for safe access for pedestrians. Need for traffic signal, and tunnel under SR-47 connecting civic center to nature park.
3	White Bluff Road is designated as a county road that serves as a connector between US-70 and SR-96. This road has also seen a lot of commercial and residential growth. It was constructed with no shoulders, sits high with a drop off on both sides in sever
4	Bike Path near US-70 in White Bluff, good for multimodal development.
5	Intersection of SR-47 and SR-48 needs attention. A lot of traffic at this intersection with no signal
6	Center turn lane needs to be extended from Mcdonalds in White Bluff (US-70) down to the intersection of US-70 and SR-47
7	Potential overpass/underpass along US-70 near the entrance to Montgomery Bell State Park for pedestrian/multimodal access
8	Proposal of Greenway from Downtown White Bluff to Montgomery Bell State Park
9	Expansion of SR-46 in between I-40 and US-100 in Hickman County
10	Fire Station coming to SE Dickson County near White Rd and Spencer Mill Rd. A lot of development is coming to SE Dickson County, specifically around SR-46
11	Marshall Stuart Drive and SR-46 is a very congested intersection
12	SR-46 between Dickson and I-40 (Exit 172) is very congested
13	SR-48 N at Stayton Rd needs a traffic light
14	US-70 near Rock Church/Buddy Rd needs a traffic light
15	Traffic lights have been requested at 5 different locations, 1 of them being near Burns at SR-96 and White Bluff Rd

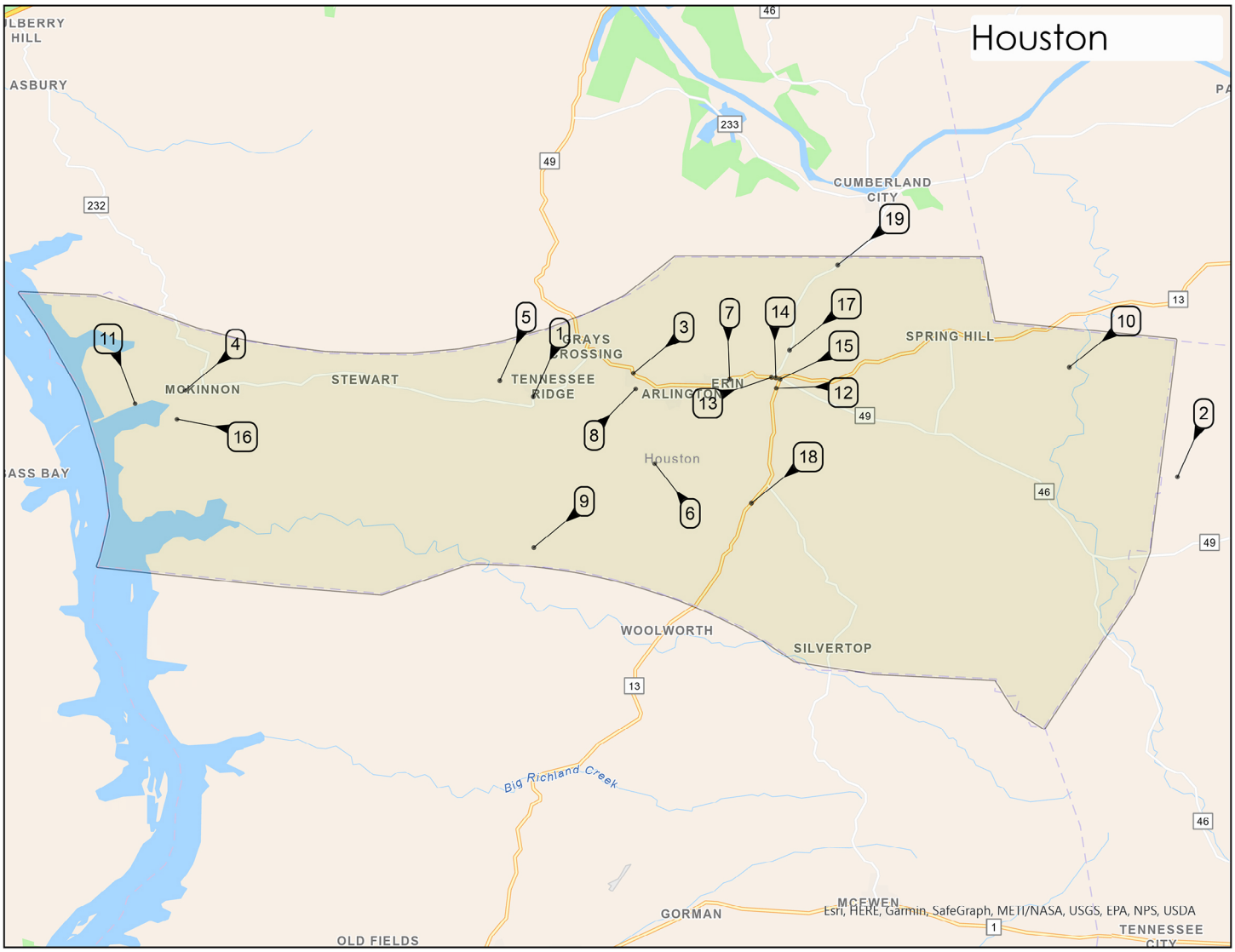
Dickson County Transportation Needs Map



Houston County Transportation Needs

HOUSTON COUNTY	
Label ID	*Transportation Need Description*
1	Curve on Main Street near school st is very hazardous. Possible (straight) realignment for SR-147.
2	Damaged guardrail on Boaz Branch Rd
3	SR-49 needs to be widened near emergency services building
4	Access Road to Airport needs to be widened (Airport Lane) This will be a valuable asset for future development.
5	Subdivision coming to TN Ridge near Old Stewart Rd- residential growth & development
6	Fire Tower Road needs to be repaved near the curve
7	Crosswalk in front of the courthouse is a pedestrian hazard
8	Mobley Ln has a lot of traffic, could be a good road for expansion to divert traffic off main road
9	TN Ridge Road/Waverly Road badly needs shoulders/widening so traffic can be diverted
10	Rock Quarry near Ellis Mills Rd not adequate for large trucks coming in and out. Needs to be widened between Herman Adams and SR-13
11	150+ Camping spots in this area; creates traffic when campers frequent during the summer months
12	Traffic light near Erin Elementary School needs to be fixed. Turn lane is also needed going north on SR-13 from school.
13	Traffic light needed at SR-49 and SR-149 in Erin
14	Bridge on SR-49 in Erin needs to be replaced
15	A lot of pedestrian traffic along SR-14 and SR-49 in Erin
16	New Homes being built on the lake will bring growth and heavy traffic.
17	SR-149 between Erin and Clarksville needs to be widened; traffic will continue to grow in this region
18	SR-13 needs to be widened for freight traffic though Humphreys County (connection from Clarksville to I-40W to Memphis)
19	3rd lane needed on SR-49 for industrial traffic - 100 semi trucks per day if not more. Semi trucks are cutting through Houston County to get from I-24 in Clarksville to I-40W (1700 vehicles per day)

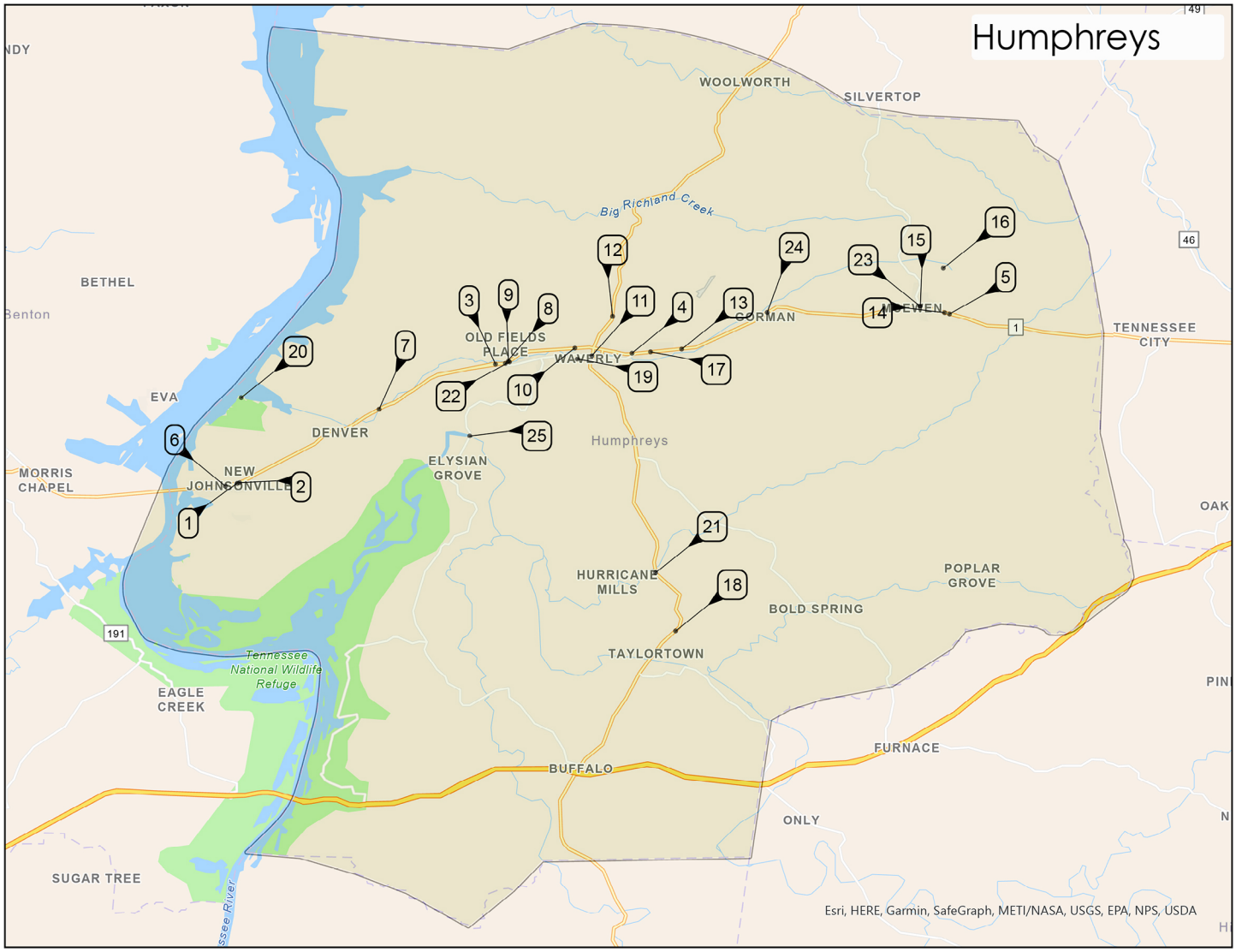
Houston County Transportation Needs Map



Humphreys County Transportation Needs

HUMPHREYS COUNTY	
Label ID	*Transportation Need Description*
1	Intersection of US Hwy-70 & North Street. A lot of traffic when TVA employees are leaving work, usually from 3PM-6PM
2	US Hwy-70 and Long St - Intersection is very congested from 2PM - 8PM. The fire department is on the corner and a shopping center is located across the street.
3	Guardrail is down on US Hwy-70 west of Waverly
4	Temporary school location at US Hwy-70 and Powers Blvd. Have to cross CSX railroad to get to the school. Very congested
5	Heavy traffic congestion on US Hwy-70 East of McEwen
6	US Hwy-70 and Industrial Park Rd - Lots of traffic and issues with pavement. Traffic is due to Semi Trucks.
7	US Hwy-70 bridge near Peek Trucking - Bridge was hit bad by the Waverly flood.
8	US Hwy-70 Bypass and West Main Street - Congested intersection
9	US Hwy-70 & Brown Town Rd is a congested intersection
10	Safety concerns on US Hwy-70 Bypass and Clydeton Road.
11	Intersection of SR-13 and US Hwy-70: Pedestrians have been hit several times in this area
12	Safety concern at intersection of SR-13 and Power Blvd
13	Safety issues on US Hwy-70 between McEwen & Waverly - Multiple accidents
14	US Hwy 70- Passing lanes need improvement
15	US Hwy 70 and SR-231 is a very congested intersection, needs a bypass
16	NE of McEwen has a lot of residential growth, largely because of the sprawl of Nashville
17	Railroad is a major traffic hazard. Especially during commute hours.
18	SR-13 needs to be 4 lanes between Waverly and Interstate 40
19	Issues with parking at Waverly Walls Art Park
20	Issues with Parking at New Johnsonville State Historic Park
21	Loretta Lynn's Ranch - A lot of congestion during events, specifically in the month of July
22	Access issue at Holly Lane
23	US-70 and Main Street in McEwen, heavy traffic congestion
24	US-70 and Trace Creek Rd - A lot of freight traffic, narrow road with turn
25	Bakerville Road Bridge over the Duck River- Safety Concern

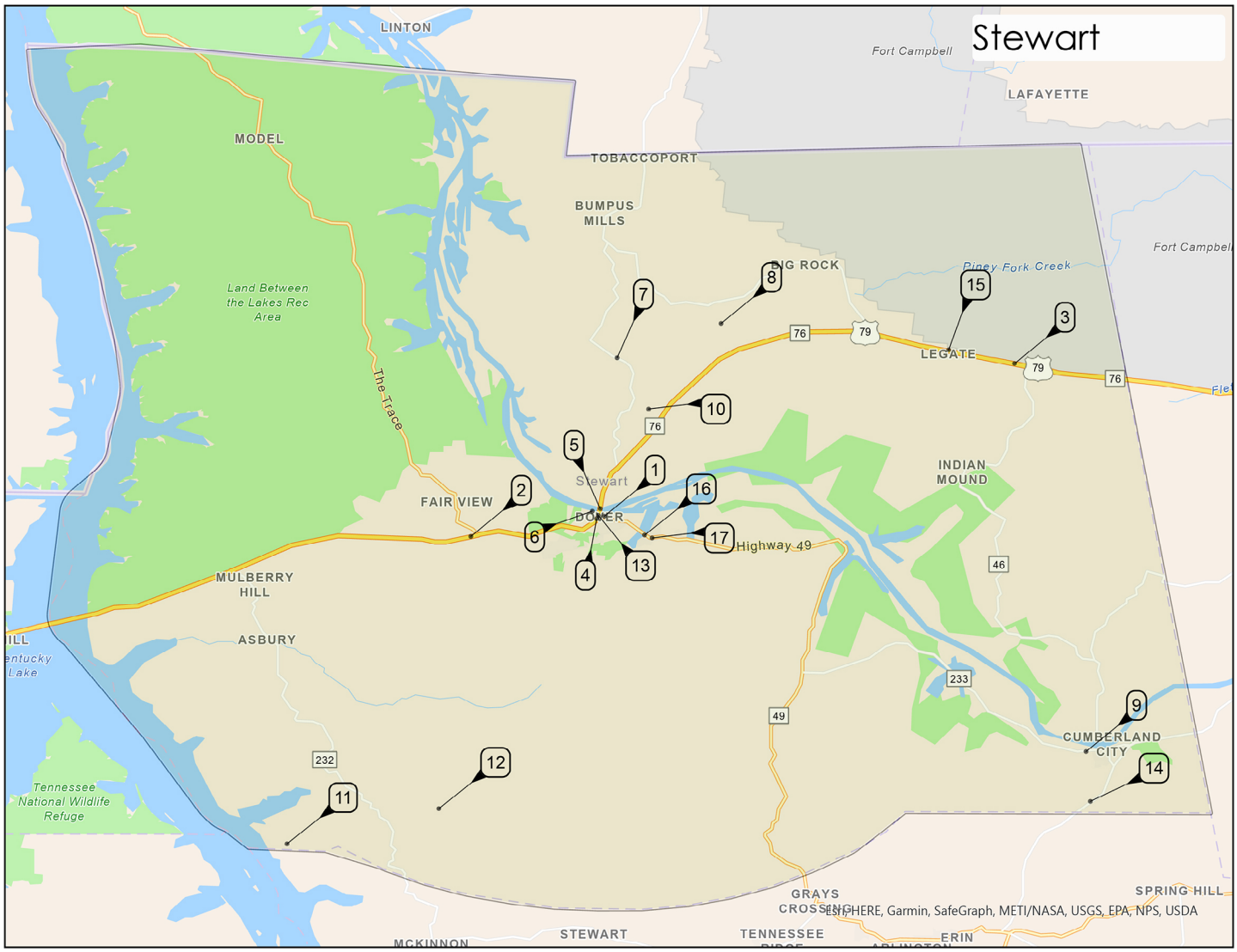
Humphreys County Transportation Needs Map



Stewart County Transportation Needs

STEWART COUNTY	
Label ID	*Transportation Need Description*
1	Downtown Dover is congested based on the time of day
2	A lot of wrecks on US-79 near Piggly Wiggly, congested area due to lane reduction
3	Humps on US-79, needs resurfacing between Montgomery County line and Dover. A lot of logging trucks in this area are responsible
4	Sidewalks in Downtown Dover (for example, Church Street, Donelson Pkwy, Vine Street, etc) need to be replaced/ improved. Non ADA compliant.
5	Bridge on SR-79. Barges crash into bridge periodically. Potentially relocate bridge.
6	Dover Boat Ramp - walkability from dock to downtown, new bathrooms, & pavilion to improve tourism
7	Bumpus Mills Rd needs improvments
8	Joiner Hollow rd is a very busy road. Tractor trailers cannot make that turn. 7 pipes that are destroyed need to be replaced. Bridge on Joiner Hollow Rd is very narrow with no drop off and no guardrail. Joiner Hollow Rd needs a right turn lane near US-79
9	SR-233 and Old SR-149 has a lot of tractor trailer traffic congestion. Big curve is too narrow
10	Robertson Hill Rd has a lot of tractor trailer traffic
11	A lot of residential growth coming near the lake
12	Guardrails needed on Mossy Bluff Rd near East Fork Leatherwood Creek. Too narrow with a 25-30 foot drop off. Residential area
13	Trucks often knock down signs in front of courthouse due to narrow roadway
14	New acceleration lane is needed for trucks leaving the stewart-houston industrial park
15	Potential property coming near US-79 in East part of Stewart County
16	Bridge on Spring Street has busted pillars, bridge needs to be repaired, large cracks in the bridge
17	Lakeland Drive needs repairs, cracks and potholes in the road due to water leaks

Stewart County Transportation Needs Map



REGIONAL GOALS & STRATEGIES

Improve Safety Throughout the Region

Strategies:

- Identify funding sources for local roads maintenance and safety improvements.
- Request RSARs for several roadways in need
- Assistance with funding/ help identify funding sources.
- Corridor Studies
- Implement proven safety measures.

Improve Roadway Deficiencies and Traffic Management

Strategies:

- Corridor studies
- Technical assistance with engineering improvements on state routes i.e., traffic signal design
- Identify funding sources for local roads maintenance and safety improvements.
- TDOT Traffic Operations Division has the Preventive Maintenance Inspection and Inventory Program (PMII) to assist local governments with the maintenance of traffic signals (contact: Kevin.Counts@tn.gov)
- Technical assistance with engineering improvements on state routes i.e., traffic signal design
- Initiate traffic studies for certain locations

Improve Multimodal Facilities

Strategies:

- Inventory existing sidewalks and bicycle facilities and determine deficiencies and needs.
- State routes where improvements are proposed, implement width and design for bicycle lane and sidewalk additions where feasible.
- Evaluate ADA compliancy of existing pedestrian facilities.
- Create budgets for multimodal facility implementation & maintenance.
- Identify funding sources and grant opportunities.
- Apply for Multimodal Access Grants
- Apply for bicycle/pedestrian plans for public facilities that do not have existing infrastructure

Freight Management

Strategies:

- Improve communication with trucking companies to route the trucks on adequate roads (through GPS)
- Install signage to direct truck traffic needed.
- Coordinate with TDOT freight division about Googlemaps / Waze issues

The following Mitigation Strategies are taken from a **Freight Study done for TDOT** that could be applied in the Middle Tennessee RPO [Source: University of Memphis. Understanding Freight Impacts on Tennessee Communities. Research Final Report from The University of Memphis, August 31, 2022]

- Adding truck-friendly or truck-only lanes can relieve congestion by reducing the existing conflicts between passenger cars and heavy trucks, as well as stabilizing the traffic flow, improving safety, and increasing the convenience and comfort of car passengers.
- Modal switch is one of the most effective strategies to reduce congestion, as it reduces truck volumes and their interaction with pedestrians and passenger vehicles. It can also benefit the reduction of emissions and increase safety.
- Placing more dynamic and static warning signs, including speed limits and potential hazards for large and heavy-duty trucks, is recommended as an economically efficient approach.

GUIDANCE ON FUNDING OPPORTUNITIES

Transportation Funding Database

TDOT has created a **Transportation Funding Database** that includes federal, state, and non-profit funding opportunities.

Some of the programs applicable to communities in the RPO listed there include:

- **Multimodal Access Grant (MMAG)**. Local match: 5-10 percent, Bike/Ped grants
- **Pedestrian Road Safety Initiative**
- **State Industrial Access Program**
- **Transportation Alternatives Program (TAP)**
- **Transportation Planning Grant**

Tennessee Transportation Assistance Program (TTAP)

For some requests from local officials, the RPO Coordinator can provide them with contact information about the **Tennessee Transportation Assistance Program (TTAP)** offered by the **Center for Transportation Research** at the University of Tennessee.

TTAP is available to provide no-cost transportation technical assistance to all local governments in Tennessee. Technical assistance projects may range in scope from a single phone call to several on-site visits depending on the nature and complexity of the issue under discussion. TTAP can provide transportation officials with the information necessary to maintain a safe and efficient local transportation network.

Examples of TTAP technical assistance projects include:

- Traffic signal warrant analysis
- Intersection safety studies
- Pavement management system implementation
- Roadway drainage analysis
- Road Safety Audits (RSA)
- MUTCD compliance
- Traffic Counting

Local governments may request TTAP assistance by calling: 1-800-252-7623 or by sending an email to **TTAP@utk.edu**.

Community Transportation Planning Request (CTPR) Process

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

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

The CTPRs are completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, if the request is warranted and approved, a "Needs Assessment" would be conducted by STID. If the project is deemed necessary, then the project may be designated a "New Start" during the PE phase once funding is available. The project could also be deemed not necessary; at that point, no further action is needed, and the community will be notified of the decision. If the project is needed, funding is allocated, and a formal study is conducted by TDOT's STID and Long Range Planning Division. The project would then enter the Project Development Process, which includes an Environmental Review (NEPA), Right-of-Way (ROW) determinations, and the Design and Construction phases, in that order. The flow of processes is standard for the majority of TDOT projects, including those in the IMPROVE Act. OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.

If the CTPR involves pavement, the following process will occur. 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 regional staff in conjunction with the Headquarters Pavement Office. If the project is deemed necessary, then the project may be added to the three-year resurfacing plan. 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. The project would then enter the Project Development Process, OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.

APPENDIX

REFERENCES

TDOT 25-Year Long Range Transportation Policy Plan Tennessee Department of Transportation, 2015

Aviation Economic Impact Study Tennessee Department of Transportation, Aeronautics Division. Kimley-Horn & Associates, 2019

Tennessee Bicycle Plan Update State Bicycle Route Plan Technical Memorandum, Tennessee Department of Transportation, Office of Multimodal Planning

Statewide Active Transportation Plan Tennessee Department of Transportation, July 2021

Middle Tennessee Connected Regional Transportation Plan 2021-2045 Nashville area MPO, February 2021

2045 Clarksville Urbanized Area MTP Metropolitan Transportation Plan, Clarksville Urbanized Area MPO, January 2019

Northwest Corridor Transit Study Regional Transportation Authority of Middle Tennessee, October 2017

Understanding Freight Impacts on Tennessee Communities, University of Memphis, August 2022

Erin Community Mobility Plan James Plus Associates, September 2021

Charlotte Mobility Plan WSP, September 2019

White Bluff Mobility Plan The Corradino Group, July 2021

White Bluff Land Use & Transportation Plan 2009-2030 Tennessee Department of Economic & Community Development, Local Planning Assistance Office, June 2010

Dickson County Land Use & Transportation Plan 2010-2030 Tennessee Department of Economic & Community Development, Local Planning Assistance Office, July 2011

The 2043 Dickson County Comprehensive Plan Volkert, September 2023 (draft)

- **Part 1**
- **Part 2**

City of Dickson's Bike and Pedestrian Master Plan Kimley-Horn & Associates, October 2019

Ashland City Community Mobility Plan Kimley-Horn & Associates, November 2019

Renaissance Ashland City Master Plan, Lose & Associates, Inc., July 2003

Ashland City Land Use Plan 2010-2030 Town of Ashland City, August 2010

Woodlands Trace Corridor Management Plan Land Between The Lakes National Recreation Area. December 2008

Tennessee River Trails Scenic Byway Corridor Management Plan Kimley-Horn & Associates, January 2010

Tennessee River Trails Scenic Byway Bike & Pedestrian Facilities Master Plan 2016 Lose & Associates Inc.

- **Part 1**
- **Part 2**

New Johnsonville Land Use & Transportation Plan 2006-2025, Tennessee Department of Economic & Community Development, Local Planning Assistance Office, November 2007

City of Dickson, Tennessee Land Use Plan 2010-2030 Greater Nashville Regional Council, March 2013

Pegram Land Use & Transportation Plan 2006-2025, Tennessee Department of Economic & Community Development, Local Planning Assistance Office, September 2008

Ft. Campbell Joint Land Use Study, Greater Nashville Regional Council, October 2009

Cheatham Lake Master Plan U.S. Army Corps of Engineers, May 2018

Old Hickory Lake Master Plan U.S. Army Corps of Engineers, January 2016

Lake Barkley Master Plan U.S. Army Corps of Engineers, October 2017

Ashland City Pedestrian and Bicycle Master Plan, prepared by Fisher & Arnold, Inc., Memphis TN

TDOT Rail Plan

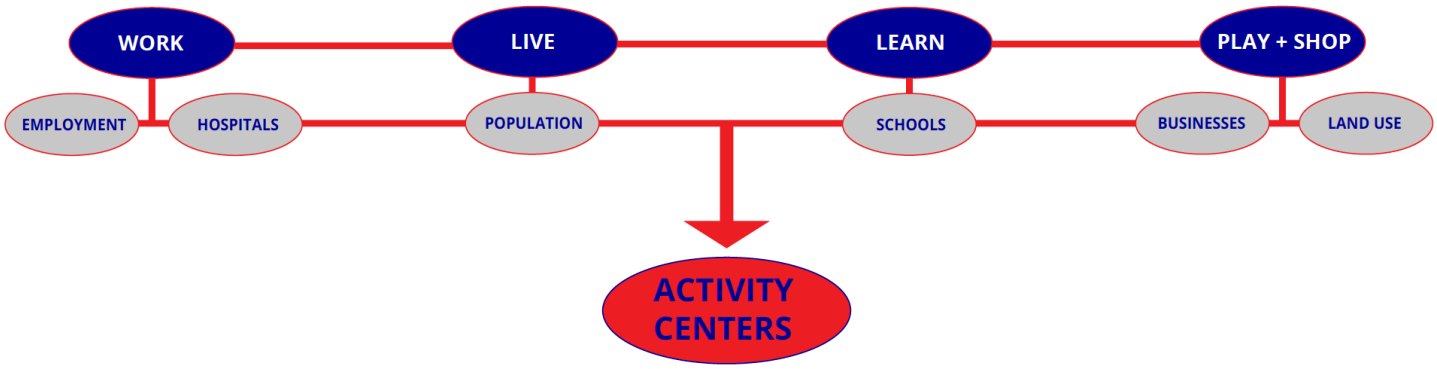
Federal Rail sources

- **North American Rail Network Lines**
- **Railroad Grade Crossings**
- **Generate Crossing Inventory and Accident Reports**
- **FRA Safety Map**

GIS METHODOLOGY

Activity Center Analysis

A GIS (Geographic Information Systems) spatial analyst model was developed to determine the areas with the highest concentration of activity in the Middle Tennessee region. This methodology will be described in detail to fully understand how the locations of Activity Centers were determined in this region. This analysis included selecting various geospatial datasets as criteria and performing multiple spatial analyst geoprocessing tools to generate outputs. The Activity Center Model includes the criteria listed in the table and diagram below. The scoring method indicates how the inputs were assigned ranking values. Each of the inputs were scored 1 - 5 based on density and proximity, and then assigned weighted multipliers to reflect the relative influence categories have on active living spaces. As illustrated in the table, each major category received equal weight in the scoring.



ACTIVITY CENTER ANALYSIS TABLE

Category	*Input*	*Score Method*	*Score Range*	*Category Influence*
Live	Total Population	Density of Population	1 - 5	25%
Work	Total Employment	Density of Employment	1 - 5	25%
	Hospitals	Proximity 0 - 1 mile	1 - 5	25%
Learn	Elementary Schools	Proximity 0 - 1 mile	1 - 5	25%
	Middle Schools	Proximity 0 - 1 mile	1 - 5	25%
	High Schools	Proximity 0 - 1 mile	1 - 5	25%
	Higher Education	Proximity 0 - 1 mile	1 - 5	25%
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	25%
	Arts, Entertainment, and Recreation (NAICS 71)	Proximity 0 - 1 mile	1 - 5	25%
	Medium - High Intensity Developed Land	Proximity 0 - 1 mile	1 - 5	25%
	Commercial Land Use	Proximity 0 - 1 mile	1 - 5	25%

SAFETY PROJECTS DATA TABLES

CHEATHAM COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
125450.05	CHEATHAM DAM RD.	01942	Various Local Roads in Cheatham County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	2.93
125450.05	OLD PINNACLE RD.	0A191	Various Local Roads in Cheatham County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.29
125450.05	LEATHERWOOD RD.	01862	Various Local Roads in Cheatham County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.1
125450.05	NEPTUNE RD.	01944	Various Local Roads in Cheatham County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	3
125450.05	BETHEL RD.	01946	Various Local Roads in Cheatham County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	3.96

DICKSON COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
125450.17	LITTLE BARTONS CREEK RD.	01872	Various Local Roads in Dickson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	5.55
125450.17	STAYTON RD.	00967	Various Local Roads in Dickson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	2.1
125450.17	TURKEY CREEK RD.	0A338	Various Local Roads in Dickson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	4
125450.17	FURNACE HOLLOW RD.	0A417	Various Local Roads in Dickson County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CONSTCOMP	1.76
119736.00	I-40	I0040	Intersection at SR-46 Westbound Ramp (Exit 172) (Ramp Queue Project)	Design	I-40-Intersection at SR-46 Westbound Ramp (Exit 172) (Ramp Queue Project) - Resurface, Pavement Marking, Striping, Signs, Guardrail, Retaining Wall, Curb, Signals	CLOSED	0.2
117433.01	HWY. 46	SR046	Bridge Over Branch, LM 15.74 (IA)	Design	Bridge Replacement	CLOSED	0.01

DICKSON COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
121577.00	SLAYDEN-MARION RD.	SR235	From SR-46 to SR-49 (RSAR)	EPD	Miscellaneous Safety Improvements	CLOSED	8.14
125483.00	STATE HWY. 48	SR048	From North of R. Owen Road to Bridge over Furnace Creek, LM 24.03	EPD	Safety Improvements	CLOSED	3.03

HOUSTON COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
125450.18	NEW HOPE RD.	00910	Various Local Roads in Houston County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	6.55
125450.18	FIRE TOWER RD.	01783	Various Local Roads in Houston County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4.88
125450.18	LIMEKILN RD.	0A149	Various Local Roads in Houston County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2.47
125450.18	WAVERLY RD	01781	Various Local Roads in Houston County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4
119826.00	STATE HWY. 49 E.	SR049	From Church Street to SR-13 in Erin (RSAR)	EPD	Miscellaneous Safety Improvements	CLOSED	1.37

HUMPHREYS COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
125450.46	DYER RD.	00920	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2
125450.46	INDIAN CREEK RD.	01779	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	2
125450.46	POPLAR GROVE RD.	01798	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4
115370.50	BOX HOLLOW RD.	01816	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	2.33
115370.50	N. LONG ST.	00927	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	5.33
125450.46	BAKERVILLE RD.	00910	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	6.7
115370.50	OLD SR- 1	01800	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	0.76
115370.50	OLD STAGE RD.	0A150	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.89
115370.50	TANKLSEY RD.	0A155	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	0.11
115370.50	TENNESSEE RIVER BLUE CREEK RD.	00909	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	4.03
115370.50	W. BLUE CREEK RD.	0A330	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.42
115370.50	BRAZZLE RD.	0A095	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.05
115370.50	E. LITTLE RICHLAND RD.	0A093	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	0.47
115370.50	MATHEWS HOLLOW RD.	0A331	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	1.83
115370.50	BAKERVILLE RD.	00910	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	2

HUMPHREYS COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
115370.50	OGDEN RD.	0A153	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	4.96
115370.50	TENNESSEE RIDGE RD.	01781	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	2.04
120395.00	HWY. 70 E.	SR001	SR-1(US-70) & East Railroad Street, Intersections at Clydeton Road, North Cooley Avenue, North Powers Boulevard in Waverly	Spot Safety	Widening, pavement markings, install signal detection and bring signal equipment up to current standards. Install striping, signage and drainage necessary for new configurations. (See guidance for details)	CONSTCOMP	1.59
115370.50	HATCHER HOLLOW RD.	01806	Various Local Roads in Humphreys County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	CLOSED	2.12

STEWART COUNTY

PIN	*Route Name*	*Route Number*	*Termini*	*Project Type*	*Scope of Work*	*Status*	*Length (miles)*
125450.22	OLD US-79	01795	Various Local Roads in Stewart County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4.7
125450.22	BUMPUS MILLS-TOBACCOPORT RD.	01830	Various Local Roads in Stewart County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	3.5
119808.00	DONELSON PKWY.	SR076	Intersection at SR-461, LM 10.2 in Dover (RSAR)	Design	Intersection Improvements	CONSTCOMP	0.01
125450.22	JOINER HOLLOW RD.	0A171	Various Local Roads in Stewart County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	1.46
125450.22	HICKMAN CREEK RD.	0A069	Various Local Roads in Stewart County (Local Roads Safety Initiative)	LRSI	Miscellaneous Safety Improvements	LET	4

LOCAL PARKS IN MIDDLE TENNESSEE RPO

The following are other local parks in the Middle TN RPO region that are maintained privately, by county government, or by municipal government and are used by the public. Acreage listed is approximate.

Cheatham County

Pleasant View Community Park	42.6 acres
Balthrop Park	2.2 acres
Pegram Park	11.5 acres
LL Burns Park	50 acres
Kingston Springs Skatepark	24 acres
Ashland City Elementary Ballfields	7.5 acres
Caldwell Nature Park	100 acres
City Park John C. “Preacher” Poole Recreation Area	8.4 acres
J.W. Johns Jr. Park	4.8 acres
Riverbluff Park	18.9 acres
911 Memorial Playground	1.3 acres
Cheatham County Veterans Memorial Park	18.3 acres

Dickson County

J. Dan Buckner Park	277.4 acres
Lester Speyer Community Complex Center at Tennsco Park and Ballfields	20 acres
Tom Waycoff Memorial Park	0.09 acres
Holland Park	0.39 acres
Luther Lake	13.6 acres
Lakeview Park/City Lake	57.5 acres
DHA Community Center	1 acre
Henslee Park	104 acres
Dickson Skate Park	0.26 acres
Veterans Memorial Park	57 acres
White Bluff Skate & Bike Park/Field of Dreams	2.77 acres
Bibb-White Bluff Civic Center	6.59 acres
White Bluff Nature Park	49.28 acres
Charlotte City Park	0.5 acres
Charlotte Park	1.2 acres
Charlotte Ballpark	11.1 acres
Burns Municipal Sports Park	51.5 acres
Lonesome Pioneer Park	8.6 acres
Cumberland Furnace Park/BH Stark Memorial Community Center	8.1 acres

Houston County

Betsy Ligon Park	47 acres
Houston County Middle School Ballfields	7 acres
Houston County Youth Center	25 acres

Humphreys County

McEwen Dixie League Ballpark	18 acres
Byram D Phy Municipal Park	25.4 acres
Waverly City Park	22 acres
The Walls Art Park	3.5 acres
Humphreys County Dixie League Ballpark	29.4 acres
CL Edwards Memorial Park	48 acres
Callahan Field	20 acres

Stewart County

Lick Creek Recreational Area/Dover City Park	52 acres
Stewart County Athletic Association Fields	26 acres
Cumberland City Park	1.6 acres
Hickman Creek Park	4.5 acres
Dover Access Point	8.75 acres
Stewart County Community Park/portion of Visitors Center	2.0 acres

TRAFFIC VOLUMES/PERCENT CHANGE DATA TABLES

CHEATHAM COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
001	SR112	From Robertson-Cheatham Co. line to Cheatham-Robertson Co. line	7101	4450	4765	4204	59.57	49.02	68.91
003	SR012	From 01946 Bethel Rd. to Cheatham-Montgomery Co. line	4778	3313	3361	3724	44.22	42.16	28.30
004	01946	From 0A018 Mosley Ferry Rd. to 00958 Old Clarksville Pk.	659	499	564	521	32.06	16.84	26.49
005	01946	From 00958 Old Clarksville Pk. to 0A088 Pleasant View Main St.	4653	3283	2773	3308	41.73	67.80	40.66
006	SR049	From SR112 US-41A to Cheatham-Robertson Co. line	17441	12961	13659	11742	34.57	27.69	48.54
007	SR112	From SR049 State Hwy. 49 to Cheatham-Robertson Co. line	10592	5252	5816	6054	101.68	82.12	74.96
008	SR049	From 00958 Old Clarksville PK to SR112 US-41A	13566	8298	10175	7379	63.49	33.33	83.85
009	00958	From SR049 State Hwy 49 to the Cheatham-Montgomery Co. line	4082	1953	3763	2459	109.01	8.48	66.00
010	01942	From 00979 Lockertsville Rd. to SR049 State Hwy. 49	1433	1052	1174	1353	36.22	22.06	5.91
012	00979	From 01942 Sweet Home Rd. to 01941 Harristown Rd.	604	334	441	462	80.84	36.96	30.74
013	01942	From SR012 SR-12 to 00979 Lockertsville Rd.	925	692	744	925	33.67	24.33	0.00
015	01944	From SR012 SR-12 to dead end	898	527	533	695	70.40	68.48	29.21
016	01942	From SR012 SR-12 to 0A031 Cheatham Dam Rd.	1120	919	990	983	21.87	13.13	13.94
019	00979	From 01942 Sweet Home Rd. to 01393 Lockertsville Rd.	577	755	644	868	-23.58	-10.40	-33.53
020	SR049	From Sr249 Bear Wallow Rd. to 01942 Sweet Home Rd.	6901	5945	6495	6125	16.08	6.25	12.67
021	SR249	From SR049 Frey St. to 00958 Old Clarksville Pk.	3223	3735	3970	4012	-13.71	-18.82	-19.67
022	01010	From 0A645 Forest Crossing to Cheatham-Davidson Co. line.	2752	2376	2367	2426	15.82	16.27	13.44
023	0A235	From SR012 Lindahl Pkwy. to Cheatham-Davidson Co. line	1954	1871	2408	1362	4.44	-18.85	43.47
024	SR012	From SR455 Tennessee Waltz Pkwy. to Cheatham-Davidson Co. line	15685	13961	14575	11110	12.35	7.62	41.18
025	0A227	From SR049 Frey St. to 0A227 Forrest St.	2028	2073	2663	2417	-2.17	-23.85	-16.09
026	SR049	From SR012 S. Main St. to SR249 Bear Wallow Rd.	8810	8216	8409	9231	7.23	4.77	-4.56

CHEATHAM COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
028	SR049	From SR249 River Rd. to Cheatham-Dickson Co. line	5655	5147	5381	5416	9.87	5.09	4.41
029	SR249	From SR251 River Rd. to SR049 SR-49	3869	3736	3617	3497	3.56	6.97	10.64
030	SR250	From 01933 Griffithtown Rd. to SR049	1801	1787	1956	1788	0.78	-7.92	0.73
031	SR250	From 01933 Griffithtown Rd. to Cheatham- Dickson Co. line	1102	865	1078	920	27.40	2.23	19.78
032	SR251	From 01939 Pond Creek Rd. to Cheatham- Davidson Co. line	2680	2402	2818	2893	11.57	-4.90	-7.36
033	01862	From 01933 Cedar Hill Rd. to Cheatham-Dickson Co. line.	262	253	232	276	3.56	12.93	-5.07
034	01933	From SR001 US-70 to 0A462 Old Cedar Hill Rd.	714	870	849	947	-17.93	-15.90	-24.60
035	SR001	From 01933 Cedar Hill Rd. to SR249 E. Kingston Springs Rd.	6129	7141	8020	6988	-14.17	-23.58	-12.29
037	SR249	From SR001 Pegram Ave. to 01931 W. Kingston Springs Rd.	3480	3676	3787	3834	-5.33	-8.11	-9.23
039	0A417	From SR001 US-70 to 01948 Kingston Springs Rd.	890	999	1052	969	-10.91	-15.40	-8.15
040	SR001	From 01948 Kingston Springs Rd. to Cheatham-Dickson Co. line	5308	6791	7041	6013	-21.84	-24.61	-11.72
042	I0040	From SR249 Luyben Hills Rd. to Cheatham-Hickman Co. line	45548	47283	54625	44407	-3.67	-16.62	2.57
043	01931	From 01931 N. Main St. to SR249 Luyben Hills Rd.	8346	7194	7396	6847	16.01	12.84	21.89
044	00958	From Montgomery-Cheatham County line to Cheatham-Montgomery Co. line	2630	1699	2288	2074	54.80	14.95	26.81
046	SR249	From SR001 Pegram Ave. to 01937 Litttle Pond Creek Rd.	2788	2422	2537	2656	15.11	9.89	4.97
048	00979	From SR112 US-41A to 00958 Old Clarksville Pk.	575	367	397	299	56.68	44.84	92.31
049	00979	From 00958 Old Clarksville Pk. to 01942 Sweet Home Rd.	300	233	243	220	28.76	23.46	36.36
050	00979	From SR049 State Hwy. 49 to 00979 Lockertsville Rd.	1419	1197	1393	1908	18.55	1.87	-25.63
051	0A187	From 01010 Old Clarksville Pk. to SR112 US-41A	161	181	592	316	-11.05	-72.80	-49.05
052	I0024	From Robertson-Cheatham Co. line to Cheatham-Davidson Co. line	75818	46082	52920	45842	64.53	43.27	65.39
053	SR012	From 01393 Lockertsville Rd. to 01942 Chetham Dam Rd.	6222	4969	6290	5794	25.22	-1.08	7.39

CHEATHAM COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
054	00979	From 01942 Sweet Home Rd. to 00979 Ed Harris Rd.	2171	1896	1836	1827	14.50	18.25	18.83
056	01948	From SR001 US-70 to 0A417 Craggie Hope Rd.	1523	1669	1234	1210	-8.75	23.42	25.87
057	SR249	From SR249 Old Clarksville Pk to 00958 Old Clarksville Pk	6503	5756	5896	5590	12.98	10.30	16.33
058	SR251	From SR249 Sams Creek Rd. to 01939 Pond Creek Rd.	2136	1901	2395	2169	12.36	-10.81	-1.52
059	SR249	From 01010 Old Clarksville Pk. to I0024 I-24	4460	4693	4638	4295	-4.96	-3.84	3.84
060	01937	From 01937 Pond Creek Rd. to SR249 Sams Creek Rd.	462	575	660	572	-19.65	-30.00	-19.23
061	01948	From 0A417 Craggie Hope Rd. to 01931 N. Main St.	3135	2133	2286	2344	46.98	37.14	33.75
062	01931	From 01931 N. Main St. to 01931 Pinnacle Hill Rd.	659	501	449	593	31.54	46.77	11.13
063	01937	From 01937 Little Pond Creek Rd. to Cheatham-Davidson Co. line	426	355	587	387	20.00	-27.43	10.08
064	01941	From 00979 Lockertsville Rd. to 01942 Sweet Home Rd.	379	306	327	379	23.86	15.90	0.00
065	0A989	From I-24 to Cheatham-Davidson Co. line	1767	1519	1672	1598	16.33	5.68	10.58
066	01933	From 01933 Griffithtown Rd. to 01862 Leatherwood Rd.	446	456	705	606	-2.19	-36.74	-26.40
067	SR455	From SR012 Lindahl Pkwy to SR049 Cumberland St.	6577	4324	5001	3858	52.10	31.51	70.48
068	SR455	From SR012 Lindahl Pkwy to SR049 Cumberland St.	7237	5464	6012	5682	32.45	20.38	27.37
070	SR249	From 01931 W. Kingston Springs Rd to I0040 I-40	8480	9401	9887	9011	-9.80	-14.23	-5.89
071	SR049	From SR249 River Rd. to SR012 N. Main St.	8907	7657	9332	8427	16.32	-4.55	5.70
074	01939	From SR251 River Rd. to 01937 Little Pond Creek Rd.	859	942	952	942	-8.81	-9.77	-8.81
075	SR455	From SR012 N. Main St to SR049 Cumberland St.	3698	1901	2750	0	94.53	34.47	

DICKSON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
001	SR235	From SR225 Slayden-Marion Rd. to Dickson-Montgomery Co. line	610	638	802	695	-4.39	-23.94	-12.23
002	01855	From SR235 Slayden-Marion Rd. to Dickson-Montgomery Co. line	221	164	191	303	34.76	15.71	-27.06
004	0A017	From 0A017 Little Bartons Creek Rd. N. to Little Bartons Cr. Rd.	22	98	141	206	-77.55	-84.40	-89.32
005	01872	From SR235 Slayden-Marion Rd. to Dickson-Montgomery Co. line	345	465	404	369	-25.81	-14.60	-6.50
008	SR049	From 0A126 St. Paul Rd. to Dickson-Cheatham Co. line	3006	2540	2839	2787	18.35	5.88	7.86
009	00967	From SR049 State Hwy. 49 to 00956 Rock Springs Rd.	1208	1018	1101	997	18.66	9.72	21.16
010	00956	From 00967 Maple Valley Rd. to 00839 Bowker Rd.	235	244	256	257	-3.69	-8.20	-8.56
013	00967	From SR048 State Hwy.48 to 00967 Maple Valley Rd.	831	964	1092	1076	-13.80	-23.90	-22.77
014	SR048	From 0A433 Sulphur Forks Rd. to Dickson-Montgomery Co. line	3724	3038	3498	3224	22.58	6.46	15.51
015	01420	From SR048 State Hwy.48 to 01420 New Dry Hollow Rd.	775	551	649	588	40.65	19.41	31.80
016	SR049	From SR049 SR-49 to SR049 State Hwy. 49	3196	2110	2379	1968	51.47	34.34	62.40
019	SR235	From 01872 Little Bartons Creek Rd. to SR049 Broad St.	1161	1184	1342	1196	-1.94	-13.49	-2.93
020	SR049	From SR049 Broad St. to Dickson-Humphreys Co. line	1231	815	934	798	51.04	31.80	54.26
022	SR235	From SR049 State Hwy. 49 to 01866 Hayshed Rd.	1970	1911	1902	1777	3.09	3.58	10.86
026	SR049	From SR048 State Hwy. 48 to 0A126 ST. Paul Rd.	2420	2371	2764	2466	2.07	-12.45	-1.87
028	SR048	From 0A129 Redon Crossing Rd. to 0A433 Sulphur Forks Rd.	4881	4460	4864	4336	9.44	0.35	12.57
029	SR049	From SR048 State Hwy. 48 to 01866 Hayshed Rd.	1640	1854	2041	1690	-11.54	-19.65	-2.96
032	SR048	From 0A433 Sulphur Forks Rd. to 0A129 Redon Crossing Rd.	7264	7988	7565	8708	-9.06	-3.98	-16.58
033	SR235	From 01866 Hayshed Rd. to 0A433 Old Stage Rd.	4128	2157	3009	2883	91.38	37.19	43.18
036	01808	From SR046 Yellow Creek Rd. to Dickson-Humphreys Co. line	273	259	317	294	5.41	-13.88	-7.14
038	SR046	From 01851 Gilliam Hollow Rd. to Dickson-Humphreys Co. line	2536	1866	2265	2030	35.91	11.96	24.93
040	SR001	From SR001 W. College St. to Dickson-Humphreys Co. line	9439	7606	8013	7787	24.10	17.80	21.21

DICKSON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
041	00965	From SR001 US-70 to Dickson-Hickman Co. line	707	591	762	581	19.63	-7.22	21.69
042	SR046	From SR046 Yellow Creek Rd. to 01851 Gilliam Hollow Rd.	2242	2649	2886	3292	-15.36	-22.31	-31.90
043	0A224	From 0A224 Westfield Dr. to SR046 Yellow Creek Rd.	333	279	343	320	19.35	-2.92	4.06
044	0A224	From 05685 Old Charlotte Pk. to 0A224 Westfield Dr.	594	465	487	469	27.74	21.97	26.65
045	05685	From 05685 Old Charlotte Pk. to 04391 Old Pond Rd.	611	510	529	614	19.80	15.50	-0.49
047	SR250	From SR047 Hwy. 47 to Dickson-Cheatham Co. line	3306	3345	3209	3666	-1.17	3.02	-9.82
048	SR001	From 0A231 Stokes Rd. to Dickson-Cheatham Co. line	7252	8985	8166	8782	-19.29	-11.19	-17.42
049	01862	From SR001 Broadway St. to 0A574 Larkins Rd.	1464	1578	1626	1436	-7.22	-9.96	1.95
050	0A234	From SR001 Broadwat St. to 0A584 Westview Rd.	1153	1158	972	1204	-0.43	18.62	-4.24
051	SR001	From 01860 Jones Creek to Dickson-Cheatham Co. line	7241	6689	6758	7647	8.25	7.15	-5.31
052	SR047	From S001 Broadway St. to 00954 Cathey Hollow Rd.	509	1384	1376	1516	-63.22	-63.01	-66.42
053	01860	From 01860 Jones Creek Rd. to SR001 Broadway St.	607	520	605	573	16.73	0.33	5.93
054	01849	From SR001 US-70 E to SR047 Hwy. 47	1853	1591	1510	1315	16.47	22.72	40.91
055	01860	From 01860 Pump Hill Rd. to 01860 Jones Creek Rd.	724	560	639	571	29.29	13.30	26.80
056	SR048	From 0A208 Harmon Springs Rd. to 04393 Brook Dr.	10238	7831	8375	8762	30.74	22.24	16.85
057	SR096	From SR096 State Hwy. 96 to Dickson-Cheatham Co. line	9189	8043	8700	9535	14.25	5.62	-3.63
059	SR001	From R046 Yellow Creek Rd. to SR001 W. College St.	16024	11135	13216	10836	43.91	21.25	47.88
060	01858	From 01858 Grindstone Hollow to 01858 W. Piney Rd.	1091	875	853	796	24.69	27.90	37.06
061	SR048	From 01858 W. Piney Rd. to	8257	5985	5395	5007	37.96	53.05	64.91
062	01854	From SR048 Center Ave. to 01854 E. Piney Rd.	849	751	776	623	13.05	9.41	36.28
063	04529	From 03151 E. Walnut St. to 04529 Beasley Dr.	3943	4102	8466	7072	-3.88	-53.43	-44.24
065	SR001	From SR001 Henslee Dr. to SR096 State Hwy. 96	15748	14656	14949	17000	7.45	5.34	-7.36

DICKSON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
066	0B270	From 01845 Old Columbia Rd. to 0A656 Blue Dr.	2707	2594	2604	3211	4.36	3.96	-15.70
068	01843	From SR096 to SR046 Hwy.46	1510	1034	1086	1228	46.03	39.04	22.96
069	SR096	From 00957 Spencers Mill Rd. to 0A693 Aaron Dr.	8918	7105	8262	9169	25.52	7.94	-2.74
070	0A266	From 00957 Spencers Mill Rd. to SR096 State Hwy. 96	1036	706	708	630	46.74	46.33	64.44
071	00957	From SR096 to I0040 I-40	980	749	795	612	30.84	23.27	60.13
072	00957	From 00957 Spencers Mill Rd. to Dickson-Williamson Co. line	1122	649	763	786	72.88	47.05	42.75
073	00952	From 00957 Spencers Mill Rd. to 00952 Abiff Rd.	771	561	582	472	37.43	32.47	63.35
074	01852	From 00957 Spencers Mill Rd. to Dickson-Hickman Co. line	321	218	253	276	47.25	26.88	16.30
075	00952	From Hickman-Dickman Co. line to 00952 Abiff Rd.	1696	1175	1259	1365	44.34	34.71	24.25
079	01854	From 01854 E. Piney Rd. to Dickson-Hickman Co. line	310	329	313	251	-5.78	-0.96	23.51
082	SR048	From I0040 I-40 to SR048 State Hwy. 48	2615	2193	1875	1664	19.24	39.47	57.15
083	SR001	From SR046 Mathis Dr. to SR235 E. College St.	10441	17724	15176	21611	-41.09	-31.20	-51.69
084	SR001	From SR046 Yellow Creek Rd. to 03155 Spring St.	14369	15934	14404	17235	-9.82	-0.24	-16.63
085	SR235	From SR048 S. Main St. to SR001 Henslee Dr.	12708	11460	12444	12976	10.89	2.12	-2.07
086	SR001	From SR096 State Hwy. 96 to Sr001 US-70	8506	8879	8027	7789	-4.20	5.97	9.21
087	SR096	From SR001 E. College St. to 00957 Spencers Mill Rd.	7507	6244	7122	7120	20.23	5.41	5.44
088	SR048	From SR048 E. Rickert St. to 0A875 Olive St.	2974	3398	3395	3494	-12.48	-12.40	-14.88
089	I0040	From SR046 Hwy. 46 to 0A315 Hogan Rd.	50777	38050	35491	32972	33.45	43.07	54.00
090	I0040	From I0040 I-40 to Dickson-Hickman Co. line	34978	31989	29569	28952	9.34	18.29	20.81
092	SR046	From SR046 Hwy. 46 to SR046 Hwy. 46	25769	25252	29062	25972	2.05	-11.33	-0.78
093	SR046	From 0A323 Ravenwood Cir. to 04529 Beasley Dr.	292215	23999	26500	22929	1117.61	1002.70	1174.43
094	SR047	From SR047 Stuart St. to 00954 Cathey Hollow Rd.	2061	1804	1858	2216	14.25	10.93	-6.99

DICKSON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
095	SR048	From Hickman-Dickson Co. line to 01858 W. Piney Rd.	3087	2895	2537	2167	6.63	21.68	42.46
096	01849	From SR001 US-70 to SR047 Church St.	1489	1042	1112	1010	42.90	33.90	47.43
097	0B270	From SR001 E. College St. to 0A656 Blue Dr.	968	906	913	785	6.84	6.02	23.31
098	SR047	From 01864 Old County House Rd. to SR250 Claylick Rd.	3439	3492	3468	2521	-1.52	-0.84	36.41
101	SR235	From SR001 Henslee Dr. to SR048 S. Main St.	2613	3019	3561	4504	-13.45	-26.62	-41.98
102	SR048	From I0040 I-40 to Dickson-Hickman Co. line	2160	1723	1358	1231	25.36	59.06	75.47
103	SR046	From SR235 E. College St. to SR047 E. Walnut St.	27325	31075	26698	28672	-12.07	2.35	-4.70
104	SR235	From SR048 N. Main St. to SR001 Henslee Dr.	8673	8038	10138	9608	7.90	-14.45	-9.73
105	SR048	From 0A640 E. Railroad St. to 0A641 E. Broad St.	5891	4555	4500	5459	29.33	30.91	7.91
107	SR046	From SR235 E. College St. to SR001 Henslee Dr.	19018	17623	19645	17866	7.92	-3.19	6.45
108	SR047	From SR001 Broadway St. to SR250 Claylick Rd.	7485	7675	7470	7912	-2.48	0.20	-5.40
109	03151	From SR001 W.College St. to SR046 Yellow Creek Rd.	3635	3317	3504	3050	9.59	3.74	19.18
112	00954	From SR027 to SR096	219	88	97	70	148.86	125.77	212.86
113	SR049	From 00967 Old Hwy. 48 to SR235 Sylvia Rd.	957	876	824	744	9.25	16.14	28.63
114	00839	From 00956 Rock Springs Rd. to SR049 State Hwy. 49	591	531	584	541	11.30	1.20	9.24
115	SR046	From 04391 Old Pond Rd. to SR046 Yellow Creek Rd.	8222	6343	7688	7282	29.62	6.95	12.91
116	01847	From SR001 Broadway St. to SR096 State Hwy. 96	2550	2084	1805	1413	22.36	41.27	80.47
117	01864	From SR047 Hwy. 47 to SR047 Hwy. 47	297	240	182	238	23.75	63.19	24.79
118	01866	From SR235 Sylvia Rd. to 01866 Hayshed Rd.	604	449	517	449	34.52	16.83	34.52
119	01868	From SR046 Yellow Creek Rd. to SR235 Sylvia Rd.	94	187	164	239	-49.73	-42.68	-60.67
120	0B269	From 0A656 Blue Dr. to SR001 E. College St.	2383	1884	2311	2165	26.49	3.12	10.07
121	SR048	From SR048 E. Broad St. to SR048 Center Ave.	3724	3295	3536	5644	13.02	5.32	-34.02

DICKSON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
122	03151	From SR048 Center Ave. to SR046 Hwy. 46	6693	6338	12793	12402	5.60	-47.68	-46.03
123	03151	From 05864 Beasley Dr. to SR001 W. College St.	11323	7210	8647	7175	57.05	30.95	57.81
124	SR047	From SR046 Hwy. 46 to 03153 Tennsco Rd.	4489	3595	4166	4994	24.87	7.75	-10.11
126	01851	From SR046 Yellow Creek Rd. to SR001 US-70	236	181	266	250	30.39	-11.28	-5.60
127	01849	From SR047 Hwy. 47 to 01860 Jones Creek Rd.	1380	919	932	660	50.16	48.07	109.09
128	01853	From 00967 Stayton Rd. to Dickson-Montgomery Co. line	303	412	371	359	-26.46	-18.33	-15.60
129	01845	From 0B272 Old Columbia Rd. to SR046 Hwy. 46	3162	2555	2630	3078	23.76	20.23	2.73
130	03153	From SR046 Hwy. 46 to 05687 Printwood Dr.	4393	3734	4068	4446	17.65	7.99	-1.19
131	0B269	From SR001 E. College St. to 0A799 Treemont Dr.	1443	1189	2088	2285	21.36	-30.89	-36.85
132	03155	From SR235 E. College St. to 03152 E. Rickert St.	542	1233	1859	1086	-56.04	-70.84	-50.09
133	03150	From SR235 W. College St. to SR001 Henslee Dr.	1839	1443	2245	2392	27.44	-18.08	-23.12
134	03150	From 03151 W. Walnut St. to SR235 W. College St.	2083	1634	1874	2708	27.48	11.15	-23.08
136	04392	04391 Old Pond Ln. to SR001 Henslee Dr.	580	560	773	568	3.57	-24.97	2.11
137	04391	From SR046 Yellow Creek Rd. to 05685 N. Charlotte St.	611	766	866	711	-20.23	-29.45	-14.06
139	SR235	From SR046 Yellow Crek Rd. to 0A433 Hortense Rd.	5086	3425	3995	4080	48.50	27.31	24.66
140	04393	From 03150 N. Charlotte St. to SR148 N. Main St.	288	275	275	294	4.73	4.73	-2.04
141	03150	From SR001 Henslee Dr. to 04391 Old Pond Rd.	3313	3189	3289	3324	3.89	0.73	-0.33
142	SR048	From SR235 E. College St. to SR048 E. Rickert Ave.	1588	1940	3349	3307	-18.14	-52.58	-51.98
143	SR048	From SR235 E. College St. to SR048 E. Rickert Ave.	2995	2809	2372	3173	6.62	26.26	-5.61
144	03152	From SR048 Church St. to 03155 Spring St.	1836	1962	2244	2369	-6.42	-18.18	-22.50
145	03155	SR001 Henslee Dr. to 03152 E. Rickert St.	2328	1729	2431	2563	34.64	-4.24	-9.17
146	03153	From 03155 Marshall Stuart Dr. to SR047 Hwy. 47	2719	1782	1980	1505	52.58	37.32	80.66

DICKSON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
147	I0040	From I0040 I-40 to SR046 Hwy. 46	1613	1508	1835	1436	6.96	-12.10	12.33
148	I0040	From I0040 I-40 to I0040 I-40	1704	1472	1727	1443	15.76	-1.33	18.09
149	04529	From SR046 Hwy. 46 to 04529 Cowan St.	12676	15686	20412	15774	-19.19	-37.90	-19.64
150	0B272	From 01845 Pomona Rd. to SR046 Hwy. 46	2023	1862	1944	2295	8.65	4.06	-11.85
151	0B273	From 05687 Printwood Dr. to 0B270 Old Columbia Rd.	3407	3209	3275	3432	6.17	4.03	-0.73
152	0B271	From SR047 Hwy.47 to SR046 Hwy. 46	1746	1148	1151	1533	52.09	51.69	13.89
153	01798	From 00965 Garners Creek Rd. to Dickson-Humphreys Co. line	610	476	411	490	28.15	48.42	24.49
154	04392	From SR235 W. College St. to SR001 Henslee Dr.	140	160	187	184	-12.50	-25.13	-23.91
156	I0840	From 0A302 Parkers Creek Rd. to I0040 I-40	14082	2316	2005	1421	508.03	602.34	890.99
157	I0040	From I0040 I-40 to Dickson-Williamson Co. line		38076	38299	0	-100.00	-100.00	0.00
158	05684	From 04529 Cowan St. to 03151 W. Walnut St.	13154	9143	9040	0	43.87	45.51	1315400.00
159	05684	From 05686 Cowan St. to 03151 Beasley Dr.	11358	6859	7586	0	65.59	49.72	1135800.00
160	05686	From 04529 Beasley Dr. to SR046 Hwy. 46	2204	2024	0	0	8.89	2204.00	2204.00
161	05687	From SR047 Hwy. 47 to 01845 Old Columbia Rd.	1074	1012	0	0	6.13	1074.00	1074.00
162	05688	From SR046 Hwy. 46 to SR046 Hwy. 46	1439	1363	0	0	5.58	1439.00	1439.00
163	05693	From SR046 Hwy. 46 to 05693 Lena Rd.	1363	1397	0	0	-2.43	1363.00	1363.00
990	0A236	From SR001 US-70 to 0A236 Hotel Ave.	1091	891	480	1289	22.45	127.29	-15.36
991	SR046	From 00952 Abiff Rd. to A338 Turkey Creek Rd.	13161	12161	0	0	8.22	13161.00	13161.00

HOUSTON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percen Change*	*2022-2002 Percent Change*
001	SR232	From SR147 State Hwy. 147 to Houston-Stewart Co. line	253	205	304	305	23.41	-16.78	-17.05
002	SR147	From 00937 Cooley Ford Rd. to dead end	826	710	831	950	16.34	-0.60	-13.05
003	00910	From SR147 State Hwy. 147 to 00910 New Hope Rd.	224	277	237	367	-19.13	-5.49	-38.96
005	SR147	From 01781 Waverly Rd. to dead end	1236	1204	1123	1134	2.66	10.06	8.99
006	00937	From 00910 New Hope Rd. to 01781 Waverly Rd.	578	644	537	696	-10.25	7.64	-16.95
007	01781	From SR147 S. Main St. to Houston-Humphreys Co. line	672	607	529	545	10.71	27.03	23.30
008	SR147	From SR049 N. Main St. to 01781 Waverly Rd.	1466	1651	1669	1641	-11.21	-12.16	-10.66
009	SR049	From SR147 N. Main St. to 01783 Tank Hill Rd.	2375	2518	2818	2668	-5.68	-15.72	-10.98
010	0A068	From SR049 W. Main St. to Sr147 N. Main St.	2787	2920	3002	3280	-4.55	-7.16	-15.03
012	01783	From SR049 E. Main St. to Houston-Stewart Co. line	113	110	103	100	2.73	9.71	13.00
013	SR149	From SR049 E. Main St. to Houston-Stewart Co. line	6407	5194	5258	5116	23.35	21.85	25.23
014	SR013	From SR046 Cumberland City Rd. to SR049 State Hwy. 49E	1617	1491	1817	2018	8.45	-11.01	-19.87
015	SR049	From 0A108 Jim Clark Rd. to SR013 Clarksville Hwy.	2385	2417	2467	2813	-1.32	-3.32	-15.22
016	SR013	From 0A158 Peach Grove Rd. to Sr049 State Hwy. 49	3815	3698	3501	3643	3.16	8.97	4.72
017	01783	From SR049 W. Main St. to 0A216 Midway Dr.	310	363	359	448	-14.60	-13.65	-30.80
018	01820	From SR013 Hwy. 13 S. to 01820 Salmon Branch Rd.	464	547	469	486	-15.17	-1.07	-4.53
019	SR046	From SR049 State Hwy. 49 E. to SR013 Clarksville Hwy.	429	397	436	432	8.06	-1.61	-0.69
021	00939	From SR049 State Hwy. 49 E. to 01789 Sparkman Rd.	128	74	74	94	72.97	72.97	36.17
022	01820	From SR049 State Hwy. 49 E. to 0A171 Salmon Branch Rd.	262	275	340	331	-4.73	-22.94	-20.85
023	01785	From SR049 State Hwy. 49 E. to 00939 Ellis Mills Rd.	174	184	196	221	-5.43	-11.22	-21.27
024	SR046	From SR049 State Hwy. 49 E. to Houston-Dickson Co. line	1415	1253	1348	1727	12.93	4.97	-18.07
025	SR231	From SR013 Hwy. 13 S. to Houston-Humphreys Co. line	864	864	902	834	0.00	-4.21	3.60

HOUSTON COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percen Change*	*2022-2002 Percent Change*
027	01781	From SR147 S. Main St. to Houston-Humphreys Co. line	481	362	328	366	32.87	46.65	31.42
028	00910	from 00937 Whiteoak Rd. to Houston-Humphreys Co. line	126	134	80	218	-5.97	57.50	-42.20
030	00937	From 0A164 Sid Summers Rd. to 0A479 Olson Rd.	323	382	349	355	-15.45	-7.45	-9.01
033	SR013	From 0A158 Peach Grove Rd. to Houston-Humphreys Co. line.	2454	1775	2026	1992	38.25	21.13	23.19
034	SR049	From SR046 Hwy. 46 S. to 0A108 Jim Clark Rd.	1900	1490	1704	1642	27.52	11.50	15.71
035	SR046	From 0A048 Herman Clark Rd. to Houston-Stewart Co. line	661	522	593	660	26.63	11.47	0.15
036	SR049	From SR149 Cumberland City Hwy. to 0A235 Spring St.	5372	6070	5904	6233	-11.50	-9.01	-13.81
037	0A265	From SR049 E. Main St. to SR149 Cumberland City Hwy.	2757	3097	3047	3246	-10.98	-9.52	-15.06
040	SR147	From 0A058 Baggett Hollow Rd. to dead end	544	560	486	411	-2.86	11.93	32.36
041	01783	From 01781 Tennessee Ridge Rd. to 01783 Fire Tower Rd.	153	132	126	186	15.91	21.43	-17.74
042	01791	From 0A158 Peach Grove Rd. to 01791 Campground Rd.	39	80	42	75	-51.25	-7.14	-48.00
043	01791	From 0A181 Camp Ground Rd. to SR013 Hwy. 13 S.	523	551	509	619	-5.08	2.75	-15.51
044	SR149	From SR049 E. Main St. to SR149 Cumberland City Hwy.	4537	3537	3090	3685	28.27	46.83	23.12
046	01789	From 00939 Ellis Mills Rd. to houston-Montgomery Co. line	64	84	137	121	-23.81	-53.28	-47.11
047	SR147	From SR049 N. Main St. to 0A014 School St.	3656	3707	3660	3784	-1.38	-0.11	-3.38

HUMPHREYS COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
003	00910	From 0A033 Spring Creek Rd. to 00910 Halls Creek Rd.	384	201	213	242	91.04	80.28	58.68
004	01814	From 00910 Clydeton Rd. to 01814 Jack Saunders Rd.	754	629	661	827	19.87	14.07	-8.83
006	SR013	From 0A098 Work Rd. to 0A125 Woolworth Rd.	476	2117	1831	1970	-77.52	-74.00	-75.84
007	01781	From SR013 to Humphreys-Houston Co. line	668	486	442	541	37.45	51.13	23.48
008	01806	From SR013 to 01806 Brown Mill Rd.	163	174	161	195	-6.32	1.24	-16.41
009	SR231	From 0A150 Old Stage Rd. to Humphreys-Houston Co. line	947	830	700	764	14.10	35.29	23.95
011	01808	From 0A186 Hargis Rd. to 01808 May St.	1461	1193	1153	1037	22.46	26.71	40.89
013	SR001	From 0A270 Hughey Ln. to SR001 Hwy.70 E.	7326	6506	7050	6863	12.60	3.91	6.75
014	00933	From SR001 Hwy. 70 E. to 0A543 Brock St.	770	1319	1330	1295	-41.62	-42.11	-40.54
015	01779	From 01798 Poplar Grove Rd. to 0A567 Mike St.	714	468	476	607	52.56	50.00	17.63
017	SR001	From 0A270 Hughey Ln. to 0A456 East Arces Ave.	7746	7483	8317	7914	3.51	-6.87	-2.12
018	SR013	From SR001 Hwy. 70 Bypass to 0A098 Work Rd.	4347	3834	3633	3731	13.38	19.65	16.51
019	0A093	From SR013 N. Church St. to 0A094 W. Richland Ave.	541	783	650	662	-30.91	-16.77	-18.28
020	00910	From SR001 Hwy. 70 Bypass to 00910 Clydeton Rd.	3290	3227	2822	2066	1.95	16.58	59.24
021	01818	From SR001 Hwy. 70 Bypass to 0A083 Browntown Rd.	624	519	559	636	20.23	11.63	-1.89
022	00910	From 00910 Bakerville Rd. to 0A582 S. Clydeton Rd.	5393	4722	4350	5085	14.21	23.98	6.06
023	00910	From 00910 W. Main St. to 00925 Forks River Rd.	816	705	989	1096	15.74	-17.49	-25.55
024	SR013	From 00965 Potter Ln. to SR013 State Hwy, 13	4512	3706	3825	4016	21.75	17.96	12.35
025	01816	From SR001 Hwy. 70 W. to 0A296 Old SR-1	232	247	235	236	-6.07	-1.28	-1.69
026	SR001	From SR001 Hwy. 70 W. to 0A957 Curtis Dr.	8019	7346	6853	7363	9.16	17.01	8.91
027	00927	From SR001 Broadway Ave. to 0A296 Old SR-1	794	826	767	1024	-3.87	3.52	-22.46
028	00927	From From SR001 Broadway Ave to. 0A387 Foote Ln.	3707	4251	4521	5320	-12.80	-18.00	-30.32

HUMPHREYS COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
030	00927	From 0A400 S. Long St. to 00927 Flatwoods Rd.	305	349	417	431	-12.61	-26.86	-29.23
031	SR013	From 0A965 Potter Ln. to I0040 I-40	2554	3394	2922	3142	-24.75	-12.59	-18.71
032	SR230	From SR013 to 0A244 Stewart Branch Rd.	1109	994	958	978	11.57	15.76	13.39
034	01779	From 0A567 Mike St. to 01798 Poplar Grove Rd.	147	152	195	224	-3.29	-24.62	-34.38
035	01798	From 01798 Baptist Branch Rd.to Humphreys-Dickson Co. line	278	177	277	201	57.06	0.36	38.31
036	00933	From SR230 to 00933 Bold Springs Rd.	332	339	438	402	-2.06	-24.20	-17.41
040	00910	From SR013 to 00910 Bakerville Rd.	456	492	525	590	-7.32	-13.14	-22.71
044	I0040	From Hickman-Humphreys Co. line to SR013	35368	28832	29830	34755	22.67	18.57	1.76
045	I0040	From SR013 to Humphreys-Dickson Co. line	35730	29267	32633	34983	22.08	9.49	2.14
046	0A475	From 01804 Airport Rd. to SR001 Hwy. 70 Bypass	1406	1718	1865	2043	-18.16	-24.61	-31.18
047	SR013	From I-40 to Humphreys-Perry Co. line	2261	2417	2122	2248	-6.45	6.55	0.58
048	01802	From SR013 to 01802 Little Blue Creek Rd.	353	270	312	368	30.74	13.14	-4.08
049	00909	From I-40 to Humphreys-Perry Co. line	401	375	376	370	6.93	6.65	8.38
050	01794	From I-40 to 01647 Cuba Landing Rd.	321	463	380	403	-30.67	-15.53	-20.35
051	SR013	From I-40 to 0A582 W. Main St.	2230	1987	2138	2099	12.23	4.30	6.24
053	00925	From 00910 Bakerville Rd. to 001796 Old Hwy. 13	498	310	377	409	60.65	32.10	21.76
054	0A589	From SR001 Hwy. 70 Bypass to 00910 Bakerville Rd.	4806	3936	3663	3867	22.10	31.20	24.28
055	0A452	From 0A456 East Acres Ave. to SR013 N. Cooley Ave.	2964	2929	2325	3616	1.19	27.48	-18.03
056	0A582	From 0A582 S. Clydeton Rd. to SR013 N. Church St.	6637	7115	7010	9327	-6.72	-5.32	-28.84
059	01063	From SR013 to 00910 Clydeton Rd.	135	143	97	90	-5.59	39.18	50.00
060	0A658	From SR001 Broadway Ave. to 0A387 Foote Ln.	1688	1845	1420	1713	-8.51	18.87	-1.46
061	0A582	From SR013 S. Church St. to 00910 W. Main St.	3154	2714	2563	2784	16.21	23.06	13.29

HUMPHREYS COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
063	01794	From 00910 Bakerville Rd. to 01794 Cuba Landing Rd.	61	45	60	49	35.56	1.67	24.49
064	01796	From SR013 to 01796 Old Hwy. 13	476	570	582	467	-16.49	-18.21	1.93
065	01812	From 01810 W.Little Richland Rd. to dead end	151	51	46	47	196.08	228.26	221.28
066	01808	From 0A191 White Oak Rd. to Humphreys-Houston Co. line	68	52	51	82	30.77	33.33	-17.07
067	0A526	From 0A5582 W. Main St. to dead end	685	1036	1293	1264	-33.88	-47.02	-45.81
068	00910	From SR001 Hwy. 70 Bypass to 0A582 W Main St.	8736	6282	5398	5428	39.06	61.84	60.94
069	SR230	From 0A244 Stewart Branch Rd. to Humphreys- Hickman Co. line	751	656	692	655	14.48	8.53	14.66
070	01810	From 00910 Clydeton Rd. to 0A115 Lakeland Rd.	357	254	234	260	40.55	52.56	37.31
071	01802	From 01802 Dunn Rd. to 0A558 Long St. W.	809	954	866	879	-15.20	-6.58	-7.96
072	SR013	From SR013 E. Main St. to SR013	2587	3083	2705	3076	-16.09	-4.36	-15.90
073	01796	From 00925 Old Hwy. 13 to 0A340 Hurricane Mills Rd.	156	165	163	185	-5.45	-4.29	-15.68
074	SR013	from 0A125 Woolworth Loop to 0A098 Work Rd.	3316	2584	2540	2623	28.33	30.55	26.42
075	00910	From 00910 Old Hwy. 13 to 0A589 W. Main St.	282	260	251	347	8.46	12.35	-18.73
076	01647	From 00910 Bakerville Rd. to 01647 Cuba Landing Rd.	290	199	227	217	45.73	27.75	33.64
077	00920	From SR013 to Humphreys-Hickman Co. line	130	177	175	143	-26.55	-25.71	-9.09
078	00910	From 00925 Forks River Rd. to 00925 Old Hwy. 13	601	539	546	592	11.50	10.07	1.52
081	01806	From 01806 St. Patrick St. to 0A150 Trace Creek Rd.	503	568	516	530	-11.44	-2.52	-5.09
082	SR231	From 0A150 Old Stage Rd. to Humphreys-Houston Co. line	2222	1990	1821	1701	11.66	22.02	30.63
083	01808	From 0A166 White Oak Rd. to 0A170 Capps Rd.	728	679	628	519	7.22	15.92	40.27
085	01804	From SR013 N. Church St. to 01804 Airport Rd.	1500	1495	1134	1181	0.33	32.28	27.01
086	00910	From 01814 Clydeton Rd. to 00910 Clydeton rd.	1266	1079	1167	964	17.33	8.48	31.33
087	SR001	From 0A589 W. Main St. to SR013 N. Cooley Ave.	12438	8785	8415	6266	41.58	47.81	98.50

HUMPHREYS COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
088	SR001	From SR013 N.Cooley Ave. to SR001 Hwy. 70 W.	8135	7301	7377	7872	11.42	10.28	3.34
089	SR013	From SR013 S. Church St. to 0A452 S. Cooley Ave.	4161	4050	4241	5803	2.74	-1.89	-28.30
090	SR013	From 0A452 E. Main St. to SR001 Hwy. 70 Bypass	3397	3227	4236	4399	5.27	-19.81	-22.78
091	01800	From 00927 N. Long St. to dead end	606	524	555	2047	15.65	9.19	-70.40
092	00910	From 01814 Clydeton Rd. to 00910 Clydeton Rd.	1239	1007	1019	1268	23.04	21.59	-2.29
990	SR001	From SR001 Hwy. 70 E. to Humphreys-Dickson Co. line	9403	7144	7224	7483	31.62	30.16	25.66
991	I0040	From Benton-Humphreys Co. line to Humphreys-Hickman Co. line	35649	28583	29646	34305	24.72	20.25	3.92

STEWART COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
013	SR076	From 0A372 Old SR-76 to Stewart-Henry Co. line	3614	4172	3831	4455	-13.37	-5.66	-18.88
014	SR232	From SR076 Donelson Pkwy. to Stewart-Houston Co. line	915	800	816	990	14.38	12.13	-7.58
016	SR232	From SR076 Donelson Pkwy. to Stewart-Houston Co. line	257	247	298	227	4.05	-13.76	13.22
017	00943	From SR232 State Hwy. 232 to 0A416 Wynns Ferry Rd.	173	152	191	191	13.82	-9.42	-9.42
018	SR076	From 0A372 Old SR-76 to SR461 The Trace	5306	5279	5070	5225	0.51	4.65	1.55
019	SR461	From SR076 Donelson Pkwy. to 0A012 The Trace Rd.	1352	1573	1608	1721	-14.05	-15.92	-21.44
022	00943	From SR049 Spring St. to SR232 State Hwy. 232	1571	1215	1046	1260	29.30	50.19	24.68
024	00943	From SR232 to SR049 Spring St.	274	297	407	378	-7.74	-32.68	-27.51
028	0A317	From SR049 to 01793 Long Creek Rd.	190	194	225	142	-2.06	-15.56	33.80
029	SR049	From 0A349 Cherry Chapel Rd. to Stewart-Houston Co. line	816	740	741	922	10.27	10.12	-11.50
030	SR049	From 0A349 Cherry Chapel Rd. to Stewart-Houston Co. line	1576	1466	1605	1775	7.50	-1.81	-11.21
031	SR233	From SR049 to 0A465 Old Hwy. 149	1506	1145	1617	1789	31.53	-6.86	-15.82
032	01793	From SR049 to 00943 Leatherwood Rd.	739	679	742	754	8.84	-0.40	-1.99
033	SR049	from SR076 Donelson Pkwy. to 0A349 Anglin Ridge Rd.	3560	3336	3491	3895	6.71	1.98	-8.60
034	SR076	From 01795 Old US-79 to 0A433 Water St.	10317	8730	8891	9806	18.18	16.04	5.21
035	00945	From SR076 Austin Peay Memorial Hwy. to 01795 Old US-79	1381	1610	1566	1431	-14.22	-11.81	-3.49
036	01795	From SR076 Austin Peay Memorial Hwy. to 00834 Big A Rd.	532	605	495	479	-12.07	7.47	11.06
037	01797	From 00945 Bumpus Mills Rd. to 01797 Roscoe Earhart Rd.	68	33	67	51	106.06	1.49	33.33
038	00945	From SR120 to SR076 Austin Peay Memorial Hwy.	1072	1146	1164	949	-6.46	-7.90	12.96
042	01799	From 0A117 Antioch Rd. to SR120 State Hwy. 120	156	96	122	128	62.50	27.87	21.88
043	00945	From SR120 to SR076 Austin Peay Memorial Hwy.	613	536	628	525	14.37	-2.39	16.76

STEWART COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
044	SR120	From SR076 Austin Peay Memorial Hwy. to Stewart Co.-Kentucky state line	1119	1237	1375	1455	-9.54	-18.62	-23.09
045	SR120	From SR076 Austin Peay Memorial Hwy. to Stewart Co.-Kentucky state line	571	490	470	435	16.53	21.49	31.26
046	01801	From SR076 Austin Peay Memorial Hwy. to SR120	300	278	259	329	7.91	15.83	-8.81
047	00834	From 01795 Old US-79 to Sr076 Austin Peay Memorial Hwy.	575	786	651	722	-26.84	-11.67	-20.36
048	0A194	From 01828 Old US79 to dead end	586	558	754	757	5.02	-22.28	-22.59
049	SR120	From SR076 Austin Peay Memorial Hwy. to Stewart Co.-Kentucky state line	932	757	810	780	23.12	15.06	19.49
050	SR076	From 0A192 Wayne Threet Rd. to Stewart- Montgomery Co. line	8670	7687	6495	7700	12.79	33.49	12.60
051	SR046	From SR076 Austin Peay Memorial Hwy. to 00834 Indian Mound rd.	1254	1069	1189	1392	17.31	5.47	-9.91
052	SR046	From 00834 Indian Mound rd. to SR076 Austin Peay Memorial Hwy.	768	709	714	934	8.32	7.56	-17.77
054	SR046	From 00834 Indian Mound Rd. to 0A223 Moore Ln.	519	572	542	686	-9.27	-4.24	-24.34
055	SR233	From SR046 Indian Mound-Cumberland City Rd. to Stewart-Montgomery Co. line	195	297	308	260	-34.34	-36.69	-25.00
056	SR046	From SR046 Indian Mound-Cumberland City Rd. to Stewart-Montgomery Co. line	195	233	193	220	-16.31	1.04	-11.36
057	SR149	From Montgomery Co.-Stewart Co. line to SR149 State Hwy. 149	4967	4687	4994	5297	5.97	-0.54	-6.23
058	0A465	SR149 to SR233 Cumberland City Rd.	1661	1233	1347	820	34.71	23.31	102.56
059	SR233	From 0A465 Old Hwy. 149 to SR233 Cumberland City Rd.	3189	2261	2636	3410	41.04	20.98	-6.48
060	01783	From SR233 Cumberland City Rd. to Stewart-Houston Co. line	323	410	245	296	-21.22	31.84	9.12
061	SR076	From 00834 Big A Rd. to Stewart-Montgomery Co. line	8660	7082	5883	7029	22.28	47.20	23.20
062	SR076	From 01795 Old US-79 to SR076 Austin Peay Memorial Hwy.	8511	7362	7157	7781	15.61	18.92	9.38
063	SR046	SR149 to Stewart-Houston Co. line	735	559	618	702	31.48	18.93	4.70
066	0A350	From SR076 Donelson Pkwy. to SR076 Donelson Pkwy.	513	501	588	738	2.40	-12.76	-30.49

STEWART COUNTY TERMINI

Station Number	*Route Number*	*Termini*	*AADT 2022*	*AADT 2012*	*AADT 2007*	*AADT 2002*	*2022-2012 Percent Change*	*2022-2007 Percent Change*	*2022-2002 Percent Change*
067	01830	From SR120 to 0A128 Forest Trail Rd.	696	496	642	594	40.32	8.41	17.17
068	01824	From 01824 Hurricane Creek Dr. to 00943 Leatherwood Rd.	48	34	36	43	41.18	33.33	11.63
071	0A467	From SR076 Donelson Pkwy. to 0A381 Taylor Chapel Rd.	357	364	398	475	-1.92	-10.30	-24.84
072	SR076	From 0A407 Ft. Donelson Park Rd. to SR076 Donelson Pkwy.	9005	9395	8799	10023	-4.15	2.34	-10.16
073	SR149	SR149 to Stewart-Houston Co. line	4361	3611	3733	4433	20.77	16.82	-1.62
075	SR046	SR149 to SR434 Cumberland Ave.	586	431	551	643	35.96	6.35	-8.86
076	SR434	SR149 to SR046 Main St.	1593	1596	1737	2166	-0.19	-8.29	-26.45
077	SR461	From SR076 Donelson Pkwy. to 0A012 The Trace Rd.	616	482	460	535	27.80	33.91	15.14