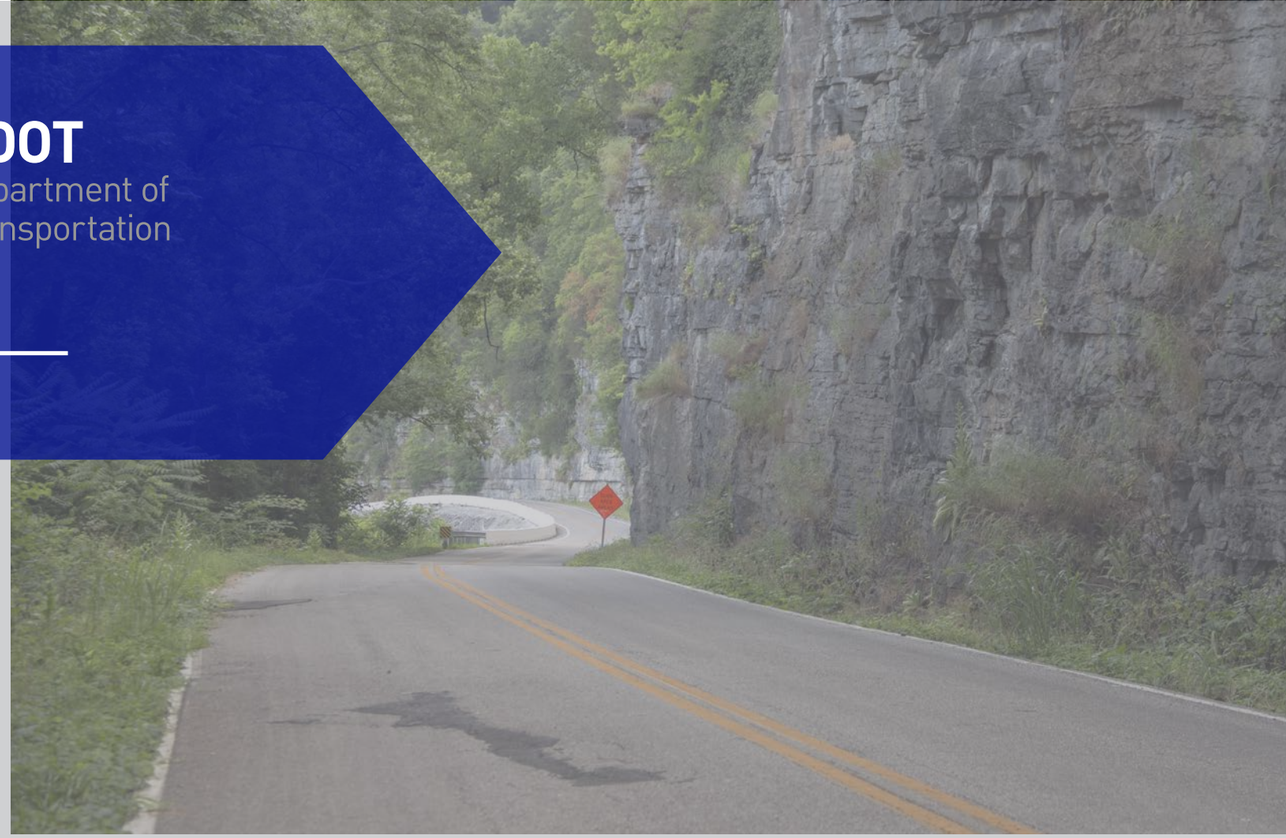
Rural Regional Transportation Plan:

Center Hill Rural Planning Organization

Tennessee Department of Transportation

TN TDOT Department of Transportation









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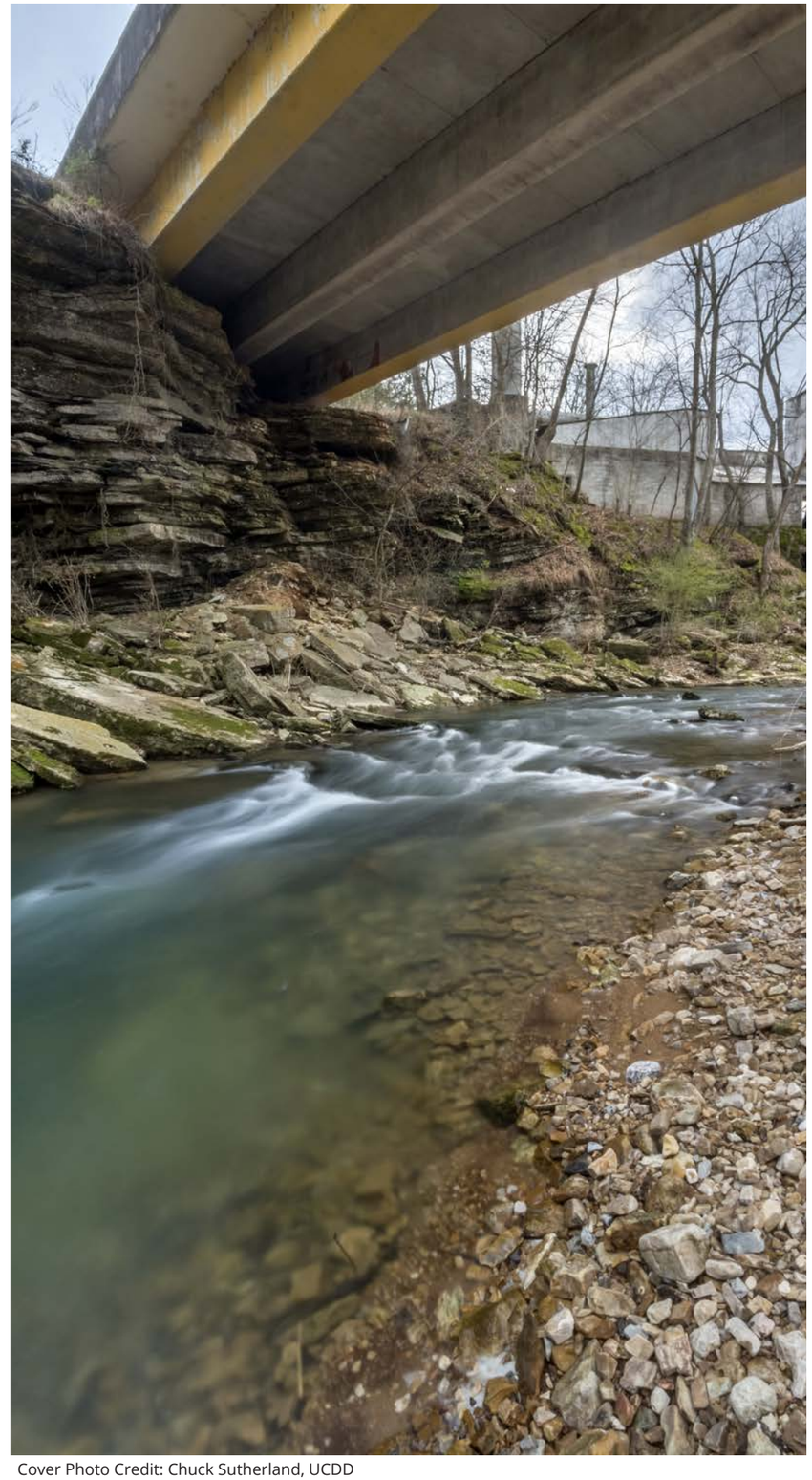
TN TDOT Department of Transportation

With support from:

U.S. Department of Transportation Federal Highway Administration

THE UNIVERSITY OF TENNESSEE KNOXVILLE CENTER FOR TRANSPORTATION RESEARCH

UCDD Upper Cumberland Development District



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Upper Cumberland Development District
Comptroller of the Treasury, Office of Local Governments
Upper Cumberland Human Resource Agency

Resolution to Approve and Recommend

BOARD RESOLUTION SUPPORTING

The Center Hill Rural Regional Transportation Plan

WHEREAS the mission of the Center Hill Rural Planning Organization is to consider long range local and regional multimodal transportation needs in cooperation with the Tennessee Department of Transportation (TDOT). They will evaluate and prioritize these needs, which will consider the following:

1. Support the *economic vitality* of the area.
2. Increase the *safety and security* of transportation systems.
3. Increase the *accessibility and mobility* (multimodal) options available to people and for freight, emphasizing the movement of people and goods rather than the movement of vehicles.
4. Protect and enhance the *environment,* promote energy conservation, and improve quality of life.
5. Enhance the integration and *connectivity* of the transportation system, across and between modes.
6. Promote efficient system *management and operation,* and
7. Preserve the *existing transportation system.*

WHEREAS, all efforts shall be made to ensure the continued success and future growth of the Center Hill RPO

WHEREAS, Center Hill RPO seeks to support and encourage long range planning within the Center Hill region and Upper Cumberland as a whole

NOW, THEREFORE, BE IT RESOLVED BY THE CENTER HILL RPO EXECUTIVE BOARD the following:

SECTION 1. That the Center Hill RPO adopts use of the Center Hill Rural Regional Transportation Plan and will implement the components of the plan to the extent possible as resources are available.

Resolved this **20th** day of **May** in the year of **2021**

Denny W. Robinson

Center Hill RPO

Executive Board Chairman-Denny Robinson

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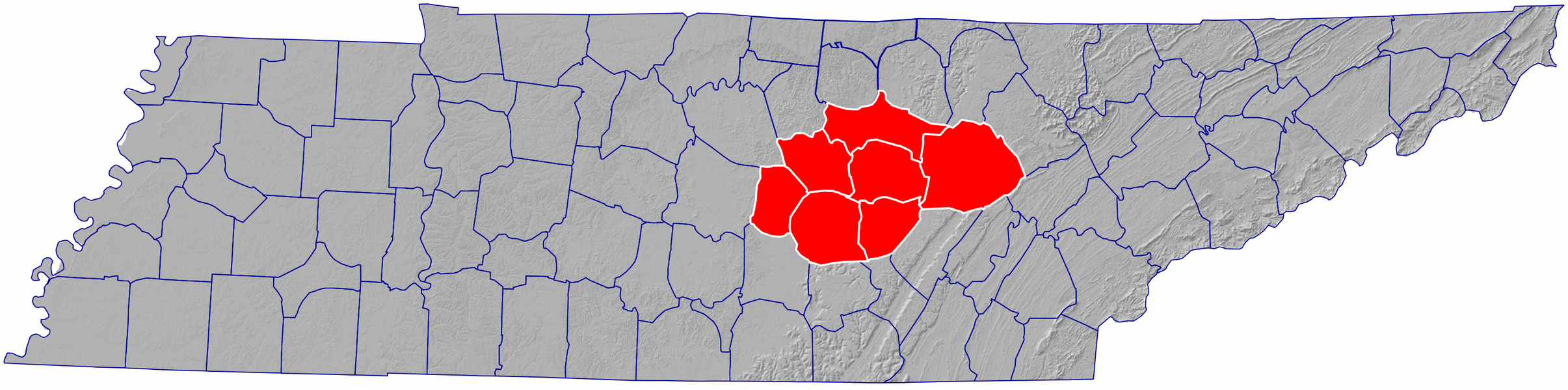
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Executive Summary

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

- **Monitoring the region's freight traffic while supporting the movement of goods through the region**
- **Provide multimodal access**
- **Improve safety throughout the region**
- **Support the State's efforts in better serving rural Tennessee**

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

It is recommended:

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

1 INTRODUCTION & PURPOSE

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

The development of a Rural Regional Transportation Plan provides an opportunity for local elected officials, citizens, and TDOT to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the Center Hill region. The plan brings together various stakeholders from Cannon, Cumberland, DeKalb, Putnam, Van Buren, Warren and White Counties to identify the transportation needs within the region over the next 10 to 20 years.

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



Center Hill

OVERVIEW OF THE REGION

Description of the Center Hill Rural Planning Organization

Interstate (I)-40 runs through the nothern portion of the RPO in Putnam and Cumberland Counties. The primary corridor running east to west is State Route (SR)-26/US-70. Corridors that provide north to south connections include SR-56; SR-111; SR-68; and SR-127. There is one public transit agency that serves the Center Hill RPO, the Upper Cumberland Human Resource Agency (UCHRA).

There are currently 192 miles of designated bike routes, and 0 miles of bike lanes within the RPO. There are 29 miles of greenways within the Center Hill RPO. There are 4 airports and three railroad companies. There are two official TDOT-maintained Park and Ride lots within the RPO. Passenger rail is currently not available in the RPO.

The RPO is an organization which:

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 inquires with TDOT.

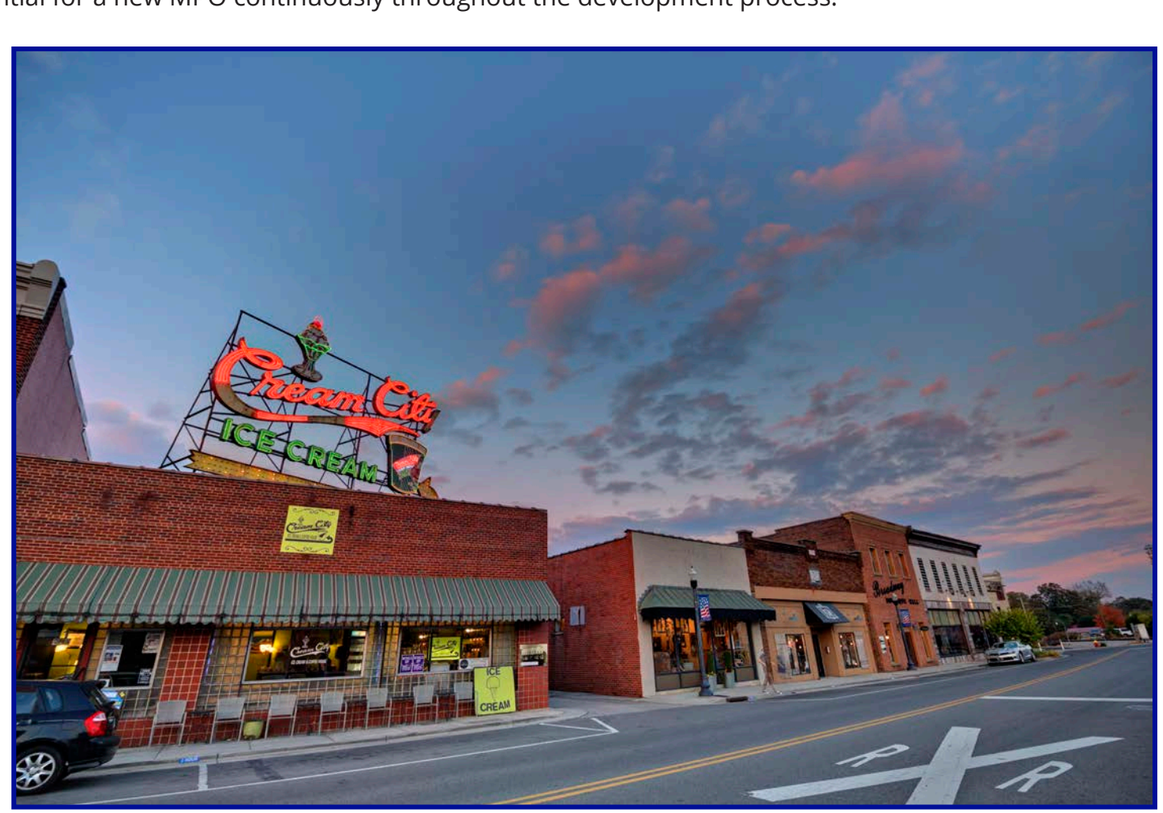
Future MPO

The Center Hill RPO is experiencing growth. Most of that growth has occurred in Putnam County, more specifically the City of Cookeville. With this growth there is potential for a new Metropolitan Planning Organization (MPO) be formed. This formation would largely be dependent upon the 2020 U.S. Census. According to the Federal Transit Administration guidelines:

> "MPO's are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a transportation improvement program to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements. An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for additional planning products. The planning processes in MPOs in TMAs also must be certified by the Secretary of DOT as being in compliance with federal requirements."

The formation of a new MPO would be an ongoing process that would involve partnerships with Federal agencies, TDOT, and local partners. This process would take time to be formalized and is dependent upon local decision making. TDOT would assist the RPO and the potential for a new MPO continuously throughout the development process.

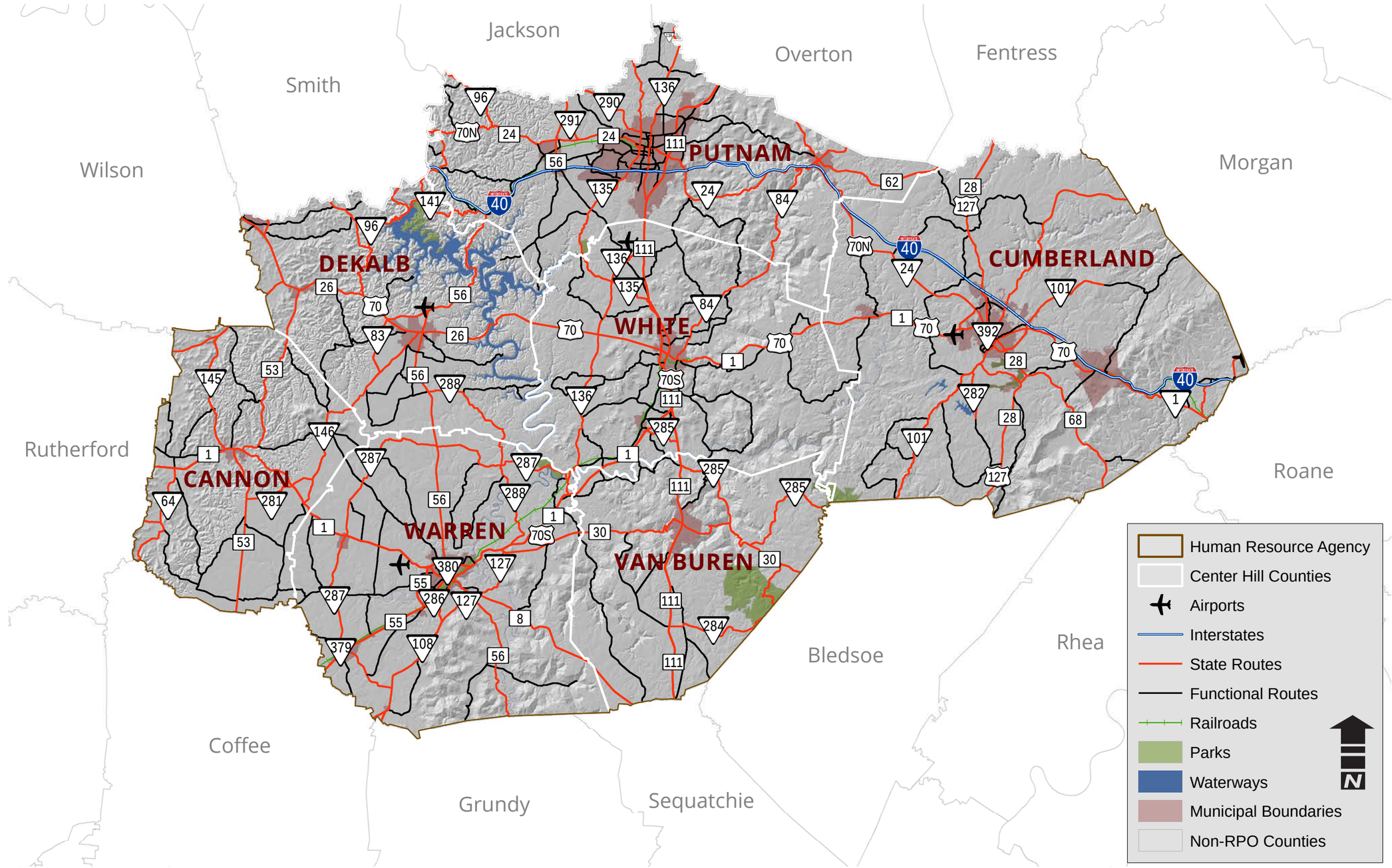
TDOT would assist the RPO as well as the potential for a new MPO continuously throughout the development process.



Cookeville

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

Center Hill Rural Planning Organization



Map 1.1

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

Source: TDOT Website
https://www.tn.gov/tdot/long-range-planning-home/longrange-oct/rural-regional-transportation-plans.html

Statewide Transportation Long Range Plan Goals

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

Goals and Objectives

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

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

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

GOAL 2 *Increase multimodal access and support existing infrastructure*

GOAL 3 *Improve safety throughout the region*

GOAL 4 *Support the State's efforts in better serving rural Tennessee*



Figure 1.1



DeKalb County



McMinnville

Introduction & Overview
Demographic & Land Use Trends
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2 DEMOGRAPHIC & LAND USE TRENDS

DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the Center Hill RPO. The analysis takes into consideration future projections for 2018 through 2050. These plans do evaluate minority and low-income populations in each county within the RPO, in addition to other demographic factors, including age, disability, educational attainment, employment, and income. All data collected for this section came from the University of Tennessee's Boyd Center for Business & Economics Research, as well as the U.S. Census Bureau.

Population Trends

The population for the Center Hill RPO is currently 241,389 and is projected to increase to 289,919 by the year 2050. This is a 20.1 percent growth in population. The State of Tennessee is expected to grow 23 percent by 2050. Van Buren County is anticipated to slightly decline in population by 0.11 percent. The remaining six counties in the RPO are projected to gradually increase in population.

Age

The largest age group in both the United States, as well as in Tennessee, is ages 20 to 64-year olds. The state and national averages for ages 20 to 64 are both 59 percent. The Center Hill RPO is comparable to these state and national averages. Cannon County has the highest proportion of 20 to 64-year olds, at nearly 59 percent, while Cumberland County has the least, at 50 percent. Cumberland County has the largest population over 65 in the RPO, with 30 percent of the county's overall population being over 65. The remaining six counties' aging population hovers approximately around 20 percent. Each of the seven counties has relatively comparable under 20 populations, ranging from 20 to 26 percent.



DeKalb County

Current and Projected County Population

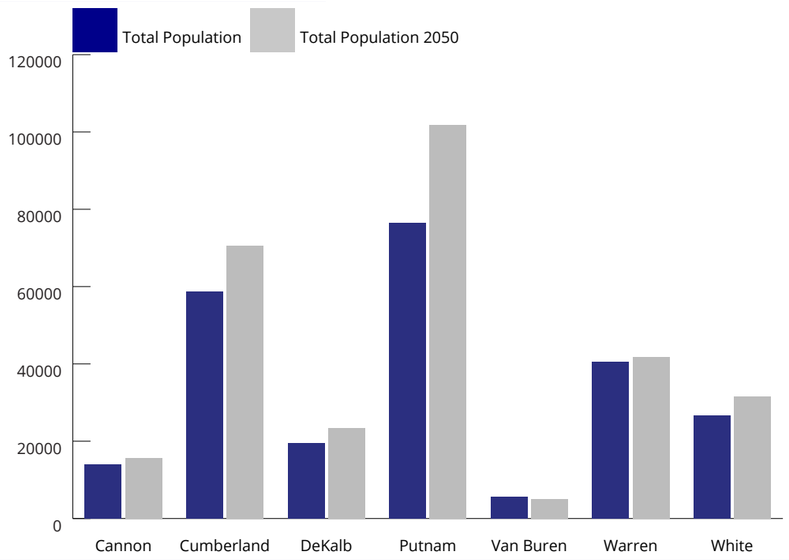


Figure 2.1

Age of Population in Tennessee

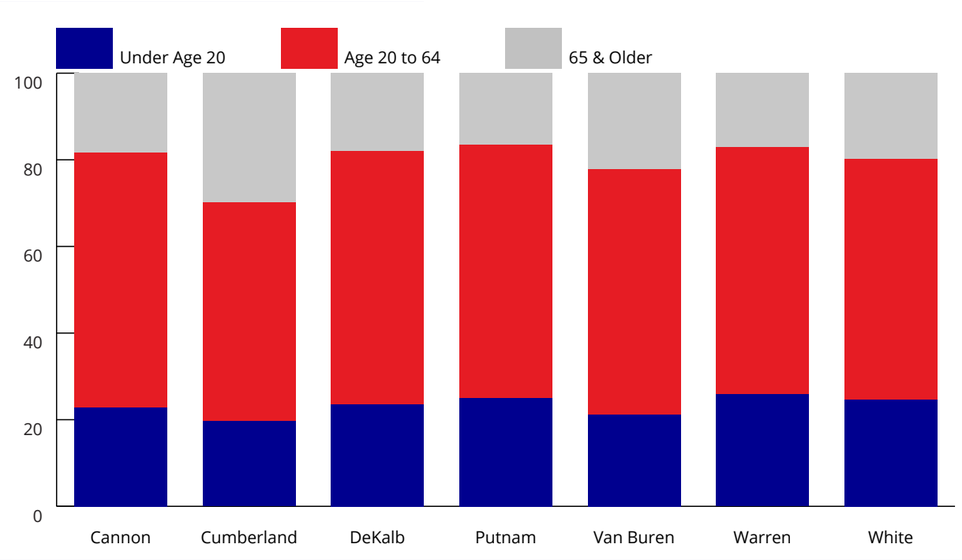


Figure 2.2

Race and Ethnicity

The Center Hill RPO is predominately White, with some exceptions. The Hispanic or Latino ethnic group makes up 5.3 percent of Tennessee, and nearly 18 percent of the nationwide total population. Warren, DeKalb, and Putnam Counties have the highest Hispanic populations, around nine, eight, and six percent, respectively. Van Buren County experiences the lowest, around 1 percent. Most counties in the RPO have African American populations making up approximately one-two percent of the overall population, while Van Buren County's African American population is 0.2 %.

Disability

On average, 15 percent of Tennessee's population is disabled. The counties of the Center Hill RPO generally have slightly higher disability rates than those of Tennessee as a whole, ranging from 14.9 to nearly 25.1 percent. Van Buren County has the highest disability rate in the RPO. Cumberland County exhibits both an elevated aging population, as well as an elevated disability rate. Putnam County has the lowest disability rate, at just slightly below 15 percent. Nearly all counties in the RPO experience at least a slightly elevated disability rate, when compared with state and national averages.

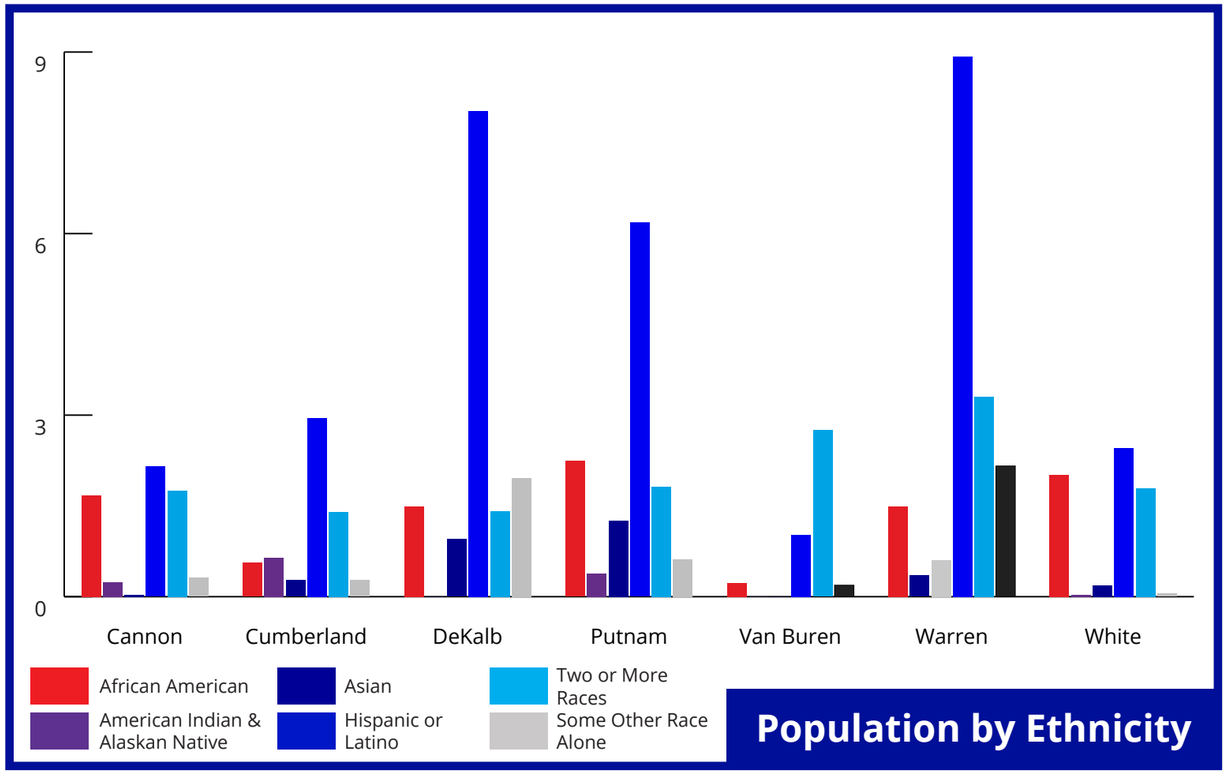


Figure 2.3

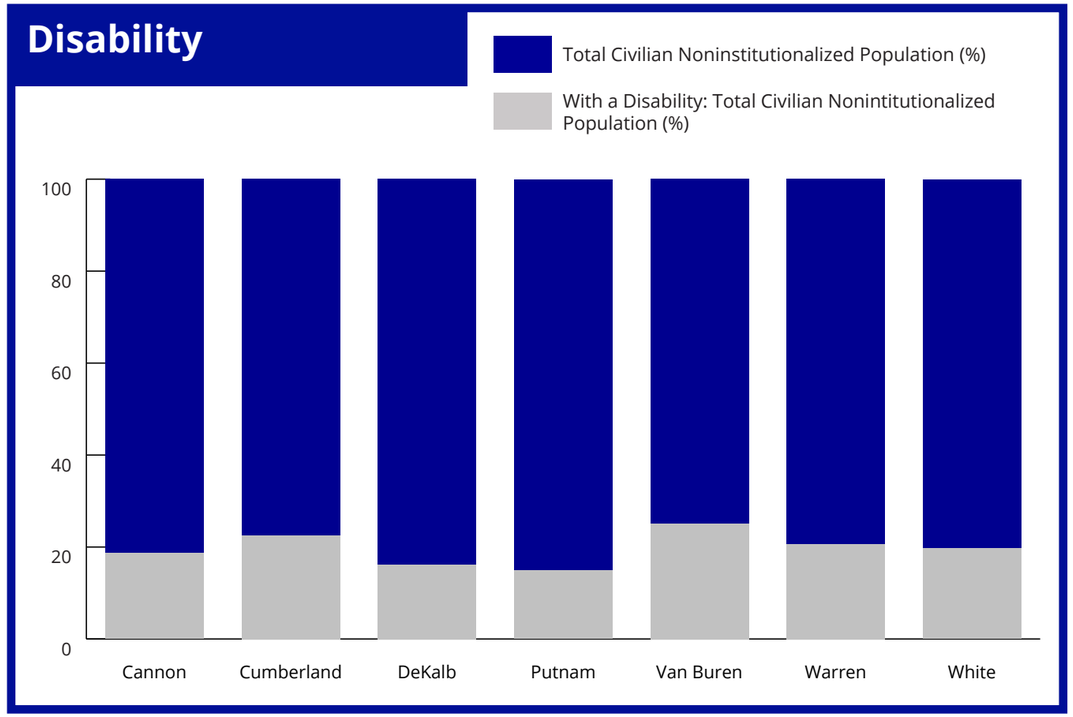


Figure 2.4



Cannon County

Education

The state and national averages for high school graduates (traditional high school diploma or GED) are 32.4 percent and 27.1 percent, respectively. These averages are substantially higher for each county within the Center Hill RPO, as exclusively high school diploma/GED attainment rates range between 37 and nearly 49 percent. Higher Education attainment rates for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, generally tend to be comparable to or lower than state and national averages in each of these counties. Cumberland County has the highest proportion of those with Associate's Degrees at 7.6 percent, with state and national averages being 7.1 percent and 8.4 percent, respectively. Putnam County has the highest proportion of those with Bachelor's Degrees at 15.5 percent, with state and national averages being 16.8 percent and 19.4 percent, respectively. Lastly, Putnam County also has the highest Graduate or Professional Degree attainment rate at 9.9 percent, while state and national averages are 9.8 percent and 12.1 percent, respectively.



Spencer

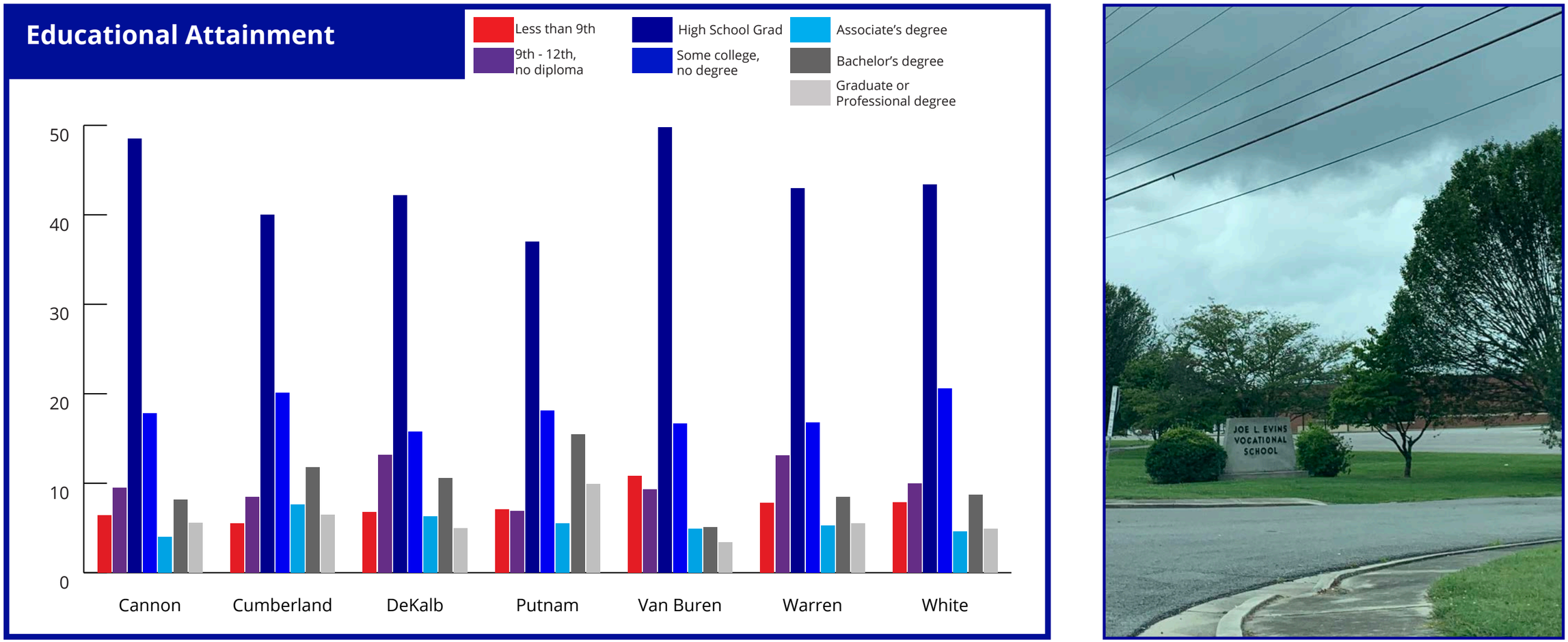


Figure 2.5

DeKalb County

Income

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

Household Mean Income and Family Mean Income throughout the Center Hill RPO are correlated. Van Buren County has the lowest Household Mean Income, at $49,322, and Family Mean Income - $57,532. Cannon and DeKalb Counties exhibit the highest Household Mean Incomes, at $60,817 and $64,331, respectively. However, the highest Family Mean Incomes are reported in DeKalb County - $74,994 – and Putnam County - $72,204. Tennessee's Household Mean Income is $71,458, and Family Mean Income is $84,434. The national Household Mean Income is $84,938, and the Family Mean Income is $99,436. The Center Hill RPO's Household Mean Income and Family Mean Income are lower than the state and national averages.

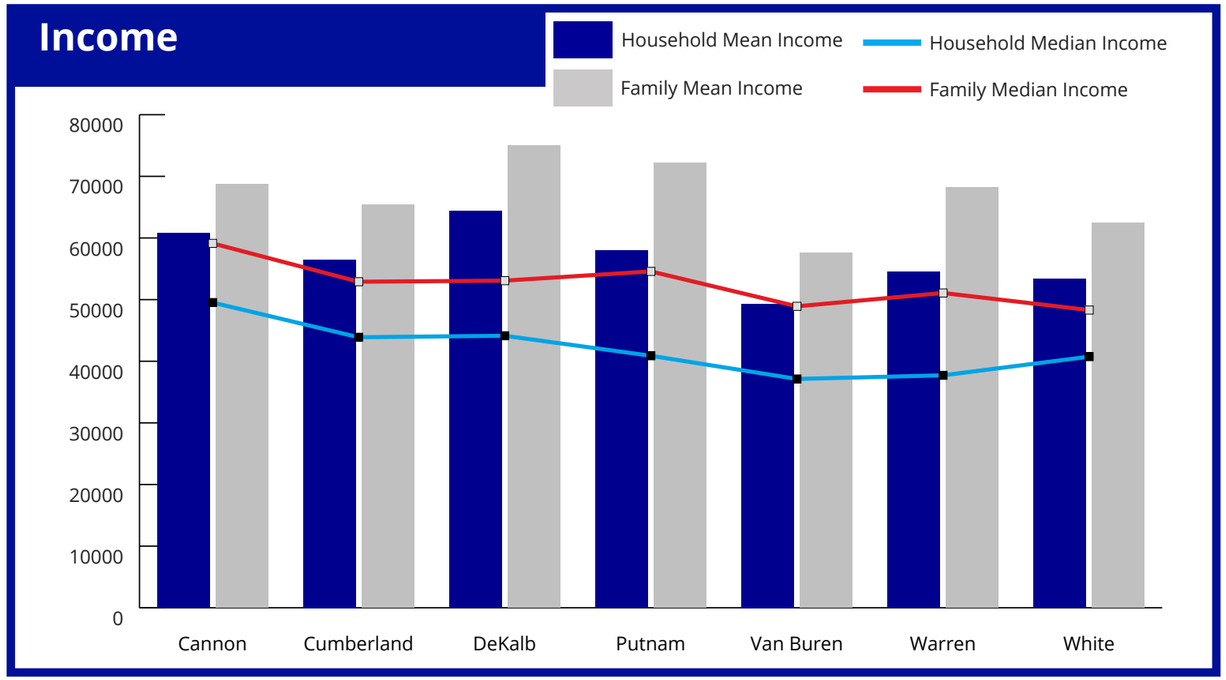


Figure 2.6

Poverty

Poverty is defined by measuring the following: family size of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of household; Consumer Price Index (CPI) for all items; and gross income before taxes. If the income is below this defined poverty measure, then a family is considered to be living in poverty. The chart for the Center Hill RPO is broken into three age groups: 1) Under 18; 2) Ages 18-64; and 3) 65+. This provides, respectively, an indication of the percentage of children living in poverty, percentage of working age group living in poverty, and percentage of elderly and aging populations living in poverty within the area. The largest population of those living in poverty is children. In each of the seven counties, the percent of children living in poverty ranges from 23.1 to 37.1 percent. The state and national averages for those 18 and under living in poverty are 23.3 and 19.5 percent, respectively. Within the Center Hill RPO, 14.2 to nearly 21 percent of those ages 18 to 64 are living in poverty. For this same age group, the state average is 15 percent, and the national average is 13 percent. The state and national averages for those over 65 living in poverty are slightly above nine percent, while in the Center Hill RPO these rates are between 7.3 and nearly 13 percent.

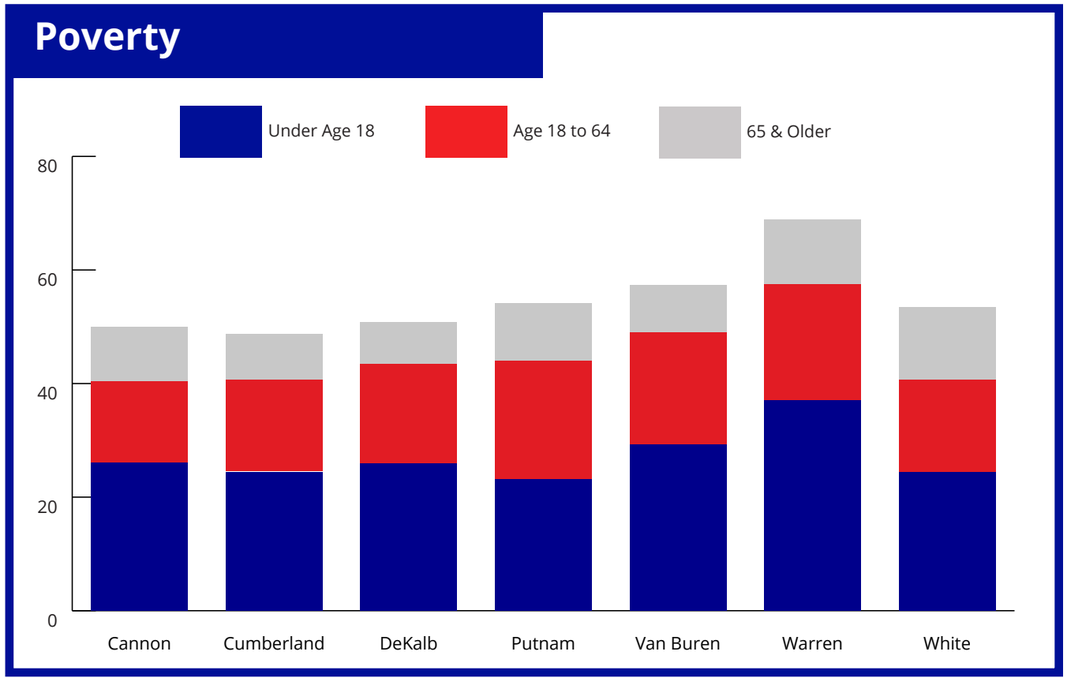


Figure 2.7

Employment

Unemployment is defined by the U.S. Census Bureau as "any civilian 16 years old and over who are either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed". Unemployment rates for both the State of Tennessee and the United States are 5.9%. Nearly all counties within the Center Hill RPO experience elevated or relatively comparable unemployment rates, when compared to state and national averages. The unemployment rates within the Center Hill RPO range from 4.9 to 11.8 percent, with Cannon County having the lowest unemployment rate, and Van Buren County experiencing the highest.

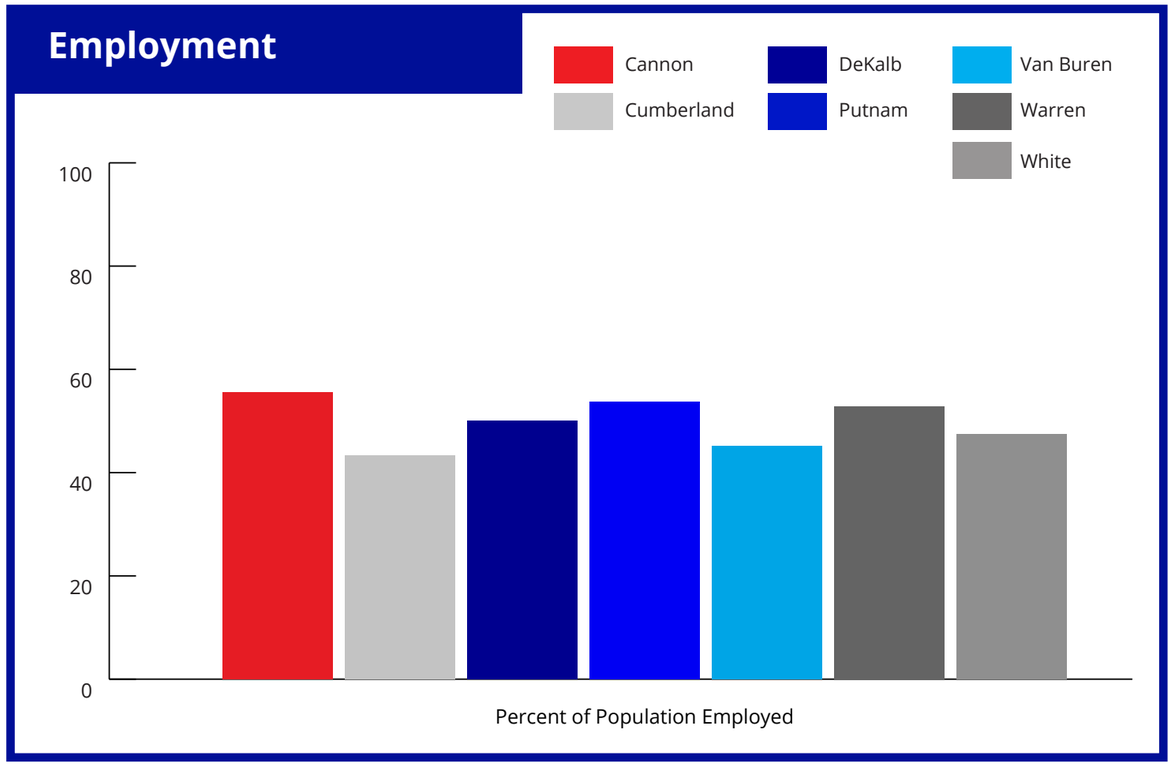


Figure 2.8

Demographic Summary

Demographic trends have implications on the transportation network within a region. Because the Center Hill RPO's population is projected to noticeably increase, there are several segments of the general population that should be given additional consideration when transportation decisions are being made. These groups within the Center Hill 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 Center Hill RPO has been determined to have elevated poverty and disability rates compared to state and national averages. When making long range planning decisions with long-term implications, these populations should be considered significantly.

Center Hill Unemployment Status

County	% Unemployment
Cannon	3.2%
Cumberland	4.4%
DeKalb	4.4%
Putnam	3.6%
Van Buren	4.7%
Warren	3.9%
White	3.7%
Tennessee	**3.5%**
National	**3.9%**

Table 2.1

Sources:
Tennessee and National Unemployment according to the Bureau of Labor Statistics
County Unemployment according to State of Tennessee Bureau of Labor Statistics 2018 data



Cannon County

Industries and Freight Movement

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

- Transportation infrastructure location decisions can steer industry growth and freight 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 Center Hill RPO has a solid base of industry in the region. Most notable is the manufacturing industry, but the natural resources and mining and trade and transportation industries also have a presence.

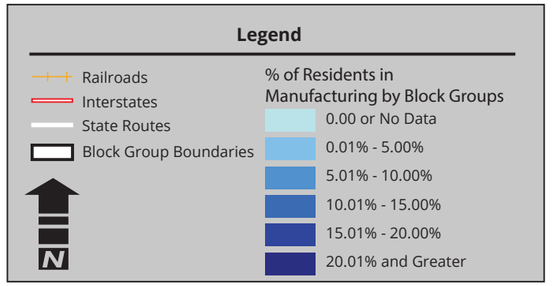
Manufacturing is the most important industry in the Center Hill RPO. All 7 counties have manufacturing location quotients above the statewide number. Additionally, in 4 of the 7 counties, manufacturing weekly wages are the highest in comparison to the other industries. Manufacturers typically are large freight movers and they need vital transportation arteries to move their goods in and out of their facilities. Natural resources and mining is another important industry and there are various lumber and logging companies in the region which require a freight network capable of moving their goods to consumers. Some of the major freight destinations within the Center Hill RPO include:

» Cumberland Plastics Corp. (Cannon)
» Dana Corp. (Cumberland)
» Berry Family of Nurseries (DeKalb)
» Academy Sports Distribution (Putnam)
» Averitt Express Inc. (Putnam)
» Acument Global Technologies (Van Buren)
» Jarden Consumer Solutions (Warren)
» BASF Dispersion and Pigments (White)

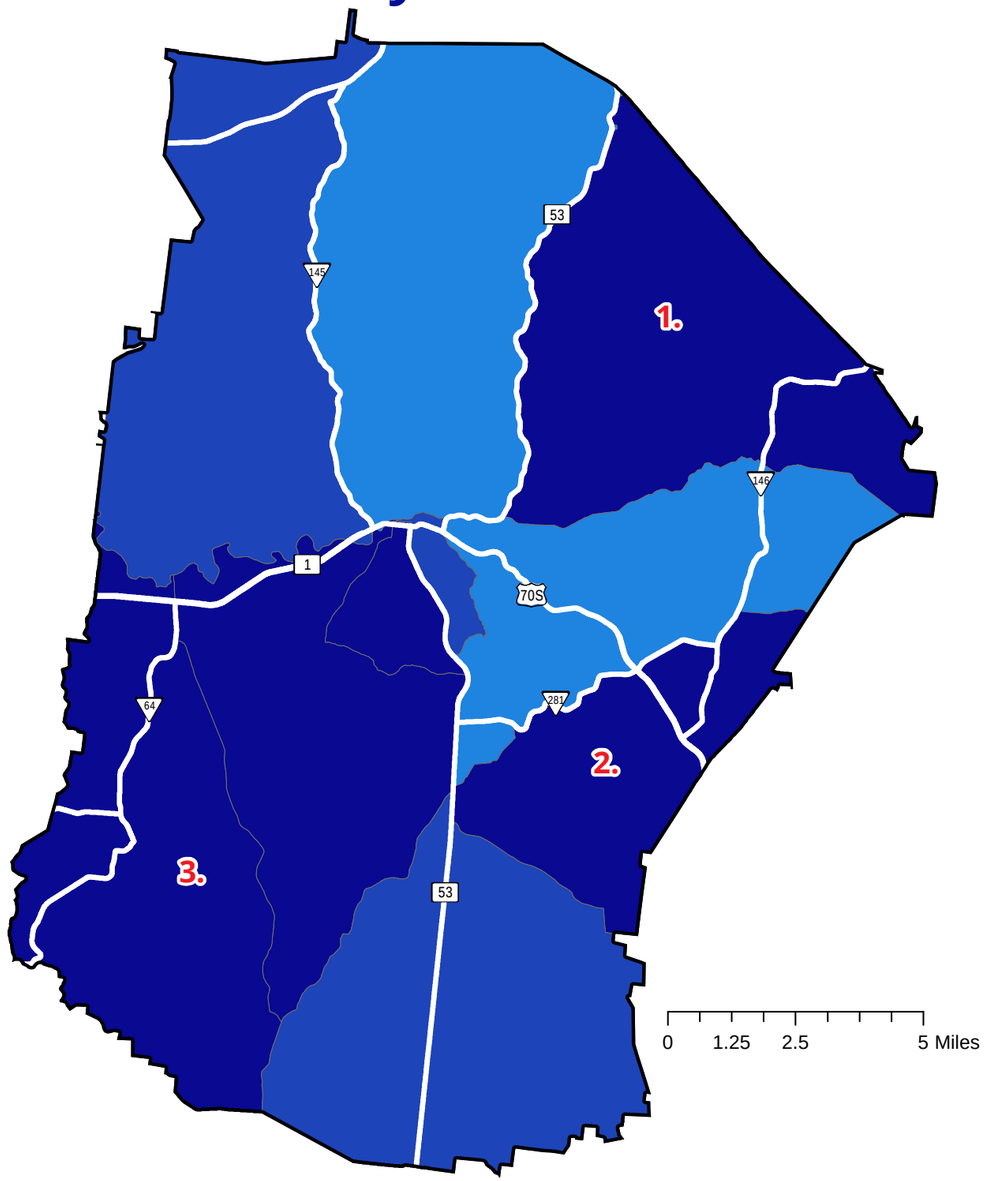


Crossville

Cannon County Economic Profile



Map 2.1



Top County Employers	
Employer	Est. Employees
Cannon Co. School District	312
Crane Interiors, Inc.	130
Huff & Puff Trucking, Inc.	100
Woodbury Nursing Center, Inc.	100
Saint Thomas Stones River Hospital	85

Table 2.2

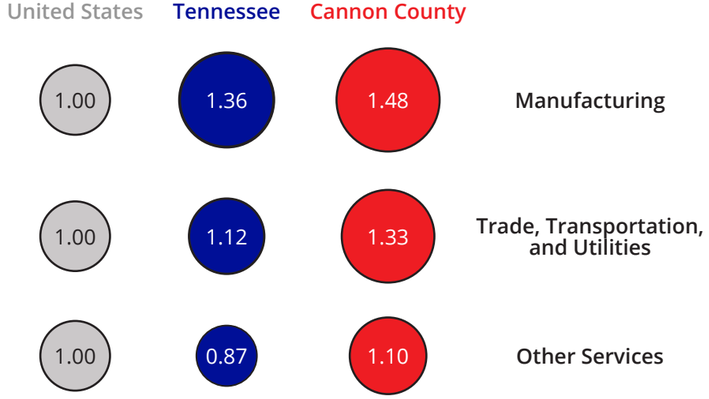
Cannon County Average Weekly Wages		
County Rank	Industry	Average Weekly Wage
1	Natural Resources and Mining	$942
2	Information	$875
3	Trade, Transportation, and Utilities	$804
4	Financial Activities	$793
8	Manufacturing	$623

Table 2.3

Cannon County Establishments		
County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	59
2	Other Services	29
3	Construction	20
7	Manufacturing	12
9	Natural Resources and Mining	7

Table 2.4

Employment Location Quotients (LQ)*



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

Major Industry	
Industry	% of TQW*
Trade, Transportation, and Utilities	40.18%
Manufacturing	16.69%

*Total Quarterly Wages

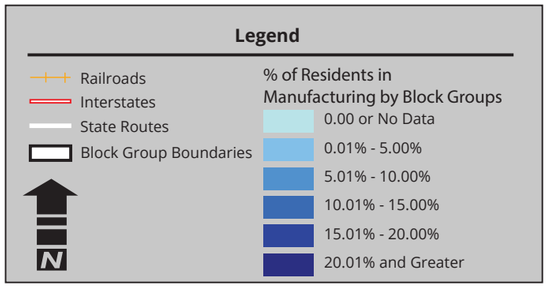
Table 2.5

Highest % of Residents Working in Manufacturing	
Block Group Rank	% of Residents
1	26.57%
2	25.45%
3	23.81%

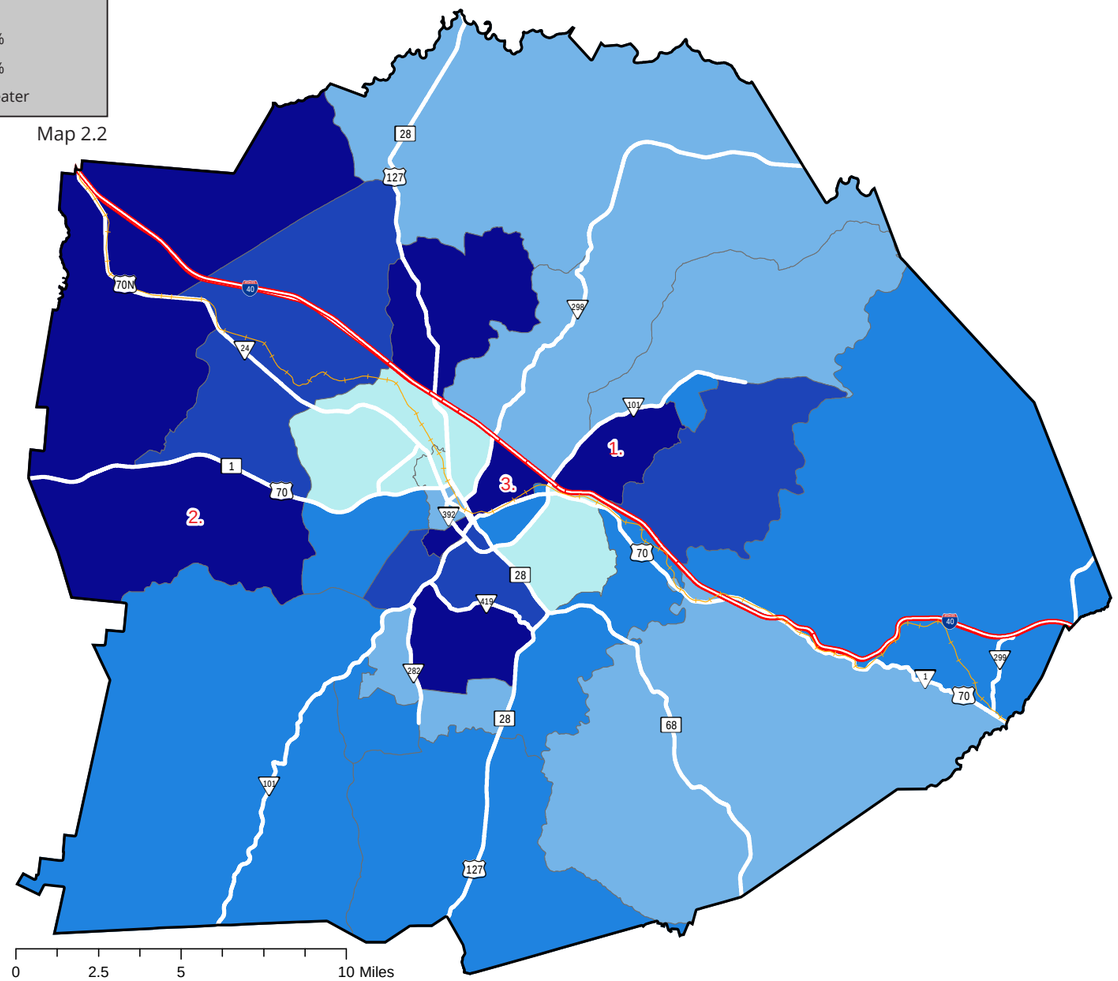
Table 2.6

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

Cumberland County Economic Profile



Map 2.2



Top County Employers

Employer	Est. Employees
Cumberland Co. School District	1,000
Cumberland Medical Center, Inc.	800
Colinx, LLC	450
County of Cumberland	400
Flowers Bakery of Crossville, LLC	400
Wal-Mart Stores, Inc.	400
Crossville, Inc.	350
Ficosa North America Corporation	300
Aviagen, Inc.	200
Lowe's Home Centers, LLC	150

Table 2.7

Cumberland County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Information	$876
2	Manufacturing	$827
3	Financial Activities	$806
5	Natural Resources and Mining	$758
8	Trade, Transportation, and Utilities	$602

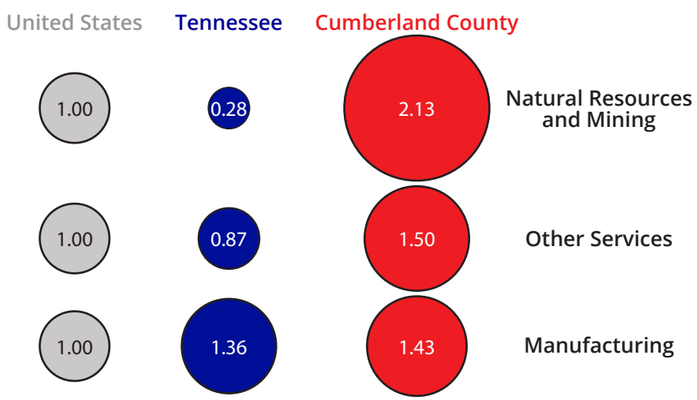
Table 2.8

Cumberland County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	309
2	Professional and Business Services	140
3	Other Services	126
8	Manufacturing	60
9	Natural Resources and Mining	42

Table 2.9

Employment Location Quotients (LQ)*



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

Major Industry		Highest % of Residents Working in Manufacturing	
Industry	% of TQW*	Block Group Rank	% of Residents
Trade, Transportation, and Utilities	25.70%	1	39.89%
Manufacturing	22.93%	2	26.64%
		3	26.12%

*Total Quarterly Wages

Table 2.10

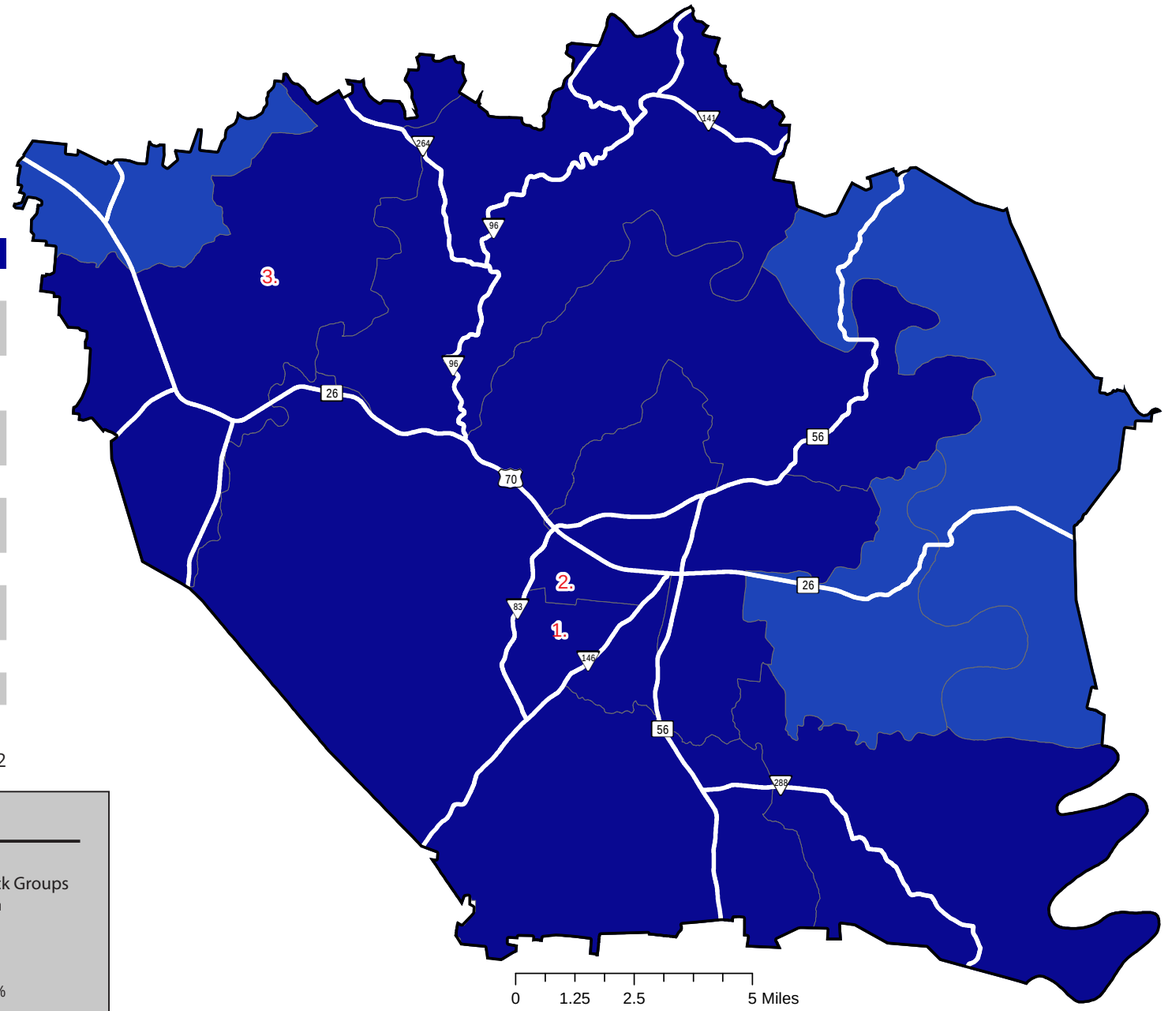
Table 2.11

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

DeKalb County Economic Profile

Top County Employers	
Employer	**Est. Employees**
DeKalb Co. Board of Education	500
Tenneco Automotive Operating Inc.	414
Shiroki North America, Inc.	408
Federal-Mogul	200
Star Manufacturing International, Inc.	200
Zelenka Farms	200
Saint Thomas DeKalb Hospital	192
DeKalb County	150
Smithport Cabinetry	150
National Healthcare Corporation	125

Table 2.12



Map 2.3

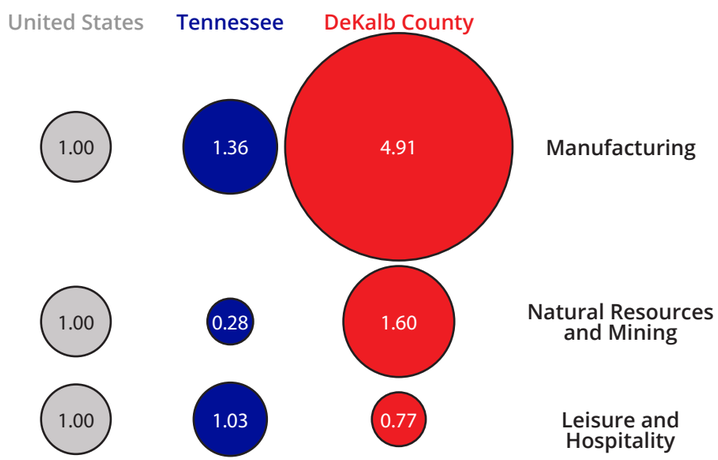
DeKalb County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Information	$1,113
2	Manufacturing	$903
3	Natural Resources and Mining	$775
8	Professional and Business Services	$731
8	Trade, Transportation, and Utilities	$510

Table 2.13

DeKalb County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	74
2	Other Services	54
3	Professional and Business Services	44
6	Manufacturing	26
10	Natural Resources and Mining	9

Table 2.14

Employment Location Quotients (LQ)*



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

Major Industry	
Industry	**% of TQW***
Manufacturing	60.81%
Education and Health Services	9.84%

*Total Quarterly Wages

Table 2.15

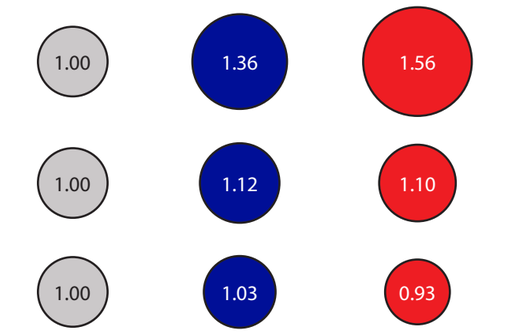
Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	47.10%
2	38.14%
3	37.11%

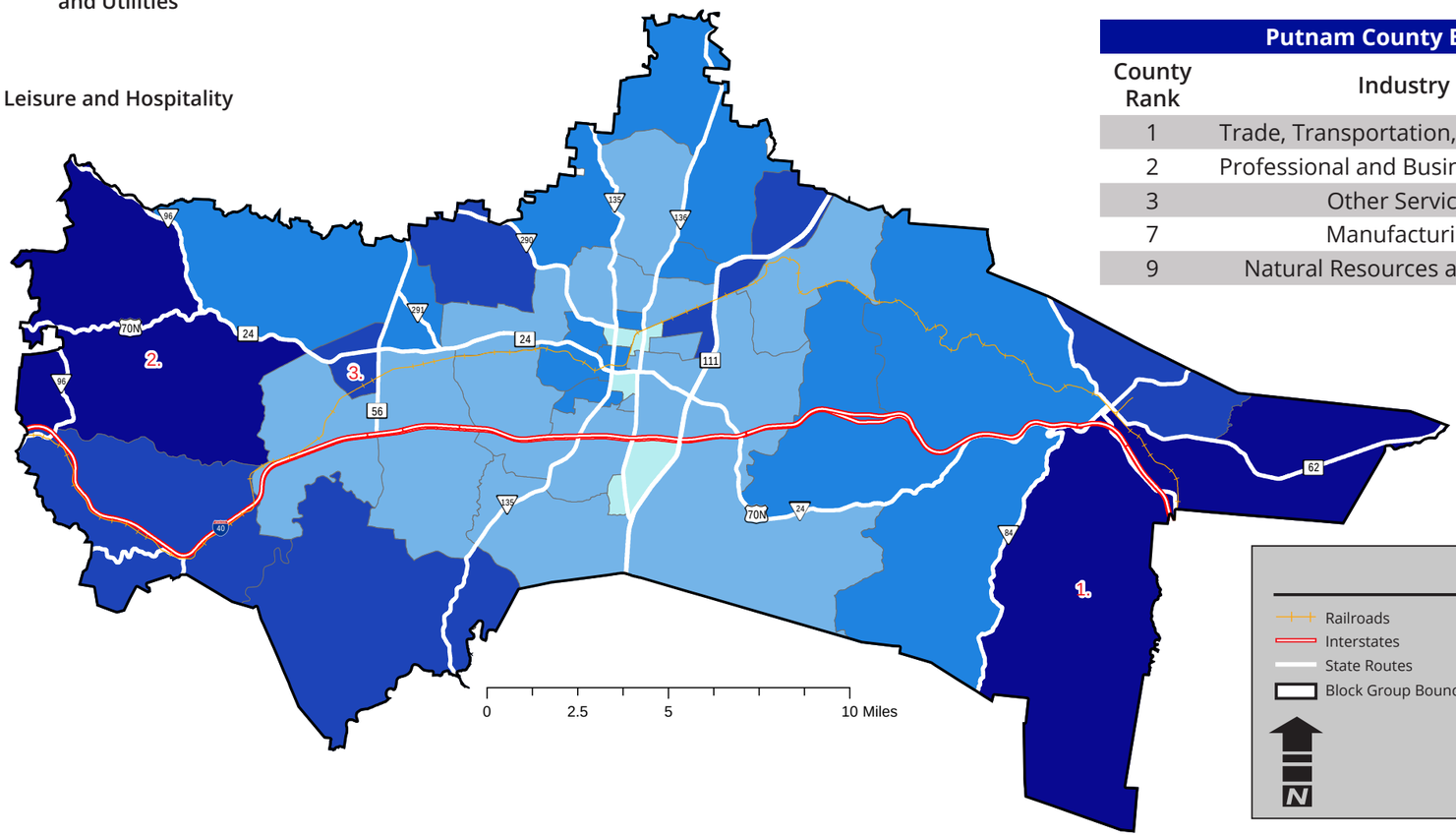
Table 2.16

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

Putnam County Economic Profile

Employment Location Quotients (LQ)*





Map 2.4

Top County Employers

Employer	Est. Employees
Cookeville Regional Medical Center	2,000
Putnam County School District	1,500
TN Technological University	1,000
Perdue Farms, Inc.	975
Cummins FIltration, Inc.	670
City of Cookeville	500
County of Putnam	500
Ficosa North America	500
Upper Cumberland Human Resource Agency	405
Wal-Mart Stores, Inc.	400

Table 2.17

Putnam County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Manufacturing	$1,272
2	Information	$998
3	Financial Activities	$885
5	Natural Resources and Mining	$721
6	Trade, Transportation, and Utilities	$717

Table 2.18

Putnam County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	509
2	Professional and Business Services	261
3	Other Services	260
7	Manufacturing	108
9	Natural Resources and Mining	18

Table 2.19

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

Major Industry

Industry	% of TQW*
Manufacturing	29.77%
Trade, Transportation, and Utilities	25.33%

*Total Quarterly Wages

Table 2.20

Highest % of Residents Working in Manufacturing

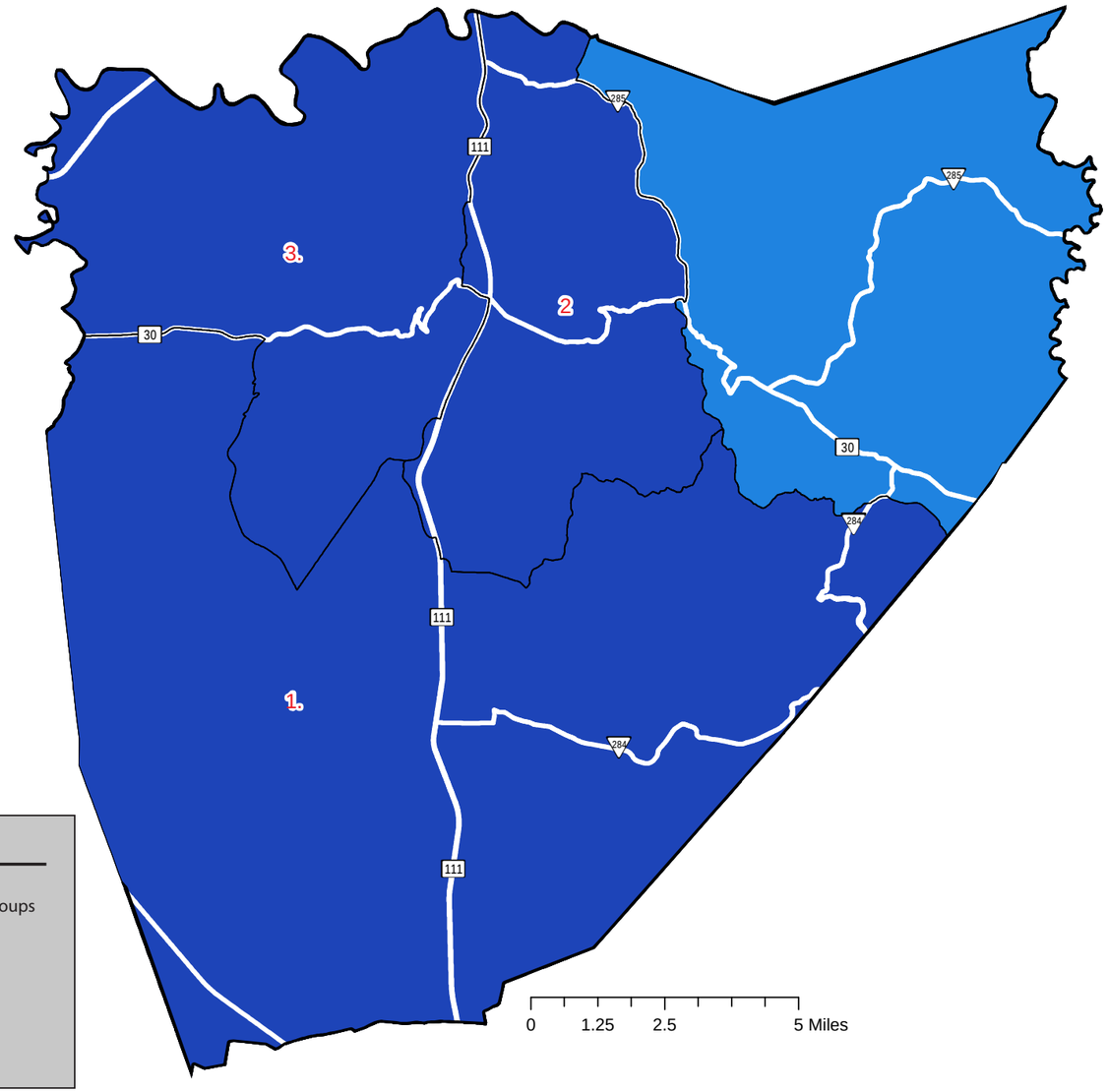
Block Group Rank	% of Residents
1	32.24%
2	27.87%
3	25.68%

Table 2.21

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

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

Van Buren County Economic Profile



Map 2.5

Top County Employers

Employer	Est. Employees
Van Buren County Schools	150
Camcar, LLC	125
Generations Center of Spencer	90
County of Van Buren	50

Table 2.22

Van Buren County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Manufacturing	$933
2	Construction	$545
3	Natural Resources and Mining	$502
4	Trade, Transportation, and Utilities	$320
5	Other Services	$256

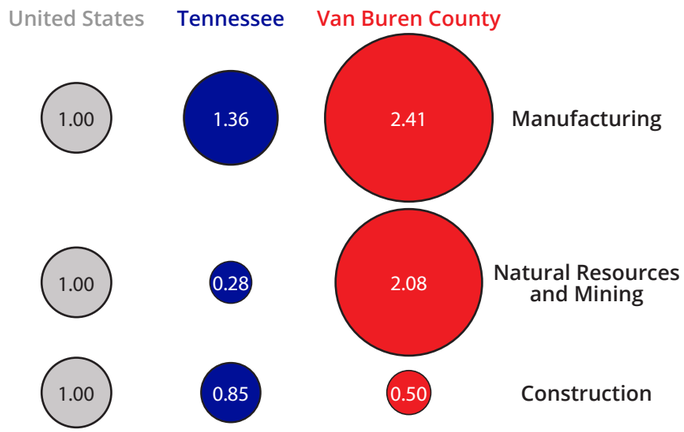
Table 2.23

Van Buren County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	13
2	Other Services	6
3	Manufacturing	5
4	Construction	5
6	Natural Resources and Mining	3

Table 2.24

Employment Location Quotients (LQ)*



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

Major Industry

Industry	% of TQW*
Manufacturing	59.27%
Trade, Transportation, and Utilities	7.77%

*Total Quarterly Wages

Table 2.25

Highest % of Residents Working in Manufacturing

Block Group Rank	% of Residents
1	19.02%
2	18.64%
3	18.20%

Table 2.26

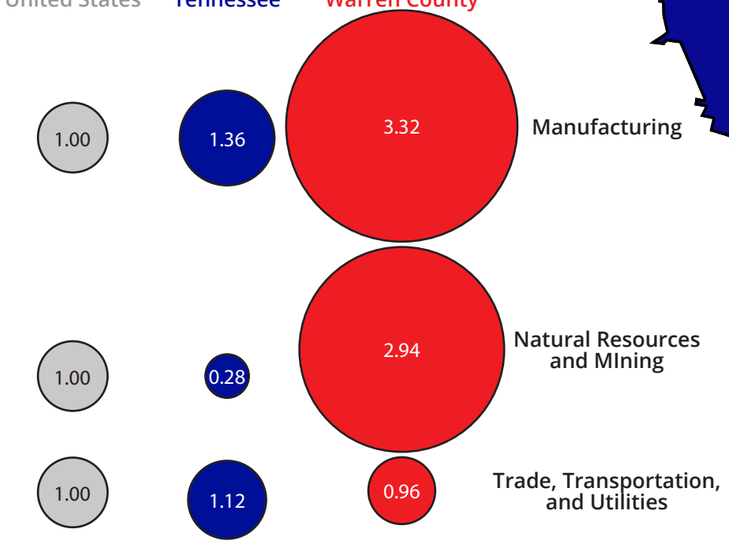
*LQ is the comparison of a particular phenomenon within one part of a region to the region as a whole. In this case, it is Van Buren County and the state of Tennessee compared to the United States. A location quotient greater than 1.00 identifies a higher concentration of an industry in comparison to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

Warren County Economic Profile

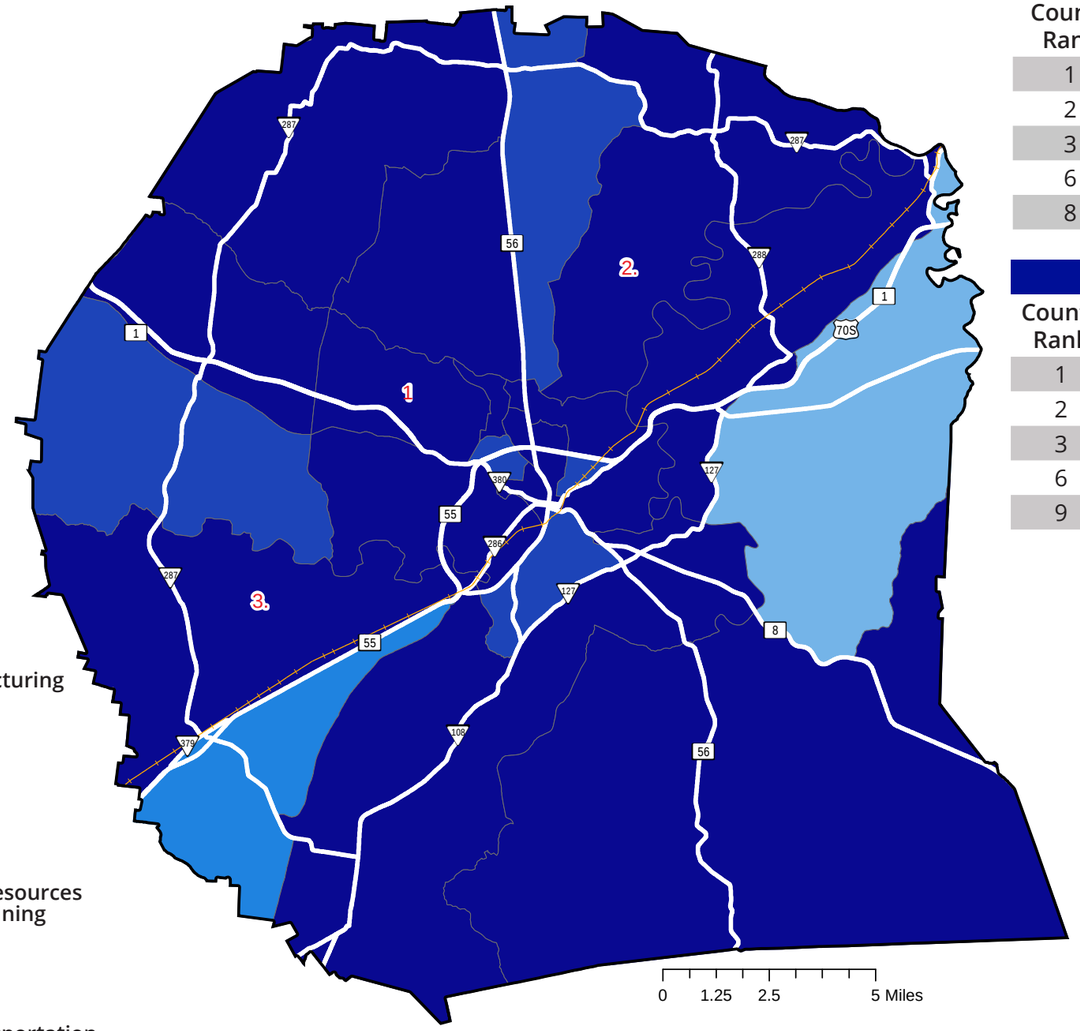
Top County Employers	
Employer	**Est. Employees**
Yorozu Automotive Tennessee, Inc.	1,600
Bridgestone Americans Tire Operations, LLC	1,125
Warren County School District, Inc.	850
River Park Hospital, Inc.	405
Wal-Mart Stores, Inc.	400
Sunbeam Products, Inc.	250
Morrison Tool & Fab, Inc.	225
Porter Roofing Contractors, Inc.	140
National Healthcare Corporation	135
Raintree Manor	100

Table 2.27

Employment Location Quotients (LQ)*



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

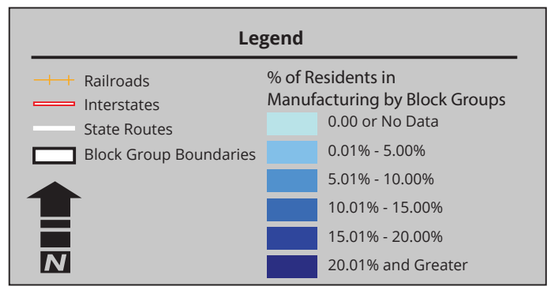


Warren County Average Weekly Wages		
County Rank	**Industry**	**Average Weekly Wage**
1	Manufacturing	$932
2	Construction	$888
3	Information	$887
6	Trade, Transportation, and Utilities	$638
8	Natural Resources and Mining	$504

Table 2.28

Warren County Establishments		
County Rank	**Industry**	**Total Establishments**
1	Trade, Transportation, and Utilities	222
2	Education and Health Services	94
3	Other Services	78
6	Manufacturing	65
9	Natural Resources and Mining	48

Table 2.29



Map 2.6

Major Industry	
Industry	**% of TQW***
Manufacturing	43.06%
Trade, Transportation, and Utilities	18.25%

*Total Quarterly Wages

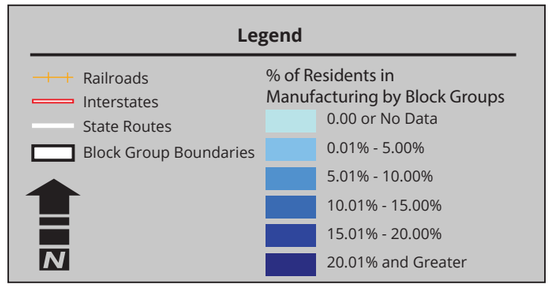
Table 2.30

Highest % of Residents Working in Manufacturing	
Block Group Rank	**% of Residents**
1	47.43%
2	41.35%
3	36.75%

Table 2.31

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

White County Economic Profile

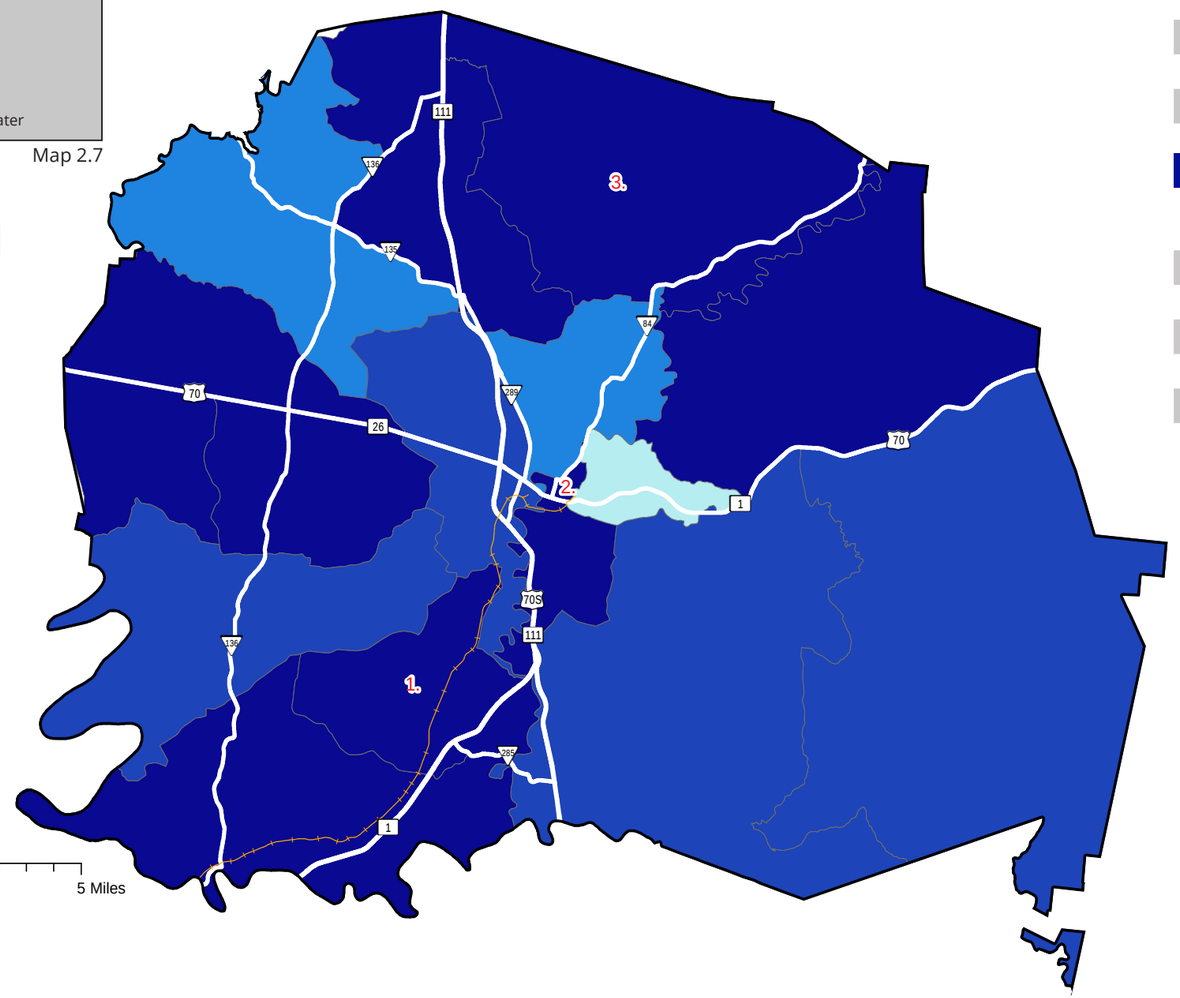


Map 2.7

Top County Employers

Employer	Est. Employees
White County School District	500
Tri State Distribution, Inc.	331
THK Rhythm North America Co., Ltd.	250
Wal-Mart Stores, Inc.	250
County of White	225
Seastar Solutions/ Moeller Marine Products	200
Life Care Centers of America, Inc.	175
White County Community Hospital, LLC	170
Precision Molding, Inc.	130
Jackson Kayak, Inc.	125

Table 2.32



White County Average Weekly Wages

County Rank	Industry	Average Weekly Wage
1	Manufacturing	$836
2	Natural Resources and Mining	$807
3	Education and Health Services	$768
4	Financial Activities	$755
5	Trade, Transportation, and Utilities	$733

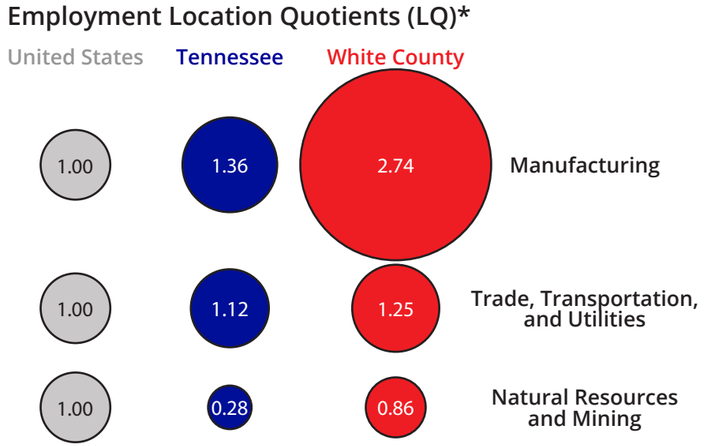
Table 2.33

White County Establishments

County Rank	Industry	Total Establishments
1	Trade, Transportation, and Utilities	114
2	Other Services	71
3	Manufacturing	45
4	Professional and Business Services	39
9	Natural Resources and Mining	16

Table 2.34

Employment Location Quotients (LQ)*



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

Major Industry

Industry	% of TQW*
Manufacturing	35.25%
Trade, Transportation, and Utilities	30.41%

*Total Quarterly Wages

Table 2.35

Highest % of Residents Working in Manufacturing

Block Group Rank	% of Residents
1	37.25%
2	37.22%
3	35.09%

Table 2.36

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

LAND USE

Relationship of Land Use and Development to Transportation

A crucial element to transportation planning is the need for coordination among city, county, and regional organizations. These collaborations should address land use, transportation, and economic development. Rural counties throughout the state of Tennessee are working to maintain current economic conditions, while seeking new and diverse economic development opportunities. While pursuing diversified economic development opportunities it is essential that the rural characters within these communities are simultaneously preserved.

Existing Land Use

The land use in the Center Hill RPO is predominately agricultural, followed by residential uses and public lands. Agricultural lands make up nearly 75% of all land uses across the RPO. More residential, industrial, and commercial office uses occur near existing towns. Areas experiencing growth and the locations of activity centers vary throughout the region.

In Cannon County, 88% of the county is comprised of agricultural uses. Additionally, Cannon County has three large commercial areas dispersed throughout the county. Many of the residential and industrial uses are clustered around Woodbury and major corridors, such as Highway 53 and Highway 96.

79% of Cumberland County's land use is considered either agricultural or public lands. Cumberland County exhibits large swaths of public land in the northeastern portion and scattered throughout southern and eastern areas, with most development surrounding Crossville. The airport and other regionally significant areas are adjacent to I-40.

In DeKalb County, 76% of the county is used for agricultural purposes, followed by 17% designated for residential areas. Center Hill Lake and adjoining bodies of water comprise most of eastern DeKalb County. Most of the residential, commercial, and industrial development clusters around Smithville and Alexandria, as well as along Highway 70.

Agricultural and residential uses are the primary land uses across Putnam County. Most residential, industrial, and commercial development in Putnam County is centrally located around Cookeville, as well as in Monterey. Public lands are scattered throughout the county, and a couple of sizable commercial areas are located near major corridors in the eastern portion of the county.

Eighty-seven percent of Van Buren County is set aside for agricultural purposes or as public lands. The eastern portion of the county is made up of predominately public lands. Sizable commercial and industrial developments tend to be in the southern portion of the county, while the majority of the remaining development centers around Spencer.

Agricultural land makes up most of Warren County, followed by residential uses. Most residential development in Warren County is in and around McMinnville. Industrial and commercial uses tend to be located along major corridors in the county's outer rings.

Eighty-six percent of White County is set aside as either agricultural or public lands. In the county, public land is predominately to the southeast. Most industrial development is centrally located along major corridors. While residential developments are scattered throughout the county, many are along Highway 70 and within Sparta.



Warren County



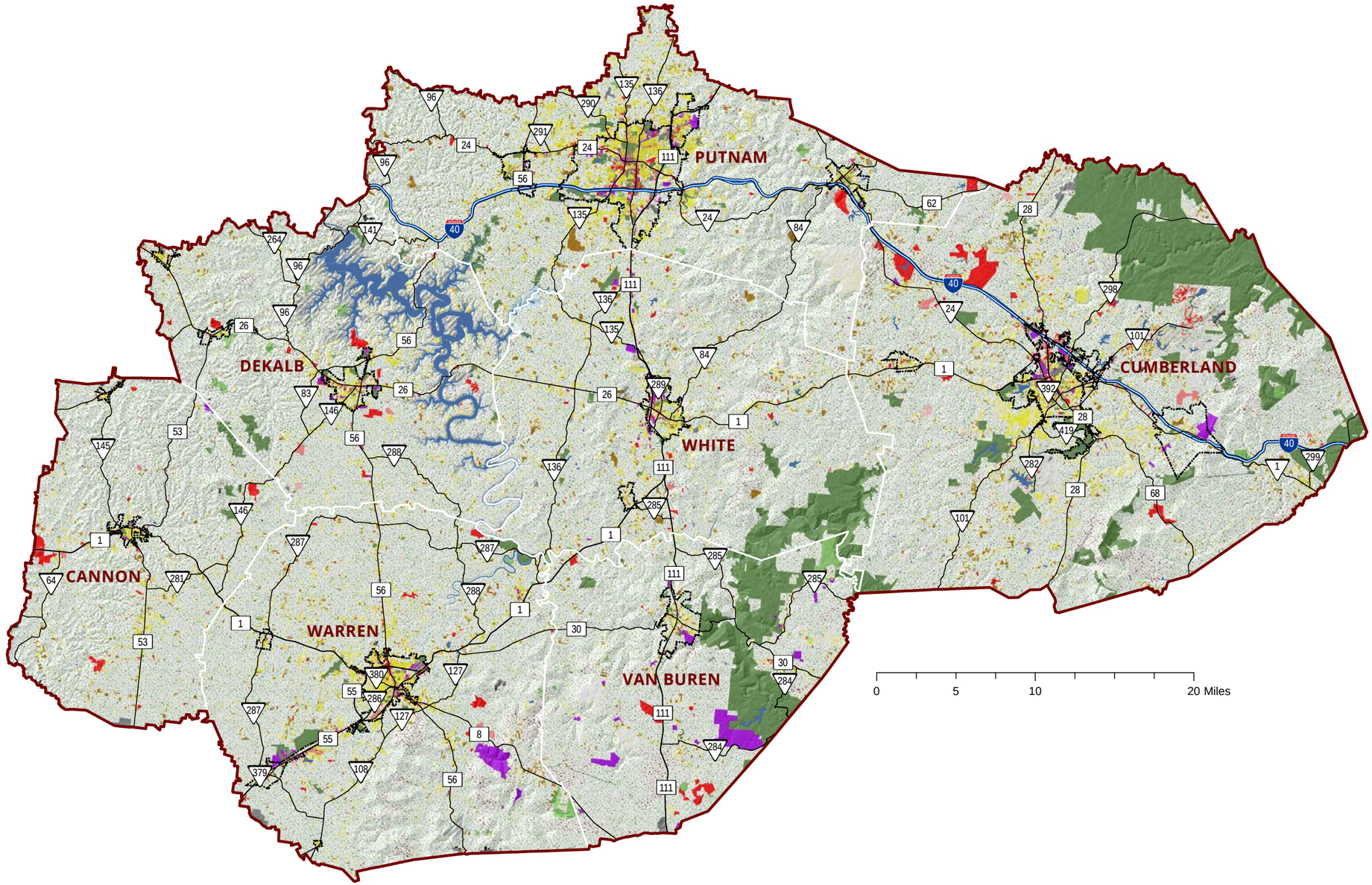
McMinnville

County	Agriculture	Commercial/ Office	Industrial	Residential	Public Land	Vacant	County Total (mi²)	County Percent
Cannon	231.25	3.23	0.32	19.11	3.13	4.92	261.96	**9.69%**
Cumberland	415.87	15.07	3.34	70.35	111.70	49.77	666.10	**24.65%**
DeKalb	244.49	4.03	0.86	54.64	6.06	13.33	323.41	**11.97%**
Putnam	284.19	6.46	2.55	58.30	11.76	23.67	386.93	**14.32%**
Van Buren	194.33	3.24	6.68	12.24	43.16	12.90	272.55	**10.09%**
Warren	341.40	5.37	3.93	45.29	8.86	15.55	420.40	**15.56%**
White	287.07	2.76	1.26	34.05	31.84	13.99	370.97	**13.73%**
Region Total (mi²)	1,998.61	40.15	18.95	293.97	216.52	134.12	2,702.32	**100.00%**
Region Percent	**73.96%**	**1.49%**	**0.70%**	**10.88%**	**8.01%**	**4.96%**	**100.00%**	

Table 2.37

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Center Hill Existing Land Use



Land Use Classes

- Single Family Residential < 5 acres
- Single Family Residential > 5 acres
- Duplex (2 units)
- Multi-Family (3 or more units)
- Mobile Home (1-4)
- Mobile Home Park (5+)
- Resort Residential
- General Commercial
- Office (Prof/Med/Gen)
- Commercial
- Light Industrial/Warehousing
- Public
- Semi-Public
- Vacant
- Agriculture Tract
- Timber Tract
- River
- Right-Of-Way

Map 2.8

Public Lands

The Center Hill RPO is home to roughly 20 State Parks; Wildlife Management Area; National Historic Parks; State Natural Areas; and State Forests. Tennessee State Parks preserve and protect natural, cultural, and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourism to the region and promote local economic development. The Tennessee Wildlife Resource Agency (TWRA) manages the state's fish and wildlife and their habitats, in addition to the enforcement of wildlife-related laws. The state's natural areas protect plants, animals, and natural communities throughout the state. The state's historic parks preserve some of Tennessee's historical sites.

Label	Name	Type	Acres	Source	Ownership	County
1	Anderson Pond	Public Hunting Area	74.1	https://www.tn.gov/twra/hunting/public-hunting-areas.html	State of Tennessee (TWRA)	White
2	Bone Cave	State Natural Area	450.9	https://www.nps.gov/subjects/nnlandmarks/site.htm?Site=BIBO-TN	State of Tennessee (TDEC)	Van Buren
3	Bridgestone/Firestone Centennial Wilderness	Wildlife Management Area	9,231.9	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/bridgestone-firestone-centennial-wilderness.html	State of Tennessee (TWRA)	White
4	Burgess Falls	State Natural Area	279.6	https://tnstateparks.com/parks/burgess-falls	State of Tennessee (TDEC)	Putnam
5	Caney Fork Access	Boat Access	19.4	https://www.lrn.usace.army.mil/Portals/49/docs/Lakes/Center%20Hill/Caney%20Fork%20Access%20Area%20Map.pdf	State of Tennessee (TWRA)	DeKalb
6	Catoosa	Wildlife Management Area	79,356.2	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/catoosa-wma.html	State of Tennessee (TWRA)	Cumberland
7	Charles E. Parish Reservation	Private Camps	310.2	https://www.mtcbsa.org/campfacilities		White
8	Cumberland Mountain	State Rustic Park	1,292.5	https://tnstateparks.com/parks/cumberland-mountain	State of Tennessee (TDEC)	Cumberland
9	Edgar Evins	State Rustic Park	6,647.6	https://tnstateparks.com/parks/edgar-evins	State of Tennessee (TDEC)	DeKalb
10	Fall Creek Falls	State Natural Area/Wildlife Management Area	9,423.2	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/fall-creek-falls-state-park-wma.html	State of Tennessee (TWRA/TDEC)	Van Buren
11	Fall Creek Falls	State Resort Park	11,534.3	https://tnstateparks.com/parks/fall-creek-falls	State of Tennessee (TWRA/TDEC)	Van Buren
12	Floating Mill Park	Park	198.3	https://www.recreation.gov/camping/campgrounds/232589	State of Tennessee (TWRA)	DeKalb
13	Fox Creek Lake	Water	151.0	https://geonames.usgs.gov/apex/f?p=gnispq:3:0::NO::P3_FID:1284775		Cumberland
14	Grassy Cove Karst Area	National Natural Landmark	10,467.5	https://www.nps.gov/subjects/nnlandmarks/site.htm?Site=GRCO-TN	National Park Service	Cumberland
15	Meadow Park Lake	Park	398.7	https://www.crossvilletn.gov/index.php/departments/parks-recreation/meadow-park-lake	State of Tennessee (TWRA)	Cumberland
16	Mount Roosevelt	Wildlife Management Area	8,603.9	https://www.tn.gov/twra/wildlife/viewing-area/east-tennessee/mount-roosevelt-wma.html	State of Tennessee (TWRA)	Cumberland
17	Pea Ridge	Wildlife Management Area	1,541.5	https://www.tn.gov/twra/hunting/wildlife-management-areas.html	State of Tennessee (TWRA)	DeKalb
18	Rock Island	State Rustic Park	1,541.3	https://tnstateparks.com/parks/rock-island	State of Tennessee (TDEC)	Warren
19	Short Mountain	State Natural Area	453.4	https://www.tn.gov/environment/program-areas/na-natural-areas/natural-areas-middle-region/middle-region/na-na-short-mountain.html	State of Tennessee (TDEC)	Cannon
20	Virgin Falls Pocket	Wilderness	379.1	https://www.tn.gov/environment/program-areas/na-natural-areas/natural-areas-middle-region/middle-region/na-na-virgin-falls.html	State of Tennessee (TDEC)	White

Table 2.38



Cumberland County

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

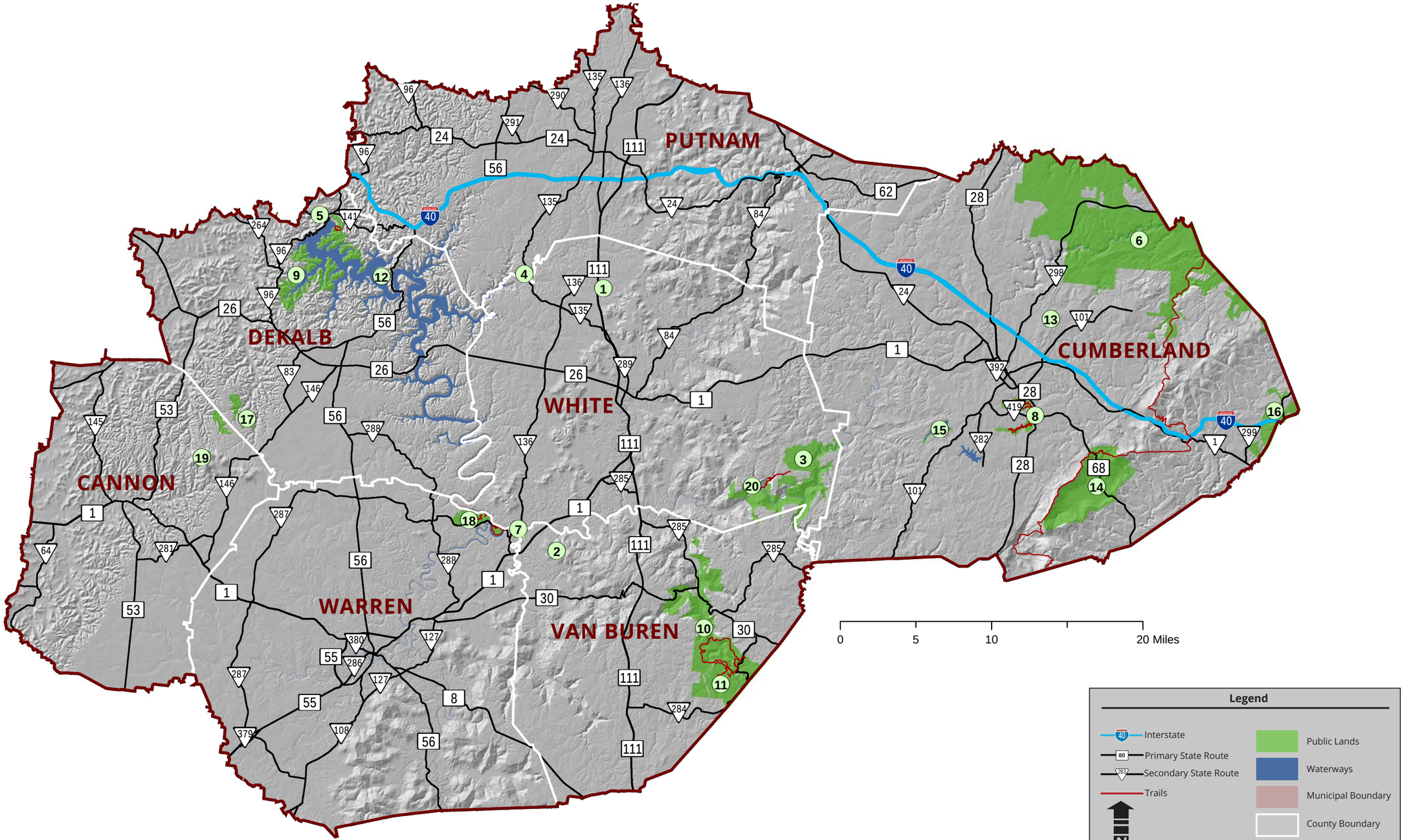
Management of Property - State Agencies
TWRA - Tennessee Wildlife Resources Agency
TDEC - Tennessee Department of Environment and Conservation
TDA - Tennessee Department of Agriculture



White County

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Center Hill Public Lands & Trails



Map 2.9

3 REGIONAL TRANSPORTATION SYSTEM

Introduction

Chapter 3 describes the various components of the regional transportation system of the Center Hill RPO. It begins with airports and like in most other RPO's there are no commercial airports but four general aviation airports in the Center Hill RPO. The chapter continues on bridges pointing out those that are structurally deficient. From a total of 840 bridges there are 45 deficient bridges. The functional classification defines the roles of roadway segments in serving traffic flow through the network. It continues on with the traffic volume analysis which identifies road segments with high traffic volumes and large traffic increases and decreases over a ten year period. The following section is on volume/ capacity ratios which are used as a performance measure for roadways. Existing conditions (2010) are compared to forecasted conditions (2040) and potential issues are highlighted. Freight movement is provided by railroads and trucks to move goods within the RPO and to other regions. In this section, roadways with high truck volumes are compared to the rest of the RPO and state.

The section on travel behavior examines commute patterns between the counties in the RPO and neighboring Wilson and Rutherford counties, and differentiates commuters by type of workplace. Safety is in important topic as there are 140 safety projects in 2014-2018 in the RPO. Crash data shows vehicle as well as bicycle and pedestrian related crashes. For multimodal facilities, TDOT has proposed statewide bicycle routes on selected state routes. There are 192 miles of routes designated as bicycle routes in the RPO. The multimodal section looks at the bicycle level of service on major state routes, indicated what roads are suitable or unsuitable for bicycle travel. The Center Hill RPO features 29 miles of greenways to be used for recreational purposes.

Airports

There are no commercial airports within the Center Hill RPO. However, there are 4 general aviation airports within the RPO. Cumberland County is home to the Crossville Memorial Airport which has a 5,418 sq.ft. runway. Warren County has the Warren County Memorial Airport with a 5,000 sq.ft. runway. White County's airport, the Upper Cumberland Regional Airport, has a 6,704 sq.ft. runway. DeKalb County has a 4,257 sq.ft. runway at the Smithville Municipal Airport.



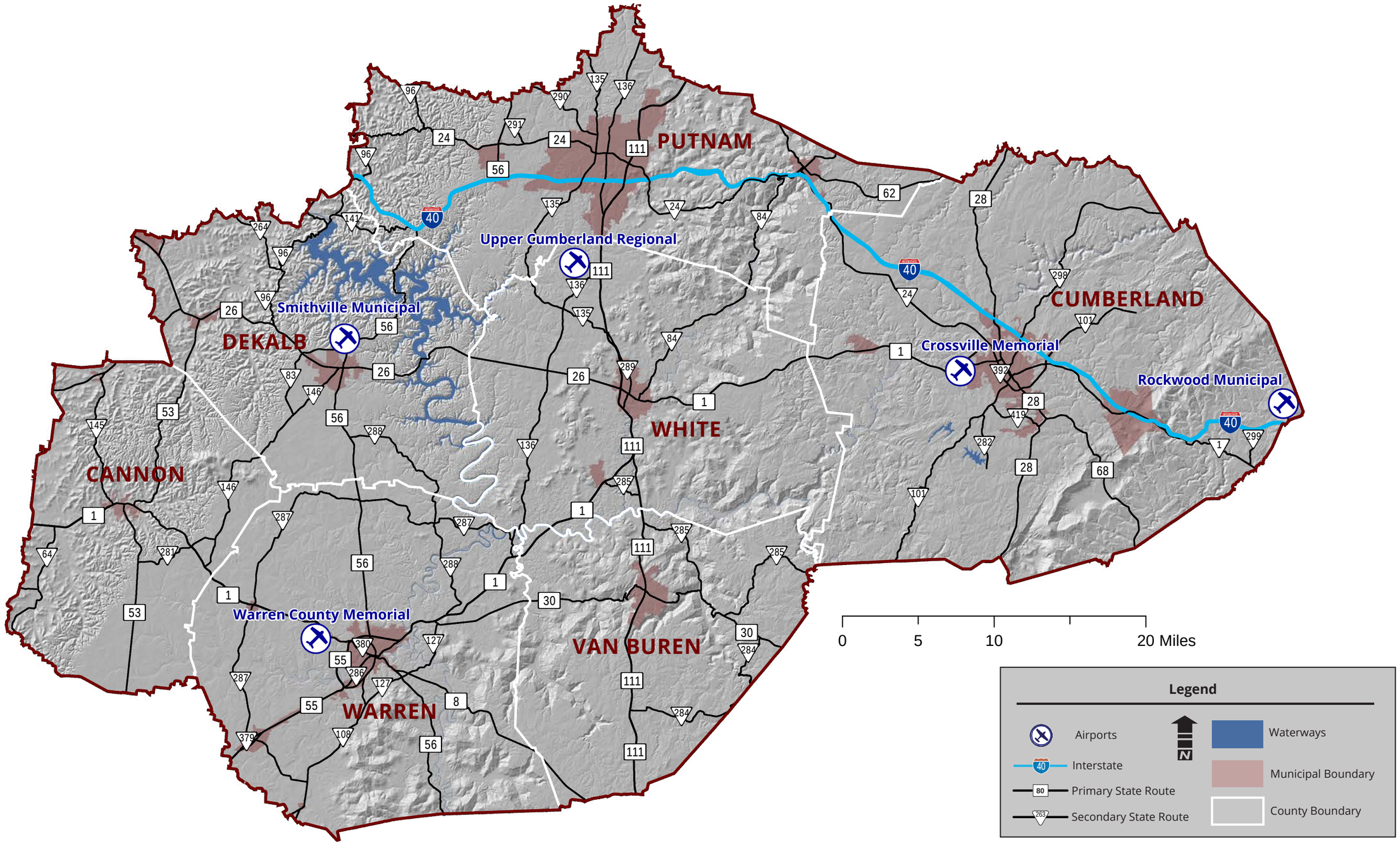
From left to right: Cumberland County, McMinnville, Crossville

Bridges

There is a total of 840 bridges in the Center Hill RPO. The most bridges are in Putnam County (170 bridges), Warren County (162), Cannon County (161 bridges) and Cumberland County (138). DeKalb County has 99 bridges, White County has 72 bridges and Van Buren County has 38 bridges. Out of all bridges there are 45 structurally deficient within the Center Hill RPO. Currently, 10 of these bridges are state-owned, and 34 are locally-owned. The construction dates of these bridges range from 1920 to 2007. TDOT monitors all bridges within the state through a process that inspects every bridge on a two year cycle. The Sufficiency Rating, a major factor in bridge monitoring, is an overall rating of a bridge's fitness based upon inspections that examine structural evaluation, structural deficiency, structural soundness, functional obsolescence, and essentiality to the public. "Structural deficiency" or "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.

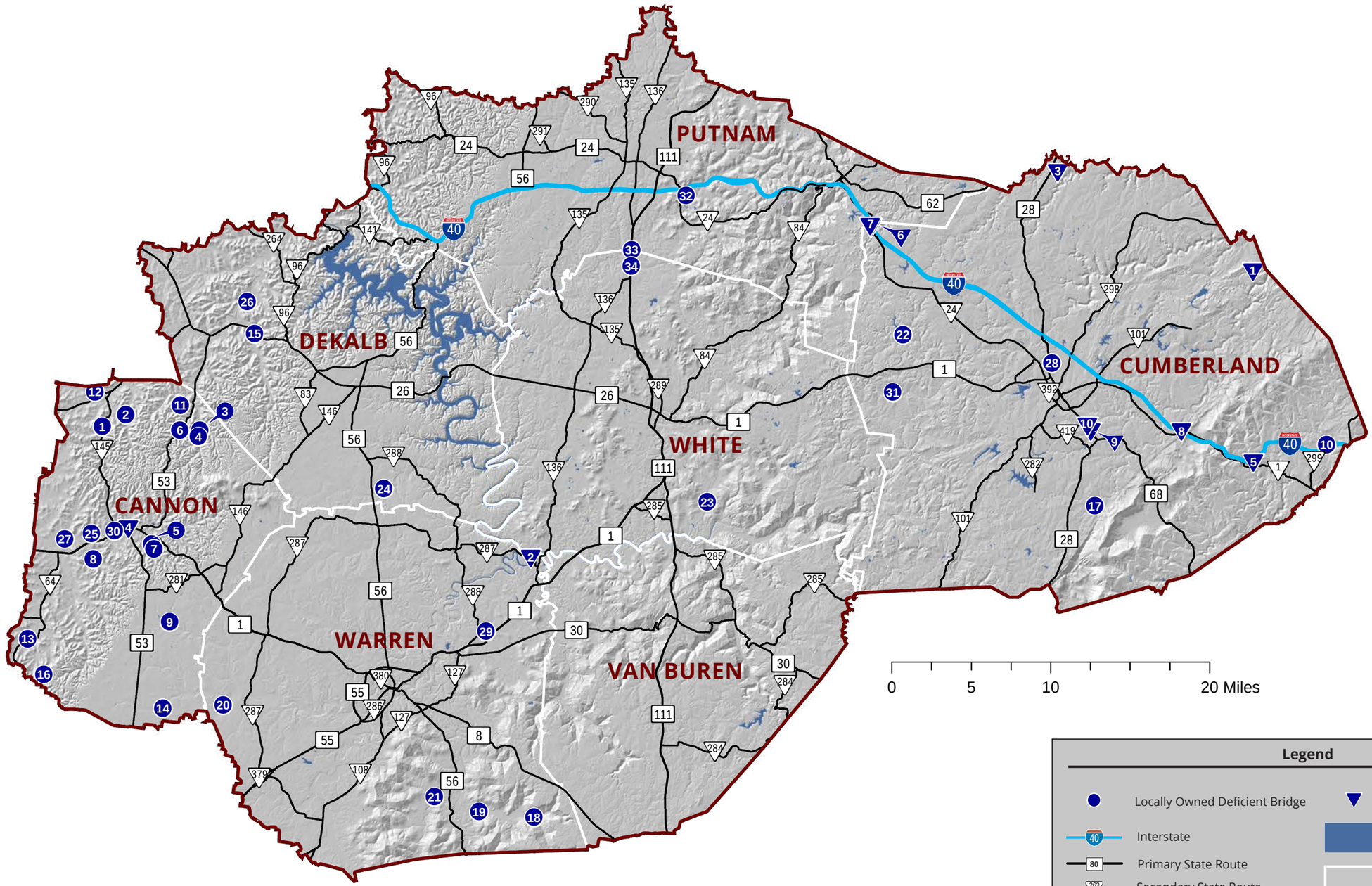
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Center Hill Airports



Map 3.1

Center Hill Structurally Deficient Bridges



Map 3.2

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State Owned Structurally Deficient Highway Bridges

Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	180A153001	CUMBERLAND	0A153	DADDY'S CREEK (CWMA)	3-Feb-20	1950	15.9
2	89SR287001	WARREN	SR287	COLLINS RIVER	13-May-19	1986	46.6
3	18SR028001	CUMBERLAND	SR028	CLEAR CREEK	22-Mar-18	1952	40.5
4	08SR001001	CANNON	SR001	EAST FORK STONES RIVER	28-Jan-19	1924	32.5
5	18SR001001	CUMBERLAND	SR001	FALL CREEK	3-Feb-20	1926	38.4
6	18I0040001	CUMBERLAND	I0040	SR 24	29-Oct-19	1963	50.3
7	18I0040001	CUMBERLAND	I0040	SR 24	29-Oct-19	1963	83.0
8	18I0040001	CUMBERLAND	I0040	SR 1	16-Oct-19	1966	49.3
9	18SR028001	CUMBERLAND	SR028	BYRDS CREEK	15-Mar-18	1961	32.9
10	18SR028001	CUMBERLAND	SR028	THREE MILE CREEK	15-Mar-18	1962	36.0

Table 3.1

Locally Owned Structurally Deficient Highway Bridges

Label #	Bridge ID	County	Route	Feature Intersected	Inspection Date	Year Built	Sufficiency Rating
1	080A009001	CANNON	0A009	SANDERS FORK CREEK	12-Mar-19	1965	45.3
2	080A293001	CANNON	0A293	HURRICANE CREEK	13-May-19	1965	28.2
3	080A332001	CANNON	0A332	WILMOUTH CREEK	13-May-19	1950	22.4
4	080A331001	CANNON	0A331	WILMOUTH CREEK	13-May-19	1950	34.4
5	080A383001	CANNON	0A383	HILL CREEK	6-May-19	1960	21.0
6	080A090001	CANNON	0A090	CONNELL CREEK	4-Apr-19	1920	35.4
7	080A463001	CANNON	0A463	HILL CREEK	6-May-19	1950	20.9
8	080A413001	CANNON	0A413	HOLLIS CREEK	8-May-19	1940	19.6
9	080A141001	CANNON	0A141	BULL PEN CREEK	3-Apr-19	1920	39.1
10	1801203001	CUMBERLAND	01203	PINEY CREEK	2-May-18	1978	49.9
11	080A059001	CANNON	0A059	BLAIR CREEK	4-Apr-19	1992	19.1
12	080A021001	CANNON	0A021	MARSHALL CREEK	12-Mar-19	1950	48.5
13	080A184001	CANNON	0A184	DUG BRANCH	4-Apr-19	1930	53.4
14	080A155001	CANNON	0A155	DUKE CREEK	3-Apr-19	1950	43.4
15	210A330001	DEKALB	0A330	DRY CREEK	12-Dec-19	1922	25.7
16	080A181001	CANNON	0A181	BRAWLEYS FORK CREEK	4-Apr-19	1960	21.0
17	1802174001	CUMBERLAND	02174	DADDY'S CREEK	7-May-18	1958	36.1
18	8902138001	WARREN	02138	SPRING CREEK	23-Apr-19	1930	2.0
19	8902138001	WARREN	02138	HILLS CREEK	24-Apr-19	1961	15.3
20	8901114001	WARREN	01114	N. PRONG BARREN FORK RIVER	3-Apr-19	1977	50.2
21	8900928001	WARREN	00928	BIG HAYES CREEK	22-Apr-19	1950	17.3
22	1802289001	CUMBERLAND	02289	DUNCAN CREEK	8-May-18	1940	21.2
23	9301159001	WHITE	01159	HICKORY VALLEY BRANCH	19-Feb-20	1952	46.7
24	210A263001	DEKALB	0A263	SINK CREEK	6-Nov-19	1993	89.0
25	0801376001	CANNON	01376	BRANCH	4-Mar-19	1924	48.9
26	210A013001	DEKALB	0A013	SMITH FORK CREEK	20-Nov-19	2007	64.0
27	0801376001	CANNON	01376	LOCKE CREEK	4-Mar-19	1920	47.2
28	1804523001	CUMBERLAND	04523	LITTLE OBED RIVER	22-May-19	1956	68.8
29	890A855001	WARREN	0A855	MUD CREEK	20-Mar-19	1924	44.9
30	0801376001	CANNON	01376	RUSH CREEK	4-Mar-19	1924	50.1
31	1802202001	CUMBERLAND	02202	POKEPATCH CREEK	3-May-18	1965	68.9
32	710A707001	PUTNAM	0A707	FALLING WATER RIVER	25-Sep-18	1975	15.8
33	930A966001	WHITE	0A966	FALLING WATER RIVER	6-Feb-20	1935	36.9
34	930A966001	WHITE	0A966	POST OAK CREEK	20-Feb-18	1942	48.7

Table 3.2

Roadway Analysis

Functional Classification

According to the Federal Highway Administration, "Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification and those include: 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 3 main classification types. These are Arterials (Principal and Minor), Collectors (Major and Minor), and Local."

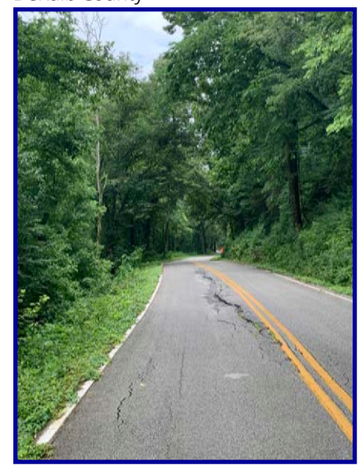
In Tennessee, there are over 28,862 miles of roads classified as interstate, arterial, or collector. 75% of total roadway miles are in rural areas, while 25% are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics, one of which is Vehicle-Miles-Traveled (VMT). VMT is a measurement illustrating the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of land use and transportation connection, emissions, and overall travel patterns within a region. On a most basic level, reviewing the number of Daily Vehicle-Miles-Travelled (DVMT) on each roadway by functional classification shows the amount of traffic experienced on each type of facility.

Center Hill Functional Classification

Functional Class	Roadway Length (Miles)	DVMT
Interstate	73.15	2,539,217
Principal Arterial	159.09	224,500
Minor Arterial	305.85	1,565,672
Major Collector	438.89	1,468,947
Minor Collector	724.12	460,574
Local	4,165.34	1,583,337
Total	**5,866.44**	**8,755,569**

Table 3.3

DeKalb County



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

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

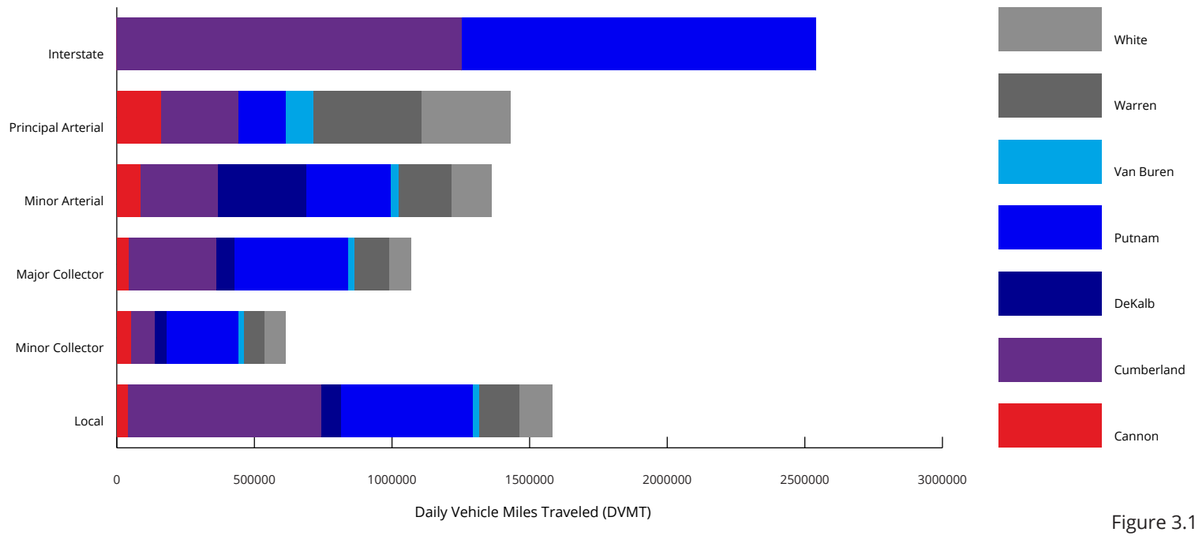


Figure 3.1

In the review of the existing functional class of roadways for the Center Hill RPO using the 2013 guidance document, numerous changes were proposed in the region. These changes are occurrences where the current functional class of a roadways does not meet the FHWA guidelines for a valid network. The changes in the Center Hill RPO are largely due to the following:

1 New Urban Boundary Guidance: The 2013 guidance states that the functional class of a route should not change at the boundary of urban and rural areas, but instead at a logical termini such as an intersection. TDOT is currently working with local planning partners in the Center Hill RPO to ensure that functional class changes are due to an actual change in function instead of at an urban boundary.

2 Change in AADT: Recommendations to upgrade or downgrade the functional classification of an existing roadways may occur if there is a change in the Annual Average Daily Traffic (AADT). A change in traffic volume may occur due to land use changes, traffic controls, or roadway construction. Traffic volume is considered with the purpose of the road to determine the functional classification.

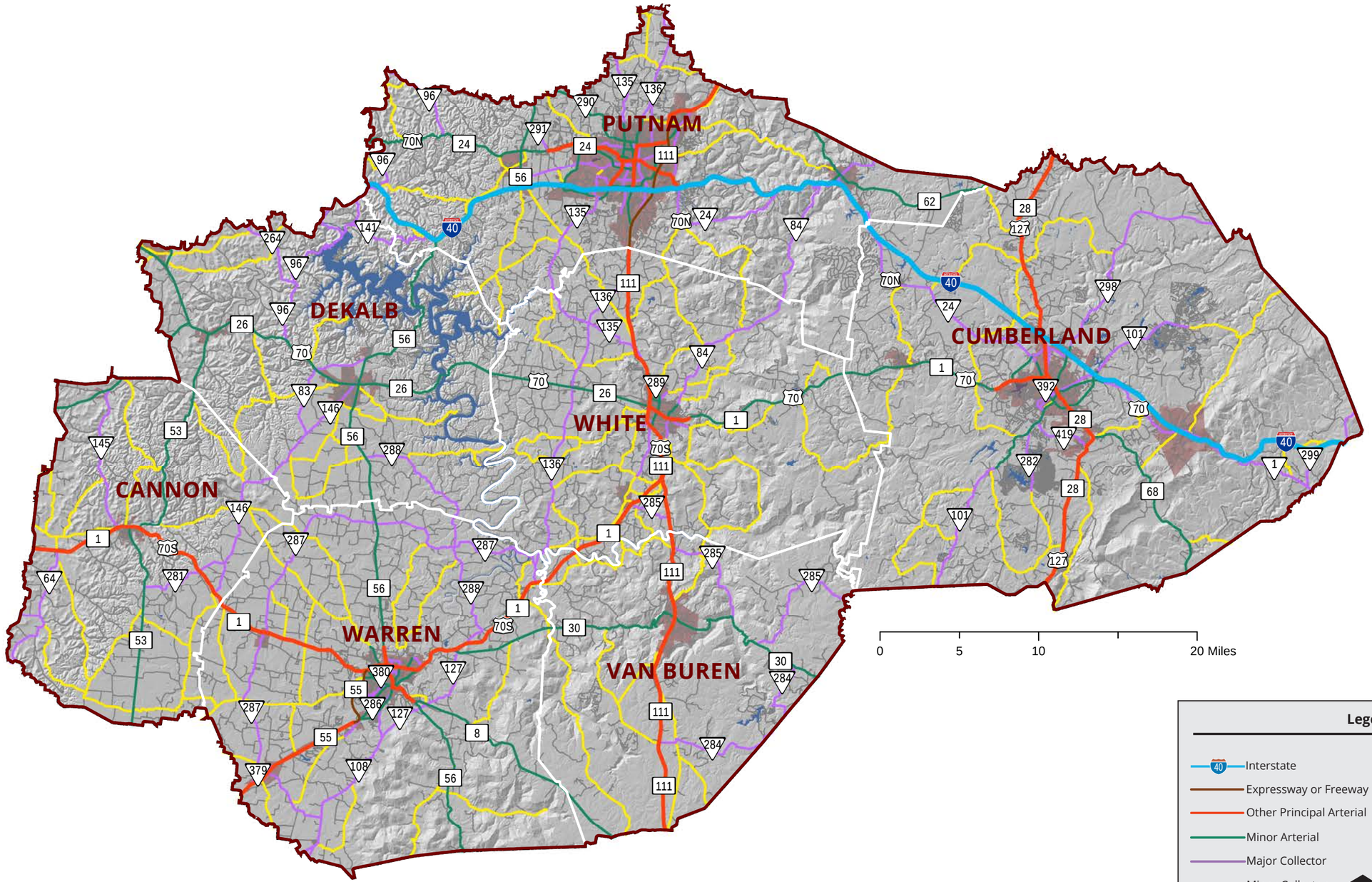
3 Improved System Connectivity: The functional class of a route may change in order to improve connectivity of the roadway system. For example, adding newly constructed or extended roadways to the network can affect the classification of connecting or nearby roadways. A change in the access and/or mobility function of a road can lead to a change in the functional classification.

4 Local Jurisdictional Request: City and counties may initiate requests to change the functional classification of roadways under their jurisdiction due to changes in transportation network and/or land use patterns. TDOT works collaboratively with local planning partners to assess whether roadways are properly classified and to accurately document any changes.



Spencer

Center Hill Functional Classification



Map 3.3

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Traffic Volume Analysis



Smithville

The planning area contains many arterial roadways, as well as a small portion of Interstate. As population and the presence of industry increase and decrease, the amount of traffic on these roads is expected to reflect these changes. This section of the plan focuses on the analysis of traffic volumes in the Center Hill RPO. The datasets referred to in this section include 2002, 2007, and 2017 Annual Average Daily Traffic (AADT), and percent changes between those years. The data and information shared in this portion of the plan were provided by TDOT's Enhanced Tennessee Roadway Information Management System (E-Trims). The traffic volumes are also analyzed in conjunction with 2010 Census data (U.S. Census Bureau). The AADT maps on pages 30 to 37 indicate locations of the traffic count stations in each county, as well as the percent change of traffic volumes. Due to the variations of traffic percentages within each county, the scale provided in the legend for each individual map is different; however, the color symbology has the same meaning from map to map. Blue represents a significant decrease, yellow represents a moderate increase or decrease, and red represents a significant increase. Within the RPO, it should be noted that areas with substantial increases in traffic volumes should be closely monitored for potential current and future capacity issues.

Cannon County:
Large traffic increases occurred on Bradyville Rd (56.94 – 125.43 percent), Auburntown Rd. (60.88 percent), W. Main St. (68.98 percent), McMinnville Hwy. (58.68 percent), Jim Cummings Hwy. (56.81 - 120.56 percent), Ivy Bluff Rd./ Jacksboro Tr.(49.15 percent) between 2007 and 2017.

Steep traffic decreased occurred on Doolittle Rd. (-25.97 percent), Short Mountain Rd. (89.99 percent), Pleasant View Rd. (37.66 percent), Pea Ridge Rd. (46.22 percent), 0A006 (92.28 percent).

Cumberland County:
Cumberland County experienced some large traffic increases. These occurred on P.O.W. Camp Rd./ Pomona Rd. (35.20 percent), Lantana Rd. (45.58 percent), Potato Farm Rd. (20.52 percent), and Market St. (22.51 percent) from 2007 to 2017.

Major traffic decreases were on low-volume roads such as Browntown Rd. (57.03 percent), Hebbertsburg Rd. (39.82 percent), and Midway Rd. (30.34 percent). Notable traffic decreases occurred on several higher volume roads. On Elmore Rd. traffic decreased from 18,030 to 13,919 AADT. Peavine Rd. (from Old Peavine Rd. to I-40), experienced a 18.78 percent decrease from an AADT of 17,755 (2007) to 14,421 (2017). On N. Main St. traffic decreased from 26,122 to 18,760 AADT (28.18 percent). Other main roads with traffic decreases include Lantana Rd. (20.49 to 65.10 percent), and US-70 E. (37.46 percent).

DeKalb County:
A couple low traffic volume roads had traffic increases such as Lower Helton Rd. (63.58 percent), Dale Ridge R./ Wolf Creek Rd. (46.67 percent), and Austin Bottom Rd. (31.89 percent).

Several roads experienced steep traffic decreases, mostly minor roads. For example, Dale Ridge Rd. (28.67 percent), Dry Creek Rd. (35.03 percent), Hooper Rd./ Vaughn Ln. (41.40 percent), Buffalo Valley Rd. (32.06), and N. College St. (33.01 percent) had traffic decreases from 2007 to 2017.

Putnam County:
From 2007 to 2017 most roads in Putnam County experienced traffic increases. Several roads had large traffic increases, including Burgess Falls Rd had an increase of 22.77 percent, Ditty Rd. 24.01 percent, E. Broad St./ Buck Mountain Rd. 34.90 percent, Smithville Hwy. 46.04 percent, Bufalo Valley Rd. 24.16 percent, Gainsboro Grade/ W. 12th St. 28.32 percent, W. Jackson St. 24.12 percent, Fairground St./ E. Veterans Dr. 34.25 percent and Crescent Dr./ W. 9th St. 32.81 percent. Some major highways experienced significant traffic increases such as State Hwy. 111 ranging between 20.79 and 26.57 percent, W. 12th St. (33.78 percent)

Some roads with large traffic decrease between 2007 and 2017 were N. Dixie Ave. (32.05 percent decrease), E. Spring St./ Monterey Hwy./ S. Holly St. (24.67 percent decrease), and Old Baxter Rd. (47.56 percent decrease).

Van Buren County:
Van Burren County has some low-volume roads which had significant traffic increases between 2007 and 2017 such as State Hwy. 8 (30.46 percent increase), Archie Rhinehart Pkwy. (184.54 percent increase), McElroy Ford Rd. (37.33 percent increase), Sparkman Rd. (76.53 percent increase), and Brockdell Rd. (90.28 percent increase).

Traffic decreases occurred on low-volume roads such as, Baker Mountain Rd. (23.20 percent decrease), Lemont Rd./ Lemont & Yates Mtn. Rd. (39.09 percent decrease), and College St. (31.25 percent decrease). State Hwy. 11 has sections with traffic decreases: section 14: 29.27 percent decrease and section 29: 28.18 percent decrease.

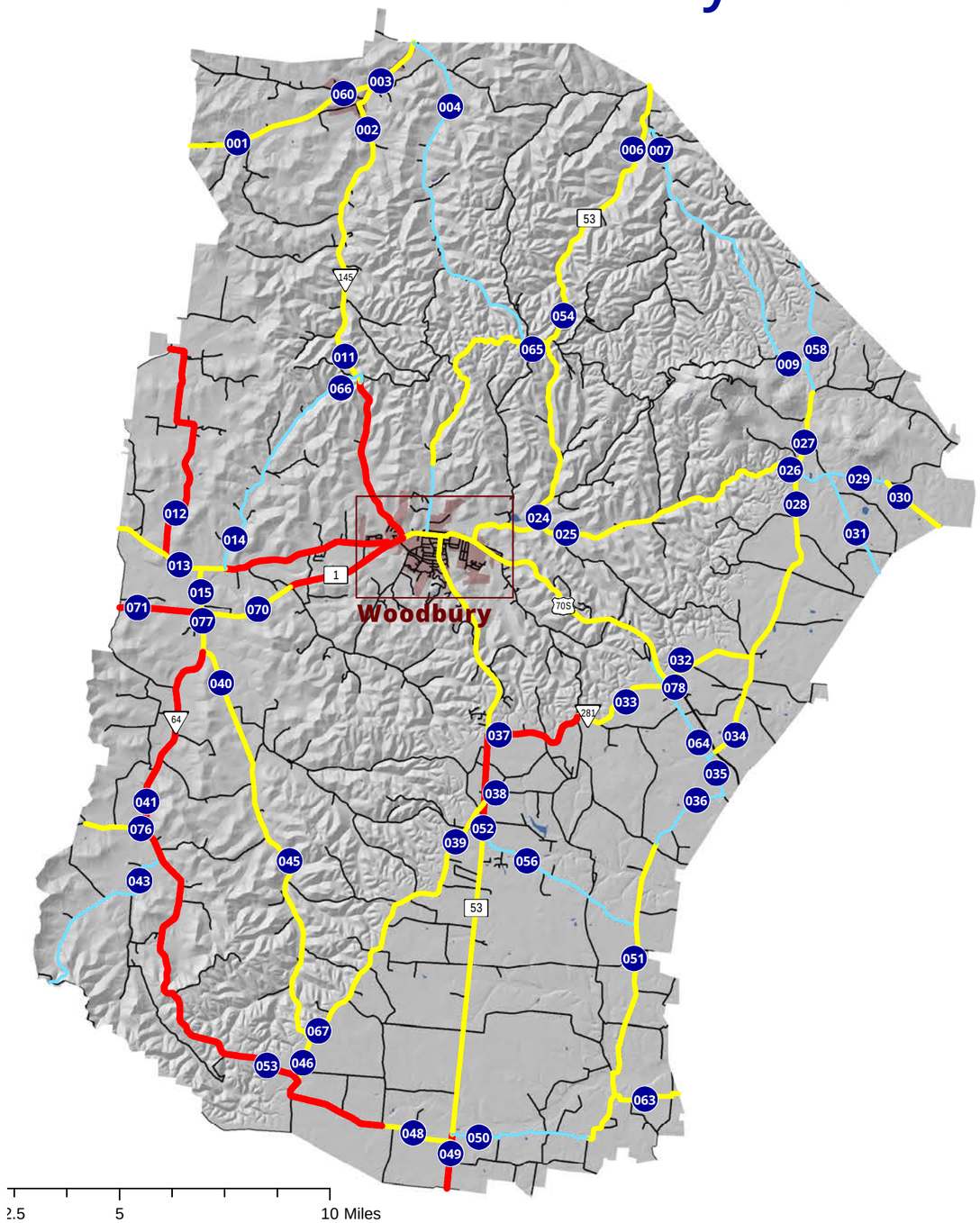
Warren County:
In Warren County are some roads that had significant traffic volume increases between 2007 and 2017 such as, Old Well Rd. (23.88 percent increase), Shady Grove Rd. (24.48 percent increase), E. Main St./ Sparta St. (23.93 percent increase), Vervilla Rd. (20.50 percent increase), E. Colville Rd. (23.73 percent increase), Red Rd. (48.87 percent increase), and Francis Ferry Rd. (23.13 percent increase).

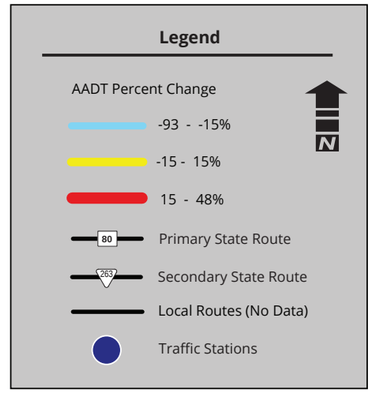
Several roads had large traffic decreases. Main St. had a significant traffic decrease from 4,867 in 2007 to 806 in 2017. Cadillac Ln. had a traffic decrease of 20.00 percent, Old Smithville Rd. 23.36 percent, S. Mill St./ King Rd. 32.68 percent, Northcutt Cove Rd. 22.88 percent, Manchester Hwy. 20.59 percent, E. Moreford St. 32.04 percent, Morrison St. 27.54 percent, Reed Hill Rd. 36.53 percent, and E. Maple St. 25.47 percent.

White County:
In White County traffic increases occurred on most roads, including Old Kentucky Rd. (23.53 – 24.47 percent increase), S. Young St./ Hickory Valley Rd. (48.20 percent increase), Gaines St./ Country Club Rd. (35.36 percent increase), McMinnville Hwy. (20.94 percent increase), Memorial Hwy. (24.74 percent increase). Several minor roads had large traffic increases, such as Burgess Falls Rd. (51.86 percent), W. Bethlehem Rd./ E. Bethlehem Rd. (35.36 percent), Board Valley Rd. (60.65 percent), Doran Rd./ Charlie Hickey Rd. (22.01 percent), Blue Springs Rd.(22.80 percent), Fred Hill Rd. (30.66 percent).

A traffic decrease was on W. Bockman Way, traffic decreased from 16,822 AADT in 2007 to 13,111 AADT in 2017. Other traffic decreases occurred on mostly minor roads such as Sullivan Knowles Rd. (24.92 percent decrease), Bunker Hill Rd./ Old Cookeville Rd. (39.06 percent decrease), Roberts-Matthews Hwy. (-24.86 percent decrease).

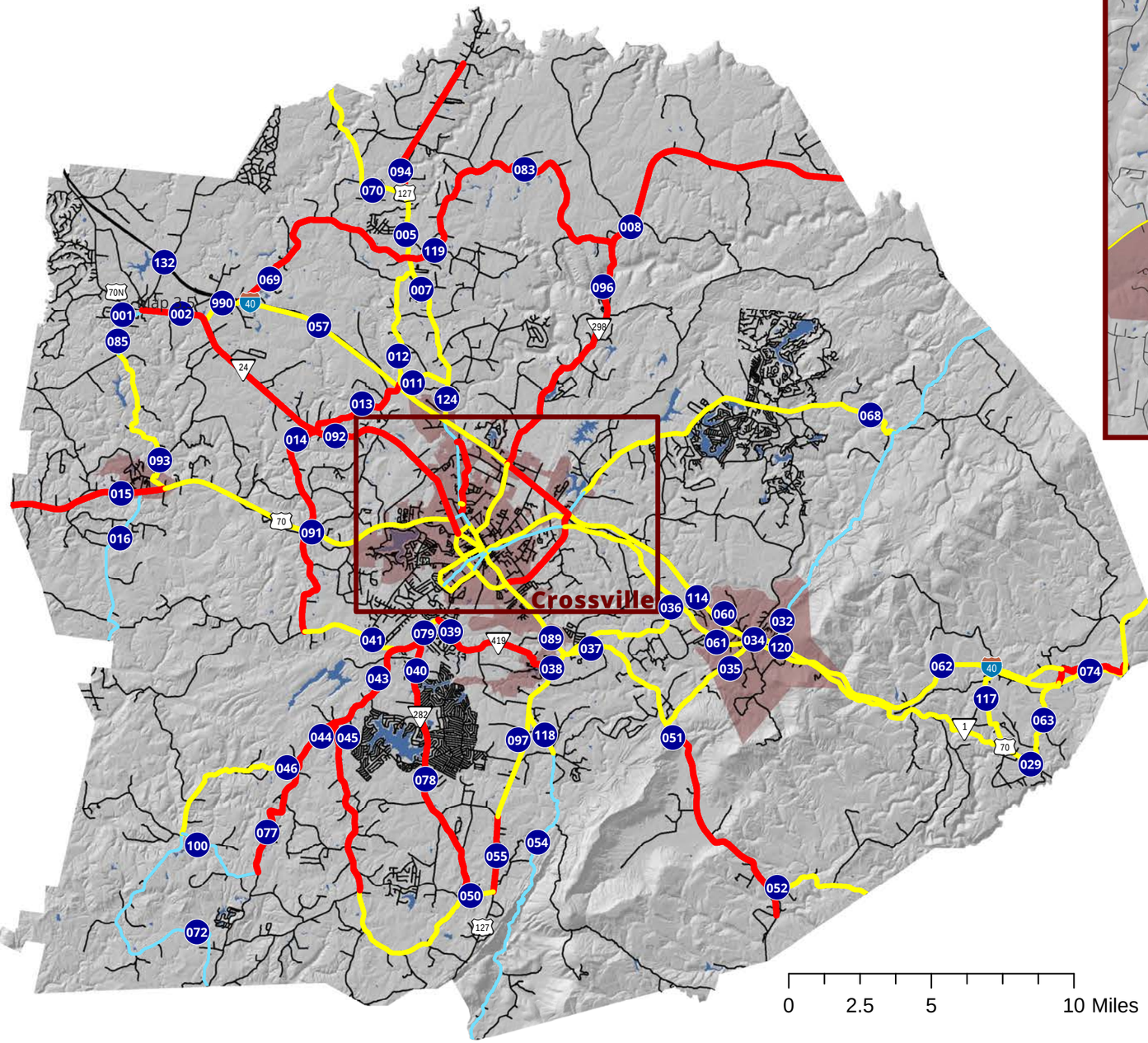
Cannon County AADT Percent Change 2007 - 2017

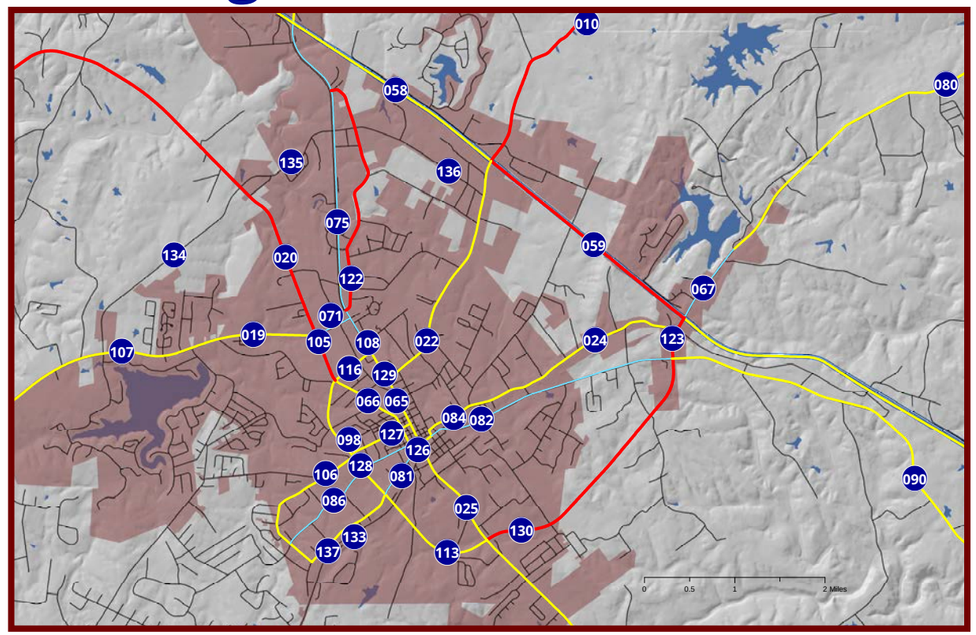




Map 3.4

Cumberland County AADT Percent Change 2007 - 2017





Legend

AADT Percent Change

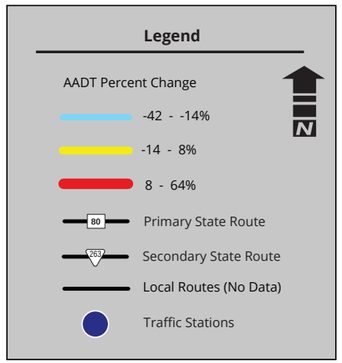
- -66 - -19%
- -19 - 7%
- 7 - 49%
- Primary State Route
- Secondary State Route
- Local Routes (No Data)
- Traffic Stations

N

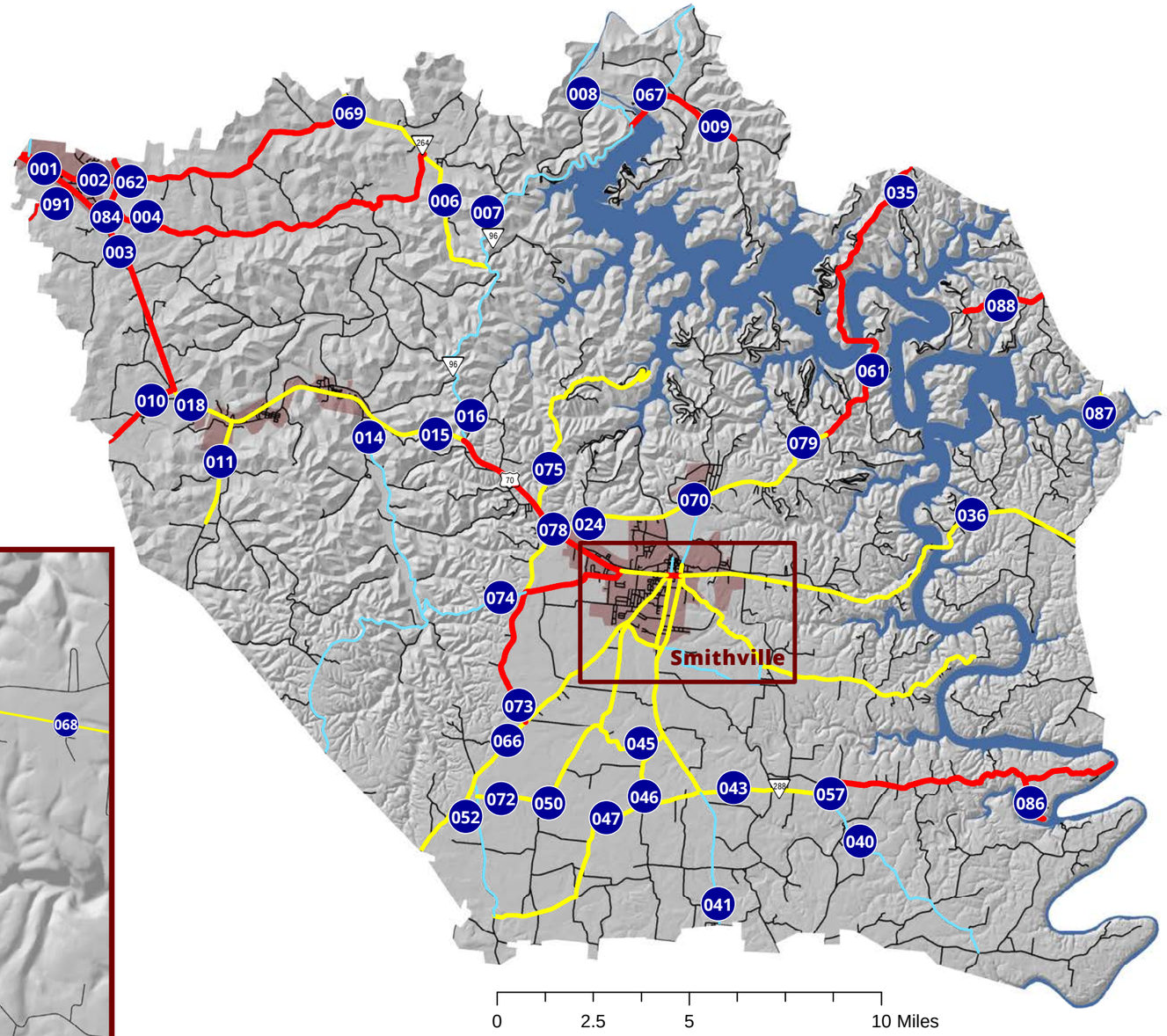
Map 3.5

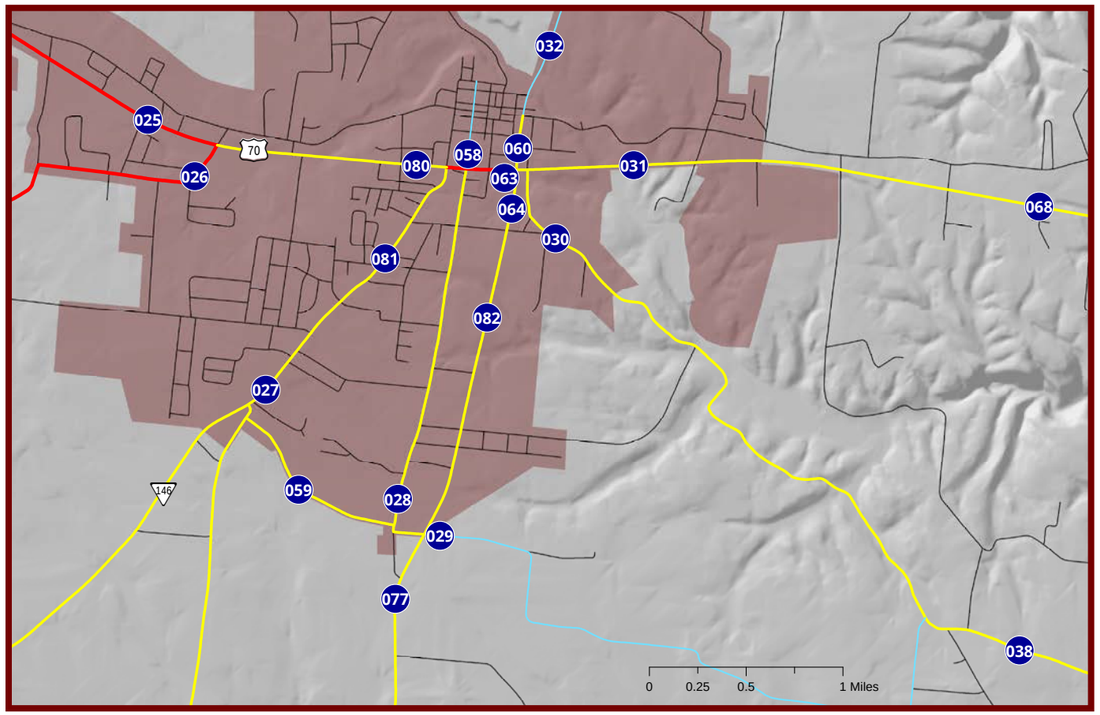
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DeKalb County AADT Percent Change 2007 - 2017

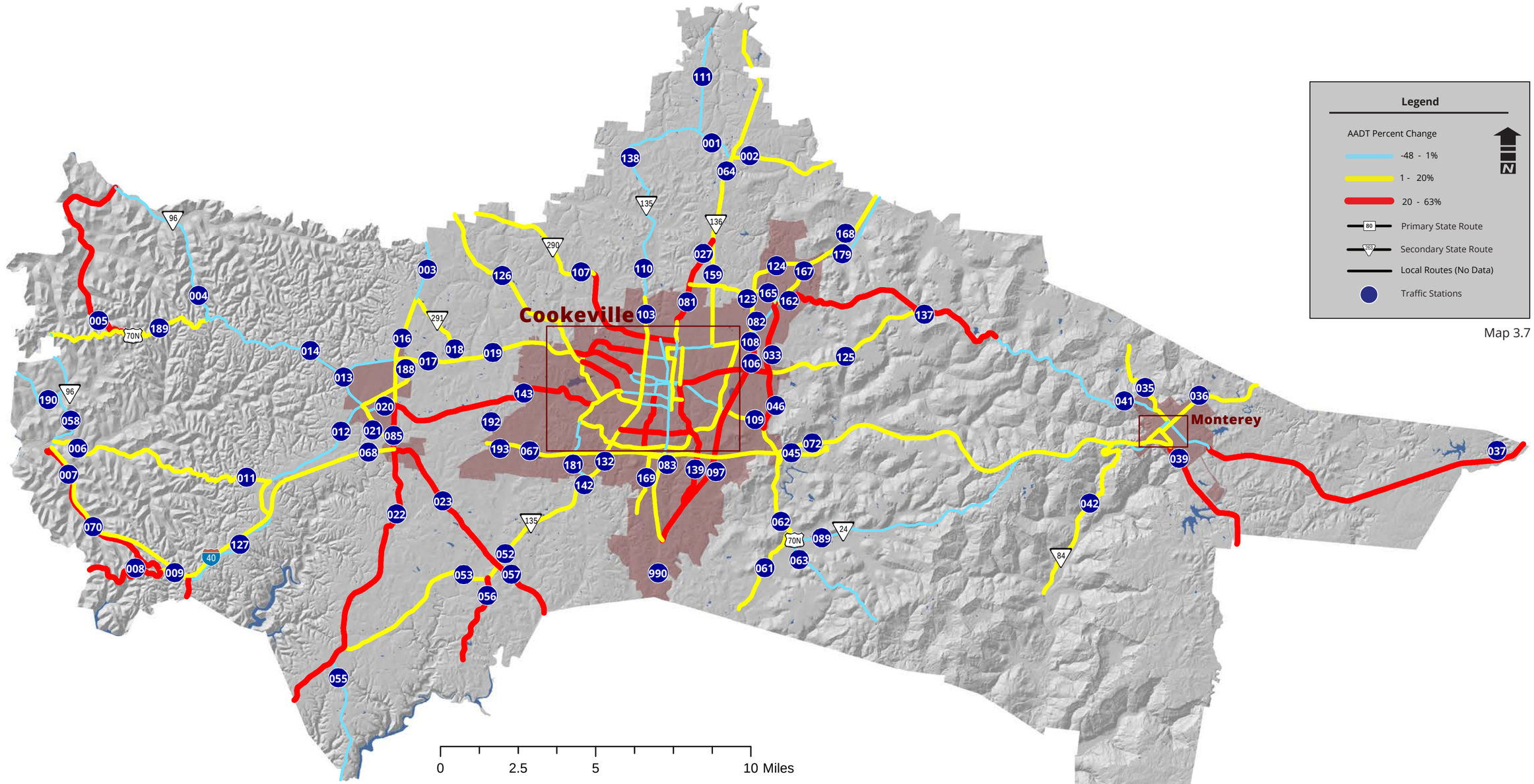


Map 3.6



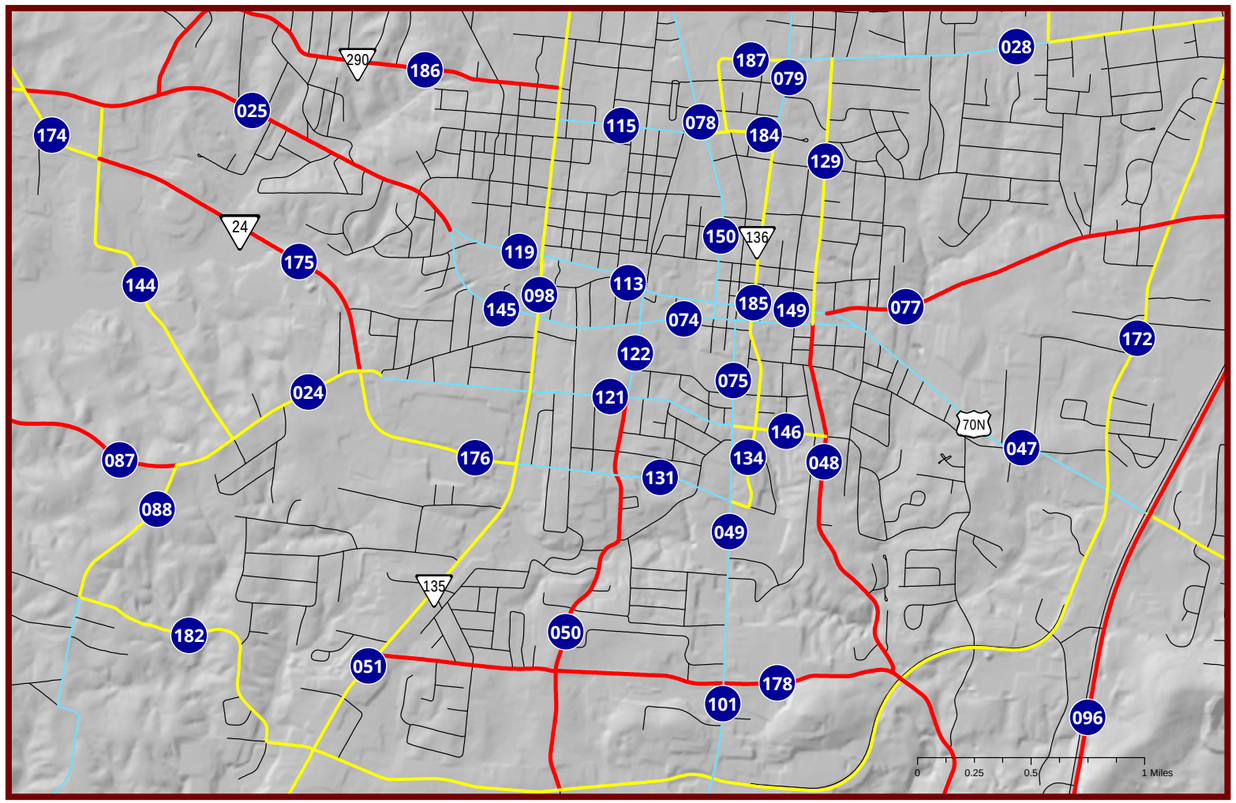


Putnam County AADT Percent Change 2007 - 2017



Map 3.7

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Cookeville

Legend

AADT Percent Change

-48 - 1%

1 - 20%

20 - 63%

80 Primary State Route

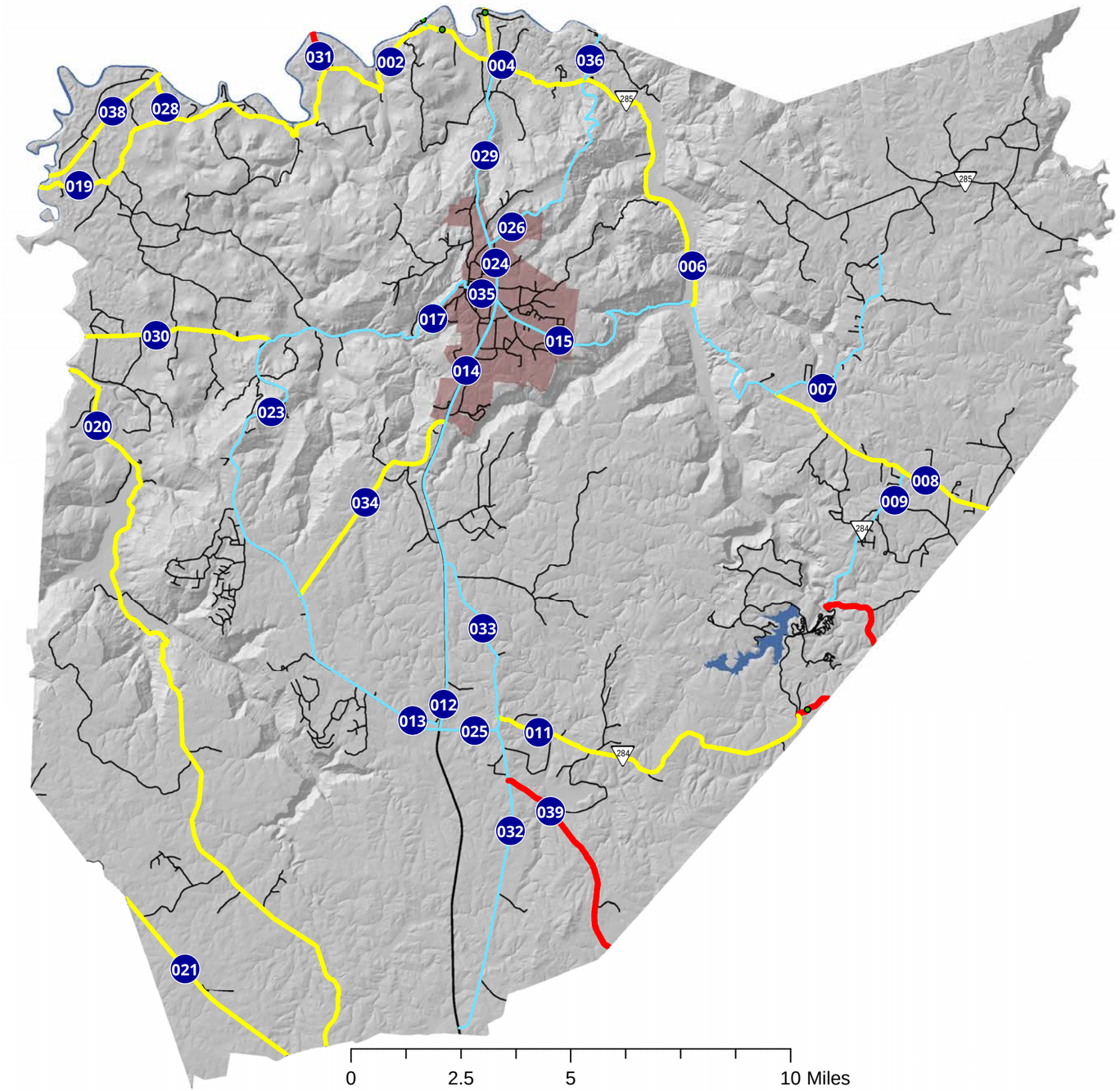
253 Secondary State Route

Local Routes (No Data)

Traffic Stations

Monterey

Van Buren County AADT Percent Change 2007 - 2017



Legend

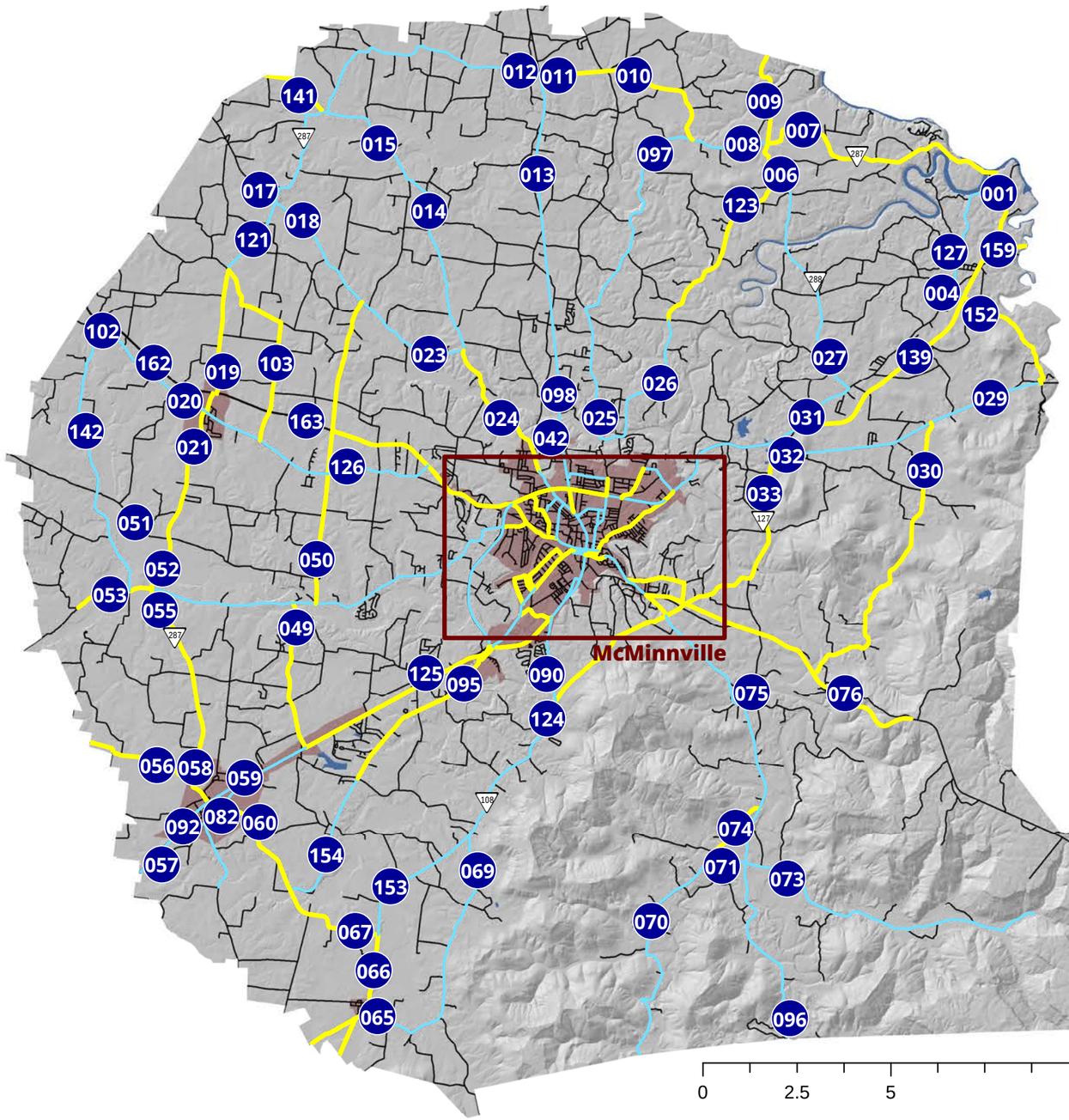
AADT Percent Change

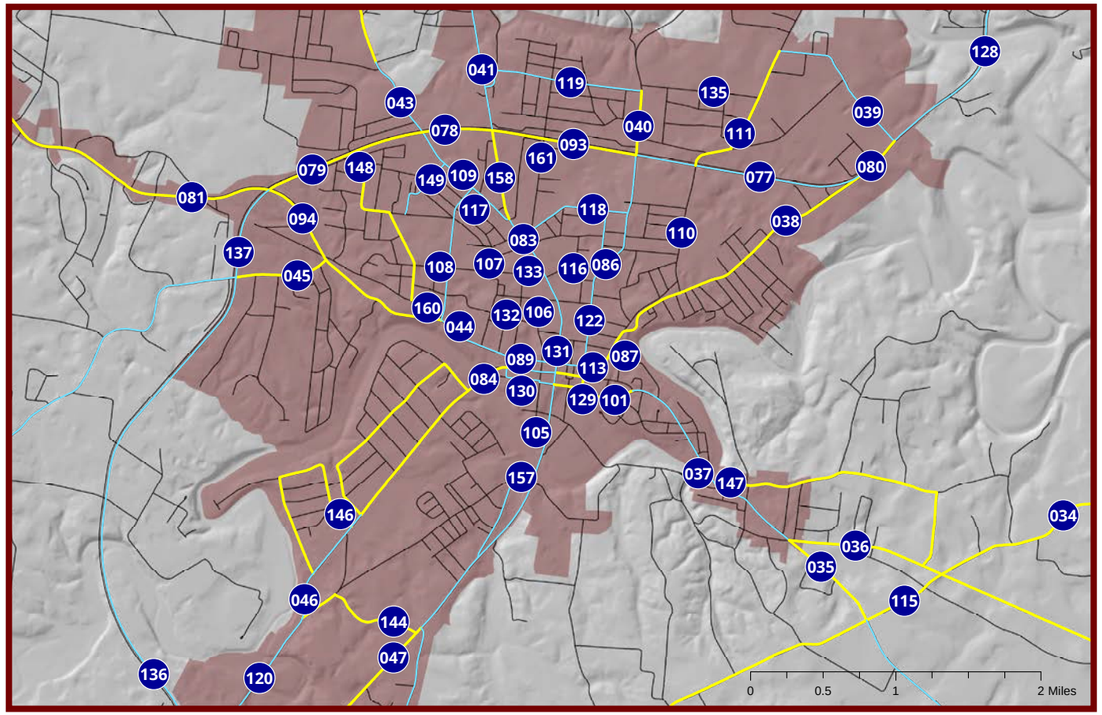
- -40 - -4%
- -4 - 37%
- 37 - 185%
- Primary State Route (80)
- Secondary State Route (263)
- Local Routes (No Data)
- Traffic Stations
- MPO Boundary

N

Map 3.8

Warren County AADT Percent Change 2007 - 2017





Legend

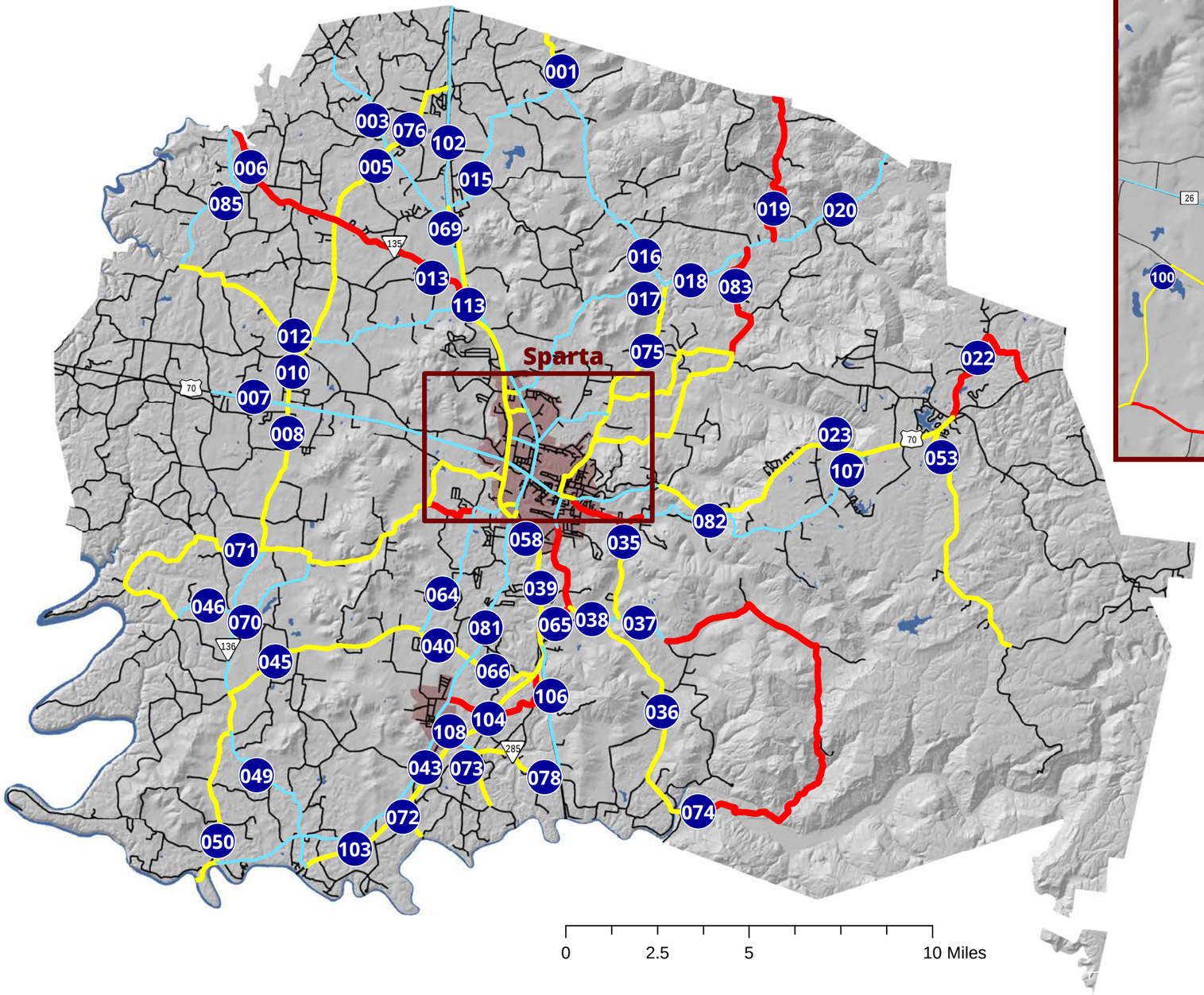
AADT Percent Change

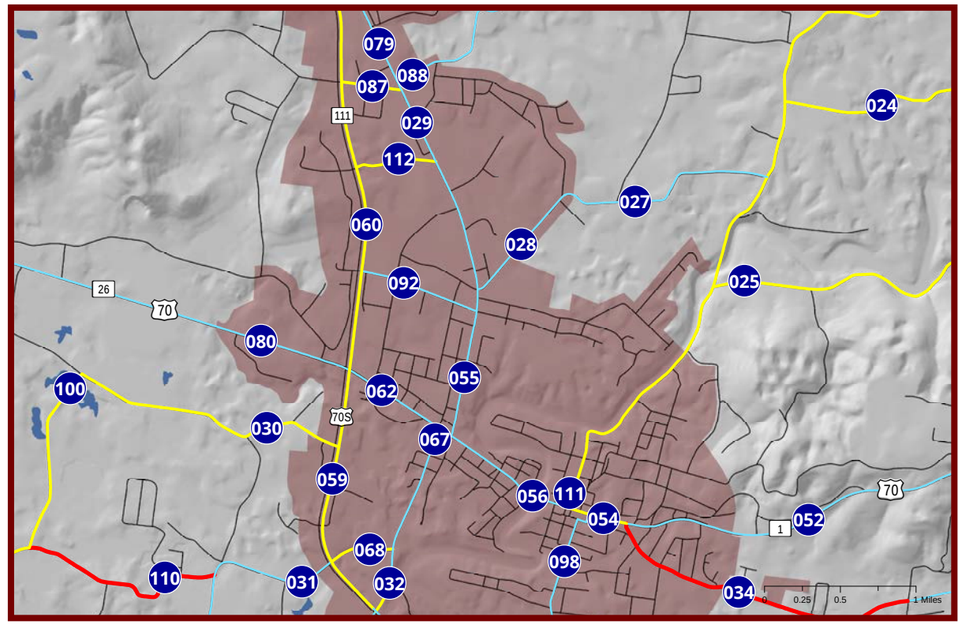
- -84 - -1%
- -1 - 51%
- 51 - 269%
- Primary State Route
- Secondary State Route
- Local Routes (No Data)
- Traffic Stations
- MPO Boundary

N

Map 3.9

White County AADT Percent Change 2007 - 2017





Legend

AADT Percent Change

- -40 - -2%
- -2 - 31%
- 31 - 74%
- 80 Primary State Route
- 263 Secondary State Route
- Local Routes (No Data)
- Traffic Stations

N

Map 3.10

Volume / Capacity Ratio Analysis

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

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

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

Cannon County
The V/C Ratios in 2010 indicates that there are minimal roadway segments raising capacity concerns presently. Portions of W. Main Street in Woodbury currently indicate V/C Ratios above 0.40, which are the highest in Cannon County.

When compared with the 2040 V/C Ratios, Cannon County is projected to experience slightly elevated V/C Ratios; however, very few segments are anticipated to exceed the 0.50 threshold. Several portions of W. Main Street in Woodbury are likely to surpass the 0.50 threshold in 2040.

Cumberland County
2010 V/C Ratios indicate that there are a few roadway segments experiencing capacity issues currently. A potion of Miller Avenue currently has the county's highest V/C Ratio of 0.97, which is very close to indicating congested conditions. Several other segments exceed the 0.50 threshold currently, including portions of West Avenue, Sparta Highway, N. Main Street, Elmore Road, and Old Jamestown Highway. On a broader corridor level, no corridors exceed the 0.50 threshold in 2010.

2040 V/C Ratio projections indicate increases in capacity concerns across the system, with a small portion now exceeding the 1.00 threshold, indicating congested conditions. Two segments of Miller Avenue in Crossville exceed 1.00, with projected V/C Ratios of 1.23 and 1.07. On a broader corridor level, Old Jamestown Highway is anticipated to reach a Weighted V/C Ratio of 0.53**.**

DeKalb County
According to the 2010 V/C Ratios, there are minimal roadway segments raising capacity concerns presently. In Smithville, E. Broad Street between N. Congress Boulevard and S. Bright Hill Street currently exhibits the county's highest V/C Ratio of 0.40.

By 2040, however, V/C Ratios consistently rise across the county's roadway network. A portion of E. Broad Street in Smithville is the only segment projected to reach a 0.50 V/C Ratio.

Putnam County:
2010 V/C Ratios indicate that there are a few intersections or segments experiencing capacity constraints. Presently, Interstate Drive between S. Willow Avenue and Humble Drive has a V/C Ratio of 1.30; S. Willow Avenue at W. Spring Street exhibits a 1.02 V/C Ratio. Because both roadway segments' V/C Ratios exceed 1.00, they are likely experiencing congested conditions currently. On a broader corridor level, Foreman Drive and Bill Smith Road have the highest Corridor V/C Ratios in the Center Hill RPO, at 0.56 and 0.53, respectively.

2040 projections estimate that Putnam County will experience growing capacity concerns across the roadway network. Segments of Interstate Drive, N. Willow Avenue, W. Spring Street, S. Dixie Avenue, Buffalo Valley Road, S. Maple Avenue, and E. 12th Street are projected to have V/C Ratios exceeding 1.00 in 2040, indicating congested conditions. On a broader corridor level, several corridors are projected to exceed the 0.50 threshold by 2040; these include Foreman Drive (0.82), Bill Smith Road (0.75), N. Willow Avenue (0.61), E. 10th Street (0.53), and Interstate Drive (0.51).

Van Buren County:
2010 V/C Ratios indicate that no roadway segments are presently raising capacity issues. Portions of State Highway 111 exhibit Van Buren County's highest V/C Ratios, at 0.19. This is significantly below the thresholds of concern.

By 2040, V/C Ratios are projected to remain relatively unchanged. State Highway 111 at Pine Grove Road is expected to see the county's highest V/C Ratio, at 0.30.

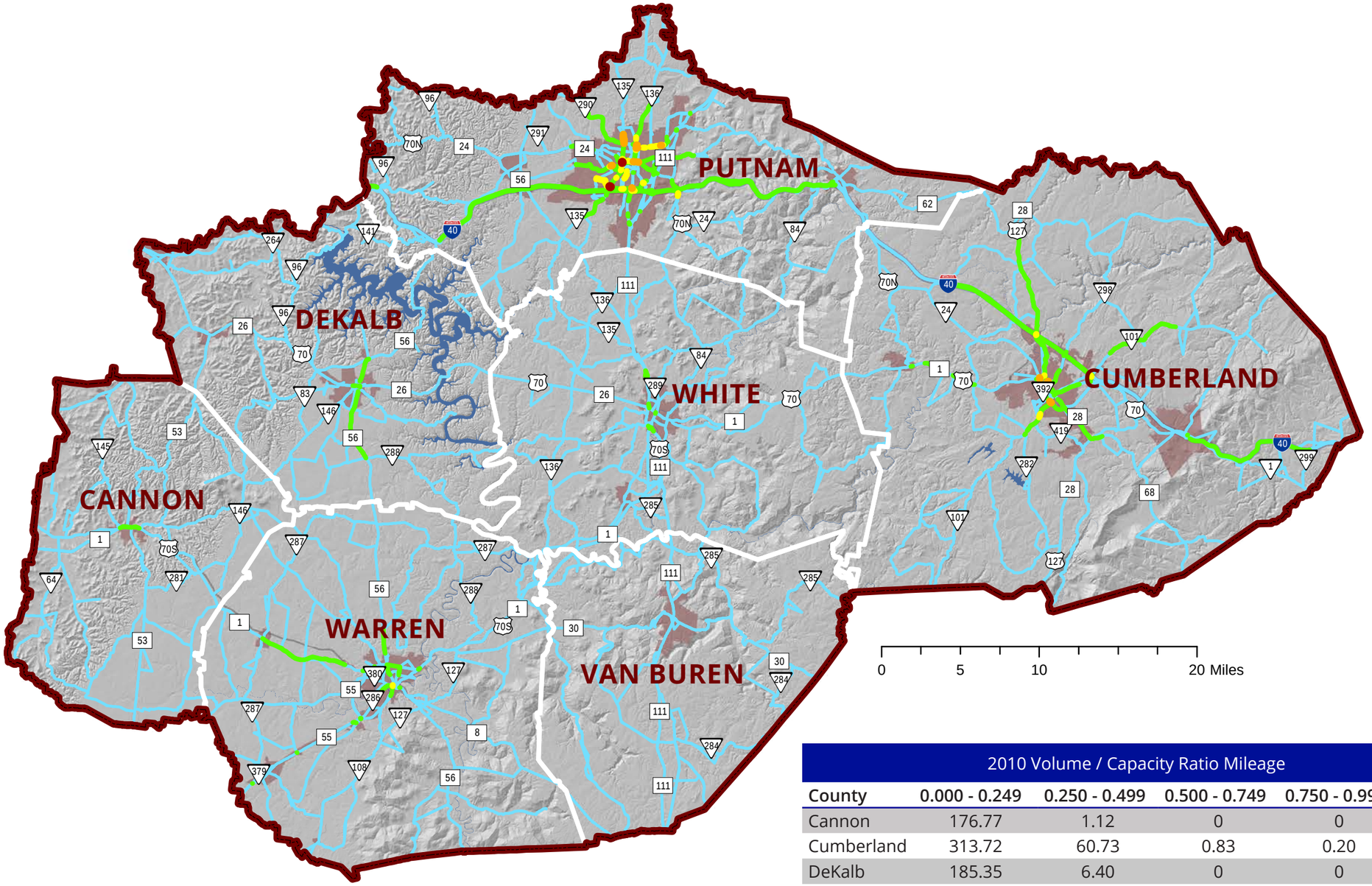
Warren County:
2010 V/C Ratios indicate that very few areas are possibly experiencing roadway capacity issues presently. In McMinnville, N. Chancery Street between W. Main Street and W. Morford Street has the county's highest V/C Ratio of 0.54.

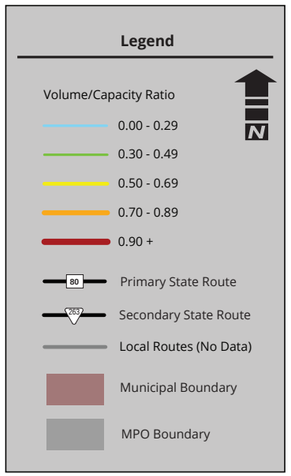
In 2040, V/C Ratios across the county remain comparatively stable. Portions of N. Chancery Street and Morrison Street are anticipated to have V/C Ratios slightly above 0.50 in 2040; while this is not indicative of congested conditions yet, it is worth being aware of for the future.

White County:
According to the 2010 V/C Ratios, there are minimal roadway segments raising capacity concerns presently. A few roadway segments in the northern portion of Sparta currently have V/C Ratios exceeding 0.30, but that is significantly below the thresholds of concern.

In 2040, it is projected that White County will experience minor increases in capacity concerns; however, no segments are anticipated to reach or exceed the 0.50 threshold. The ramp connecting TN-111 and W. Bockman Way, as well as part of Mayberry Street in Sparta are projected to have the county's highest V/C Ratios in 2040, at 0.43 and 0.41, respectively.

Center Hill Volume / Capacity Ratio - 2010



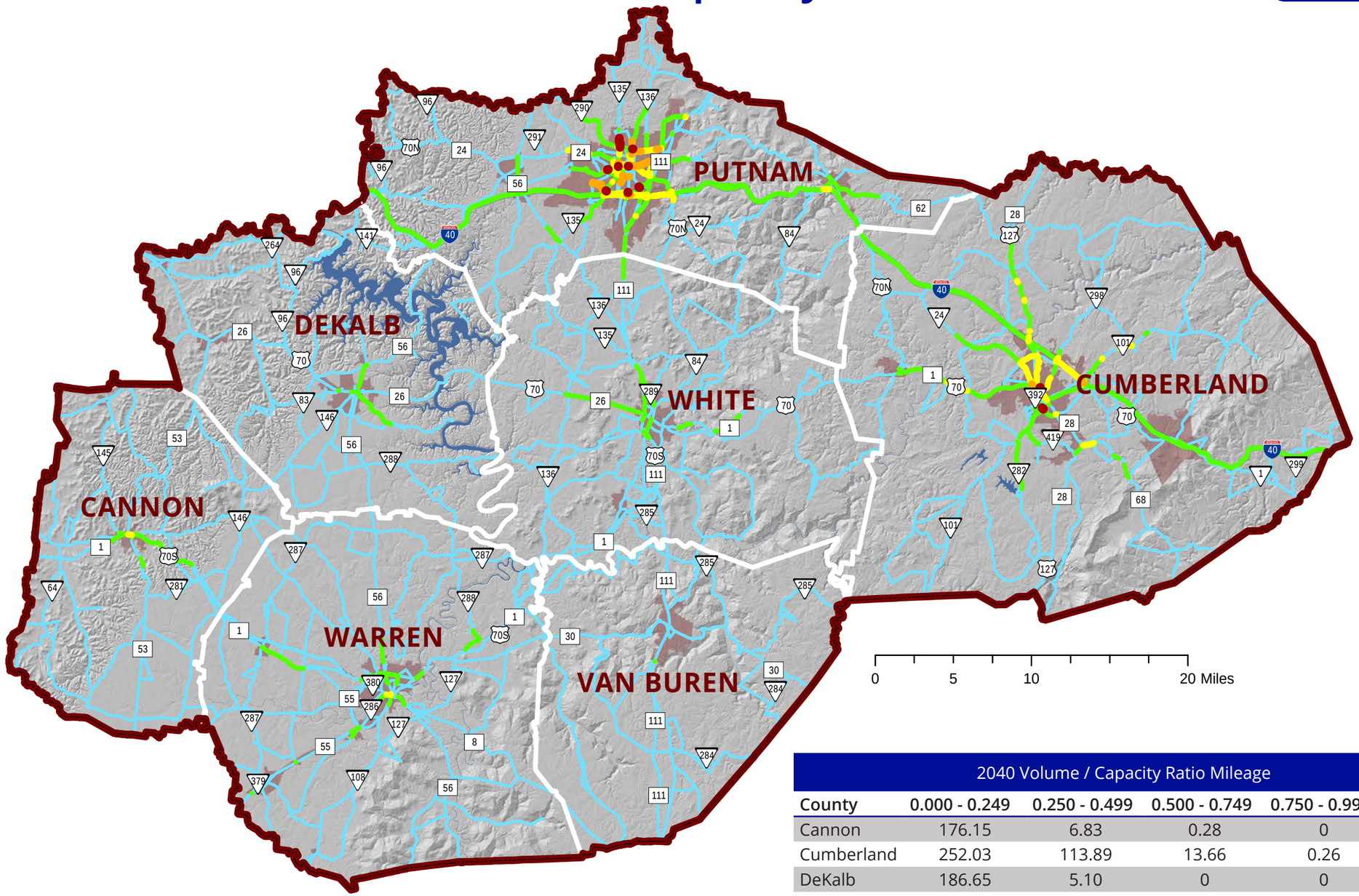


Map 3.11

2010 Volume / Capacity Ratio Mileage					
County	**0.000 - 0.249**	**0.250 - 0.499**	**0.500 - 0.749**	**0.750 - 0.999**	**1.000+**
Cannon	176.77	1.12	0	0	0
Cumberland	313.72	60.73	0.83	0.20	0
DeKalb	185.35	6.40	0	0	0
Putnam	311.48	93.77	5.80	1.15	0.06
Van Buren	147.17	0	0	0	0
Warren	307.56	11.41	0.06	0	0
White	283.60	2.05	0	0	0

Table 3.4

Center Hill Volume / Capacity Ratio - 2040



Legend

Volume/Capacity Ratio
- 0.00 - 0.29
- 0.30 - 0.49
- 0.50 - 0.69
- 0.70 - 0.89
- 0.90 +

Primary State Route
Secondary State Route
Local Routes (No Data)
Municipal Boundary
MPO Boundary

Map 3.12

2040 Volume / Capacity Ratio Mileage					
County	**0.000 - 0.249**	**0.250 - 0.499**	**0.500 - 0.749**	**0.750 - 0.999**	**1.000+**
Cannon	176.15	6.83	0.28	0	0
Cumberland	252.03	113.89	13.66	0.26	0.13
DeKalb	186.65	5.10	0	0	0
Putnam	260.34	124.55	21.44	4.86	1.06
Van Buren	147.17	0.01	0	0	0
Warren	324.31	14.45	0.08	0	0
White	269.31	16.34	0	0	0

Table 3.5

Goods Movement

Overview

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

The Center Hill RPO consists of 7 counties: Cannon, Cumberland, DeKalb, Putnam, Van Buren, Warren, and White. Proximity and access to Nashville and Knoxville via I-40 provides tangible benefits for the region. I-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 west and Knoxville to the east. I-40 also has statewide significance connecting to Memphis and other critical freight corridors such as I-24, I-65, and I-75.

Railroad companies operating in the area include Nashville and Eastern (NERR), Caney Fork & Western (CFWR), and Norfolk Southern (NS). Nashville and Eastern interchanges with CSX in Nashville, TN and extends into Putnam county. Caney Fork & Western interchanges with CSX in Tullahoma, TN and serves Warren and White counties. The Norfolk Southern line interchanges with the main NS line and serves Cumberland county.

Railroads

Cannon County
There are no railroad companies serving Cannon County, therefore there are no railroad crossings in this county.

Cumberland County
There is one railroad company serving Cumberland County – Franklin Industrial Minerals Railroad (FIMX). This line is active and on average runs about 4 daily trips. FIMX has a total of 10 crossings – 4 public at-grade crossings, 2 public grade-separated crossings, and 4 private crossings.

DeKalb County
There are no railroad companies serving DeKalb County, therefore there are no railroad crossings in this county.

Putnam County
There is one railroad company serving Putnam County – Nashville & Eastern Railroad Corp (NERR). This line is active and on average runs about 2 daily trips. NERR has a total of 109 crossings – 70 public at-grade crossings, 8 public grade-separated crossings, and 31 private crossings.



Sparta

Statewide Average Annual Daily Traffic of Single-Unit and Multi-Unit Truck Shares per Functional Class						
Rural System						
Type Trucks	Interstate	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	4.7%	2.3%	3.3%	2.8%	3.0%	1.9%
Multi Unit	28.8%	9.8%	8.0%	4.7%	2.8%	1.1%
Urban System						
Type Trucks	Interstate	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	4.0%	2.8%	2.9%	2.0%	1.7%	1.8%
Multi Unit	17.4%	7.1%	6.3%	2.8%	1.5%	1.0%

Table 3.6

Van Buren County
There are no railroad companies serving Van Buren County, therefore there are no railroad crossings in this county.

Warren County
There is one railroad company serving Warren County – Caney Fork & Western Railroad (CFWR). This line is active and on average runs about 1 daily trip, 5 trips per week. CFWR has a total of 48 crossings – 32 public at-grade crossings, 6 public grade-separated crossings, and 10 private crossings.

White County
There is one railroad company serving White County – Caney Fork & Western Railroad (CFWR). This line is active and on average runs about 1 trip per week. CFWR has a total of 40 crossings – 21 public at-grade crossings, 2 public grade-separated crossings, and 17 private crossings.

Freight Traffic Analysis

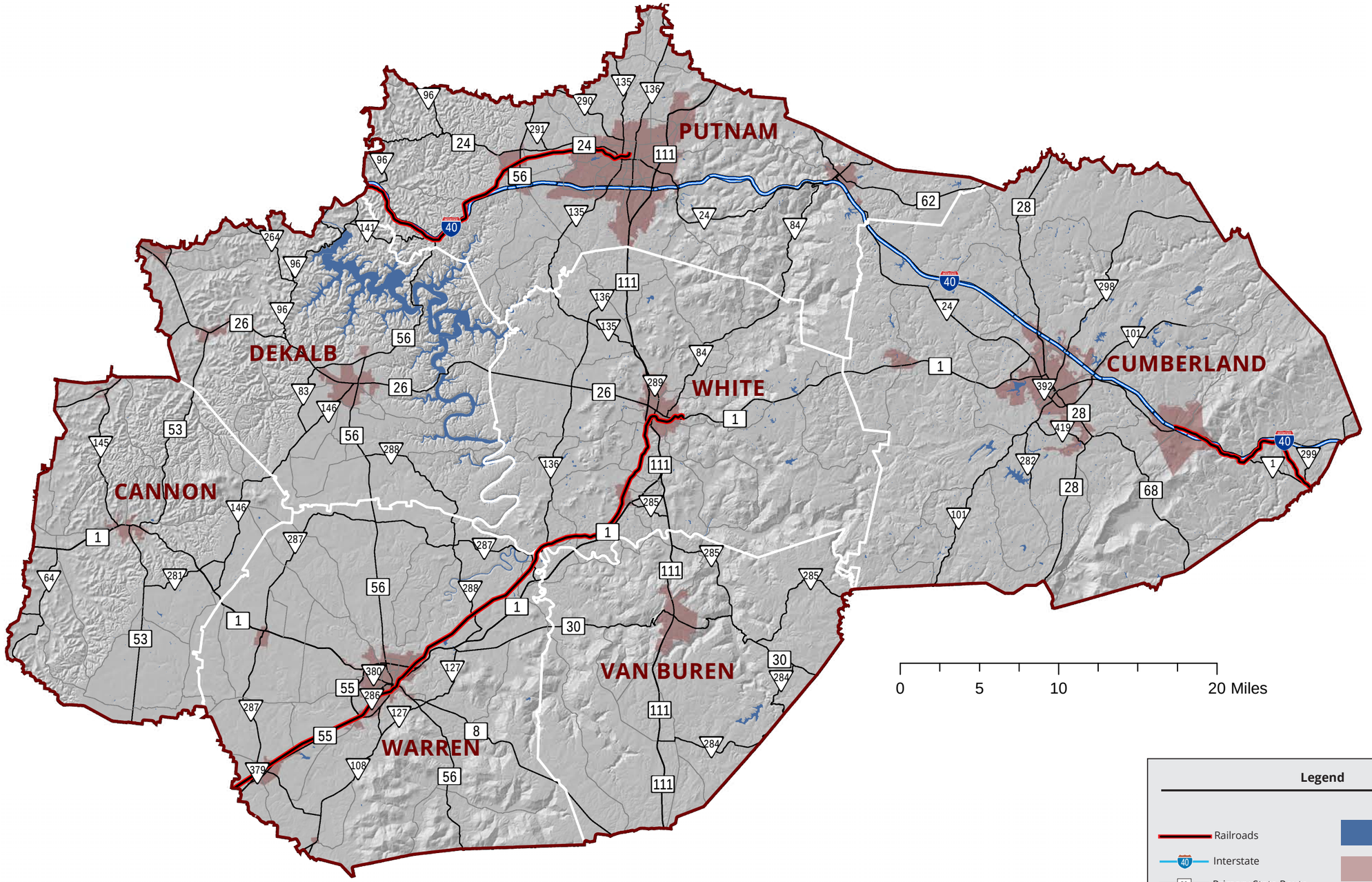
Center Hill RPO has several routes that have high truck volumes. Some examples are SR-1 in Cannon and Warren Counties as well as SR-111 in Putnam, Van Burren, and White Counties. The counties with I-40 situated within their borders have a significant amount of truck traffic passing through.



Baxter

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Center Hill Railroads



Map 3.13

Truck Traffic

Center Hill RPO has several routes that have high truck volumes. Some examples are SR-1 in Cannon and Warren Counties as well as SR-111 in Putnam, Van Burren, and White Counties. The counties with I-40 crossing through them have a significant amount of truck traffic passing through.

In the following paragraphs routes in each county with high truck volumes are mentioned. Truck traffic volumes in each county are compared to routes in the RPO. Routes that have a higher than statewide average for multi-unit truck volumes are also highlighted. Multi-unit trucks have more than two units, such as a tractor and trailer or freight traffic. The multi-unit truck shares on the traffic are compared to the statewide averages per functional class based on 2016 AADTs.

Cannon County
State Route 1 in the city of Woodbury and west of Woodbury with up to 16,190 AADT has high truck volumes compared to other routes in the RPO. In comparison to state wide averages, Cannon County has lower than average truck traffic volumes.

Cumberland County
There are many routes in Cumberland County that have high truck volumes compared to the rest of routes in the RPO. State Route 1 has truck volumes up to 17,830 AADT, SR-24 has truck volumes of 13,600 AADT on one section, SR-28 has truck volumes up to 21,880 AADT, and SR-101 has truck volumes up to 15,440 AADT. Truck volumes on SR-392 are about double the statewide average as the multi-unit truck share is 8-9 percent.

DeKalb County
State Route 26 in DeKalb County has truck volumes up to 14,980 AADT. The multi-unit truck percentage is 6 percent on SR-26 compared to a statewide average of 3.86 percent. State Route 56 has high truck volumes up to 12,740 AADT.

Putnam County
Several routes in Putnam County have high truck volumes compared to other routes in the RPO. Routes with high truck volumes are: W. Main Street (13,880 AADT), E. 10th Street (16,920 AADT), W. 12th Street (14,090 AADT), Interstate Drive (14,810 AADT), Neal Street (15,680 AADT), W. Jackson Street (15,880 AADT). Very high truck volumes compared to the RPO are on SR-111 (25,310 AADT) and SR-135 (23,730 AADT). State Route 136 has high truck volumes, the multi-unit truck percentage is between 7 and 11 percent compared to a statewide average of 1.90 percent for urban major collectors.

Van Burren County
Van Burren County has low truck volumes compared to other routes in the RPO. State Route 1 has truck volumes of 5,420 AADT. State Route 111 throughout Van Burren County has the highest truck volumes. The multi-unit truck percentage for SR-111 ranges between 9 and 19 percent and is much higher than the statewide average of 7.36 percent for rural principal arterials.

Warren County
In Warren County, SR-1 has truck traffic volumes up to 21,490 AADT and some sections a higher multi-unit truck volumes compared to the state average. State Route 55 has truck AADT up to 15,120 and has multi-unit truck shares of up to 14 percent compared to a 5.21 percent average for urban freeways. State Route 56 has truck AADT's up to 15,790 and more multi-unit trucks (8-12 percent) compared to the state average.

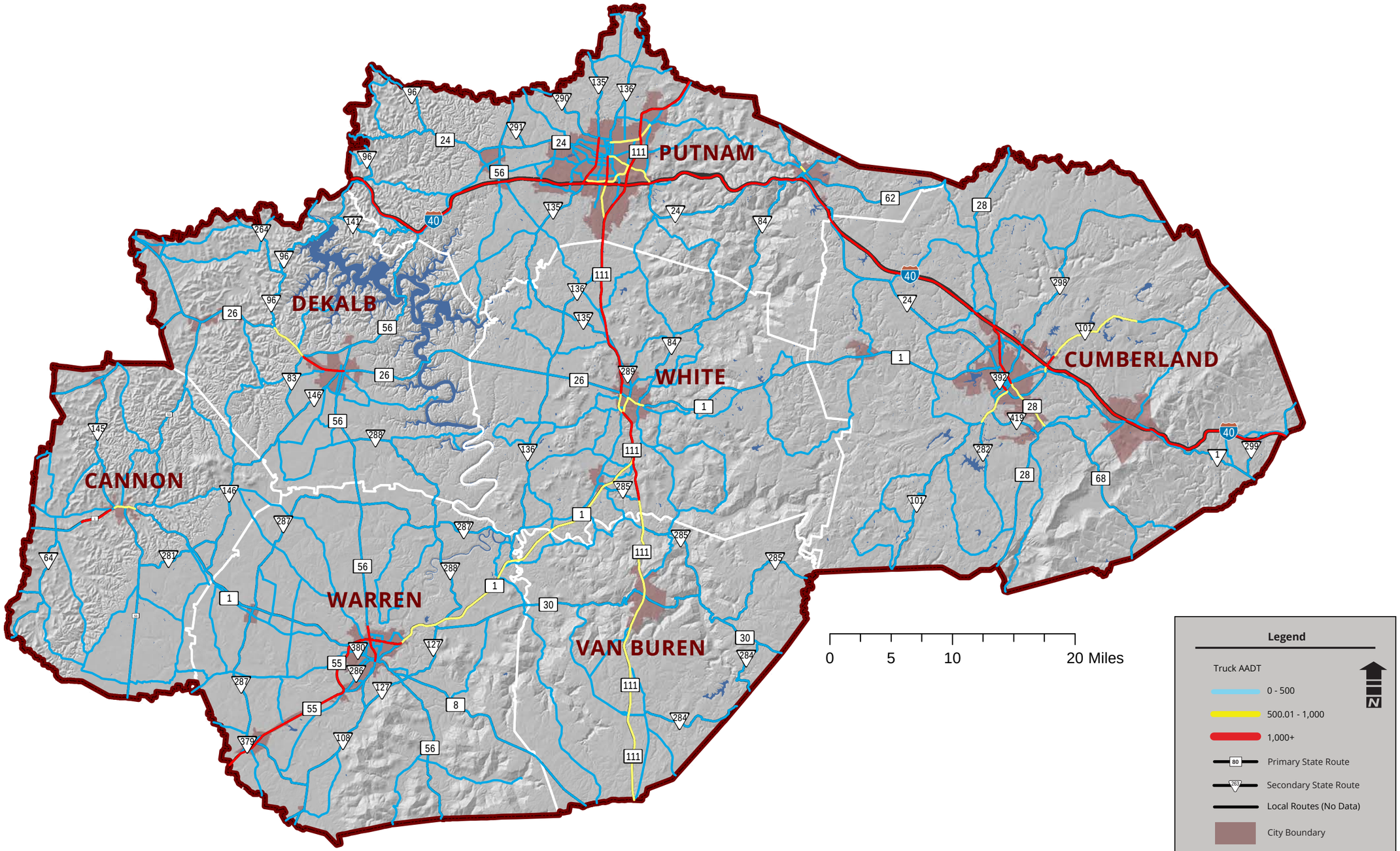
White County
White County has several routes with high truck volumes compared to other routes in the RPO. State Route 1 has truck volumes up to 16,080 AADT, SR-26 has truck volumes up to 14,040 AADT, SR-111 has truck AADT's up to 16,650. State Route 111 has an higher share of multi-unit trucks of up to 15 percent compared to the 7.36 percent statewide average.



Crossville

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Center Hill Truck Annual Average Daily Traffic



Map 3.14

Travel Behavior

Travel Demand Management

Travel Demand Management (TDM) is a general term for strategies that increase overall system efficiency by encouraging a shift from single-occupancy vehicles (SOV) to non-SOV modes, or shifting auto trips to non-peak hours. TDM strategies are designed to reduce auto trips and VMT by increasing the use of alternative travel options through incentives and disseminating information. Examples of TDM strategies include carpooling and vanpooling programs, commuter buses, park and ride lots, and expanded public transit during peak hours.

Changing daily commute habits can seem daunting; however, working closely with employers to provide incentives for taking alternative commuting options can incentivize change. There is no formal ridesharing program administered in the Center Hill RPO. It should be noted there are two park and ride lots within the RPO. They are located along SR-111 off Exit 288 from I-40 and SR-56 off Exit 280 from I-40. It is possible in the foreseeable future for this RPO to have TDM options readily available.

Commuting Patterns

Throughout the Center Hill RPO, the majority of commuting trips end in the same county that they originate in. This trend emerges for each county in the RPO. Therefore, commuting across counties within the RPO is relatively minimal, and is predominately contained within each individual county.

Across the Center Hill RPO, most commuters work in the Education Industry (22.9%), followed by Trade (19.6%) and Manufacturing (18.3%). This trend persists across each individual county, with most commuters working in either the Education, Manufacturing, or Trade Industries as well.

This section indicates the commute flows to counties based on type of workplace categorized by industry. Nearly 76% of RPO residents that work in the Arts and Entertainment industry (also including recreation, accommodation and food services) work in either Putnam or Cumberland counties. Furthermore, 90% of the RPO's residents working in the Trade Industry work in Cumberland, Putnam, Warren, or White Counties.

Across all industries besides the Manufacturing Industry, , the majority of workers that commute to work, travel from the Center Hill RPO to Davidson County, followed by Knox County. In the Manufacturing Industry, most workers commute from the Center Hill RPO to Davidson County, followed by Rutherford County.

The Center Hill RPO's commuting data was compared to Rutherford and Wilson counties. 2,620 Cannon County residents commute to Rutherford County, which is relatively significant when compared to the commuting habits of the rest of the RPO.

ORIGIN \ DESTINATION	Cannon	Cumberland	DeKalb	Putnam	Van Buren	Warren	White	Origin Totals
Cannon	1,845	-	135	4	-	180	-	2,164
Cumberland	-	16,570	-	860	25	-	85	17,540
DeKalb	105	20	4,505	445	-	375	155	5,605
Putnam	-	510	475	26,605	40	245	810	28,685
Van Buren	-	40	70	135	895	370	305	1,815
Warren	130	-	735	160	70	12,320	160	13,575
White	4	245	325	2,315	170	515	5,390	8,964
Destination Totals	2,084	17,385	6,245	30,524	1,200	14,005	6,905	78,348

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

Table 3.7

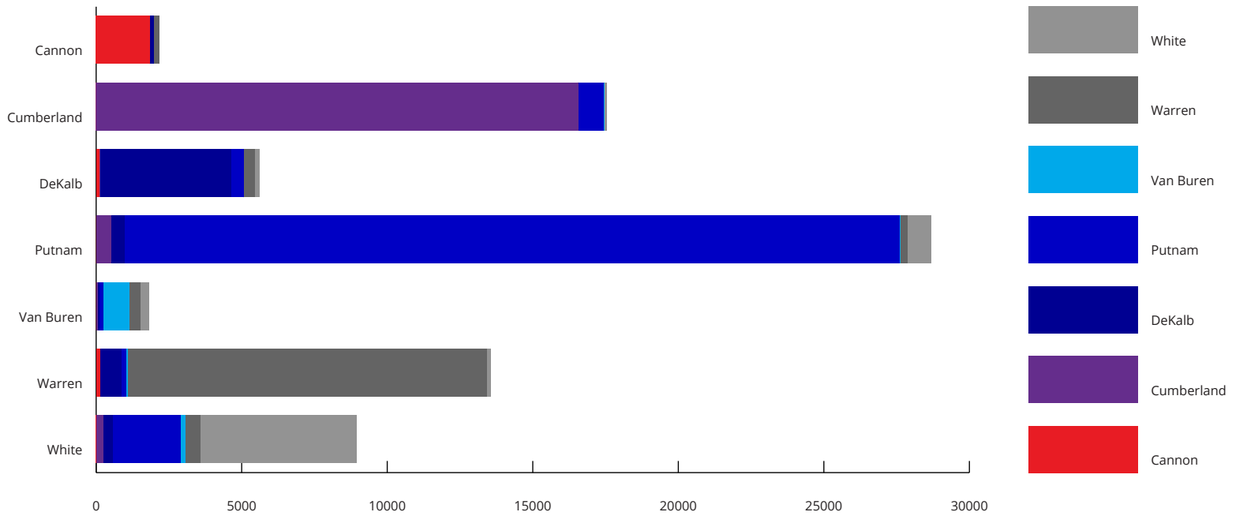


Figure 3.2

DESTINATION	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Cannon	229	80	635	325	300	229	354	**2,152**
Cumberland	1,810	1,775	3,970	2,215	2,705	1,445	3,630	**17,550**
DeKalb	550	275	1,165	524	1,645	505	933	**5,597**
Putnam	2,355	3,790	7,205	3,340	3,875	2,745	5,390	**28,700**
Van Buren	180	129	455	220	480	135	210	**1,809**
Warren	1,465	685	2,720	1,488	3,315	1,115	2,790	**13,578**
White	835	625	1,834	885	2,025	700	2,078	**8,982**
*Davidson	29,732	44,826	104,399	97,950	29,815	47,929	82,173	**436,886**
*Knox	15,924	23,539	60,870	49,333	16,993	19,359	53,477	**239,494**
*Rutherford	7,982	12,808	25,982	18,361	26,382	9,407	30,435	**131,378**
*Wilson	2,882	4,607	7,783	7,184	5,107	4,088	12,598	**44,283**
RPO Industry Totals	**7,424**	**7,359**	**17,984**	**8,997**	**14,345**	**6,874**	**15,385**	**78,368**

Table 3.9



Crossville

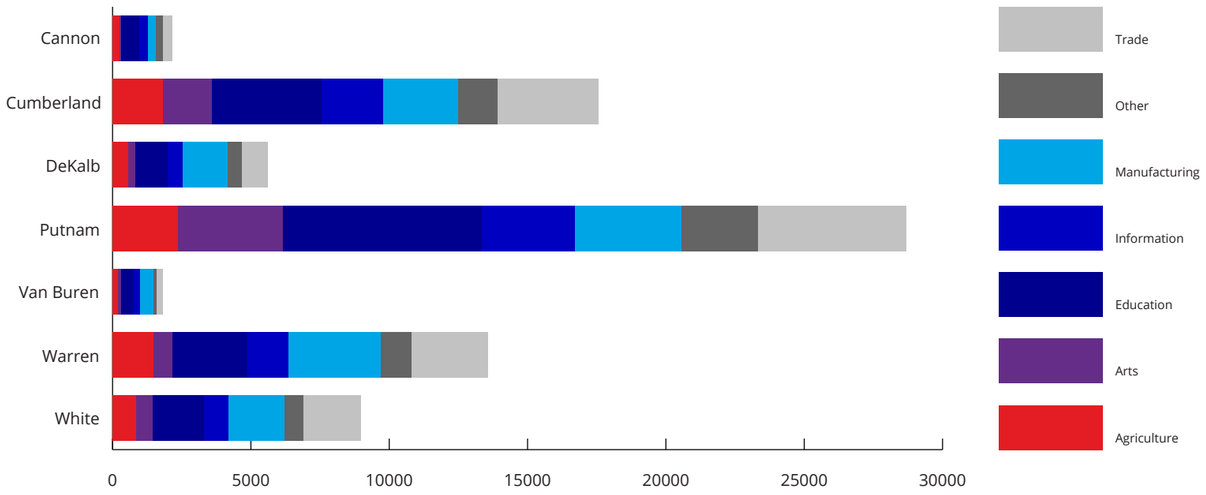
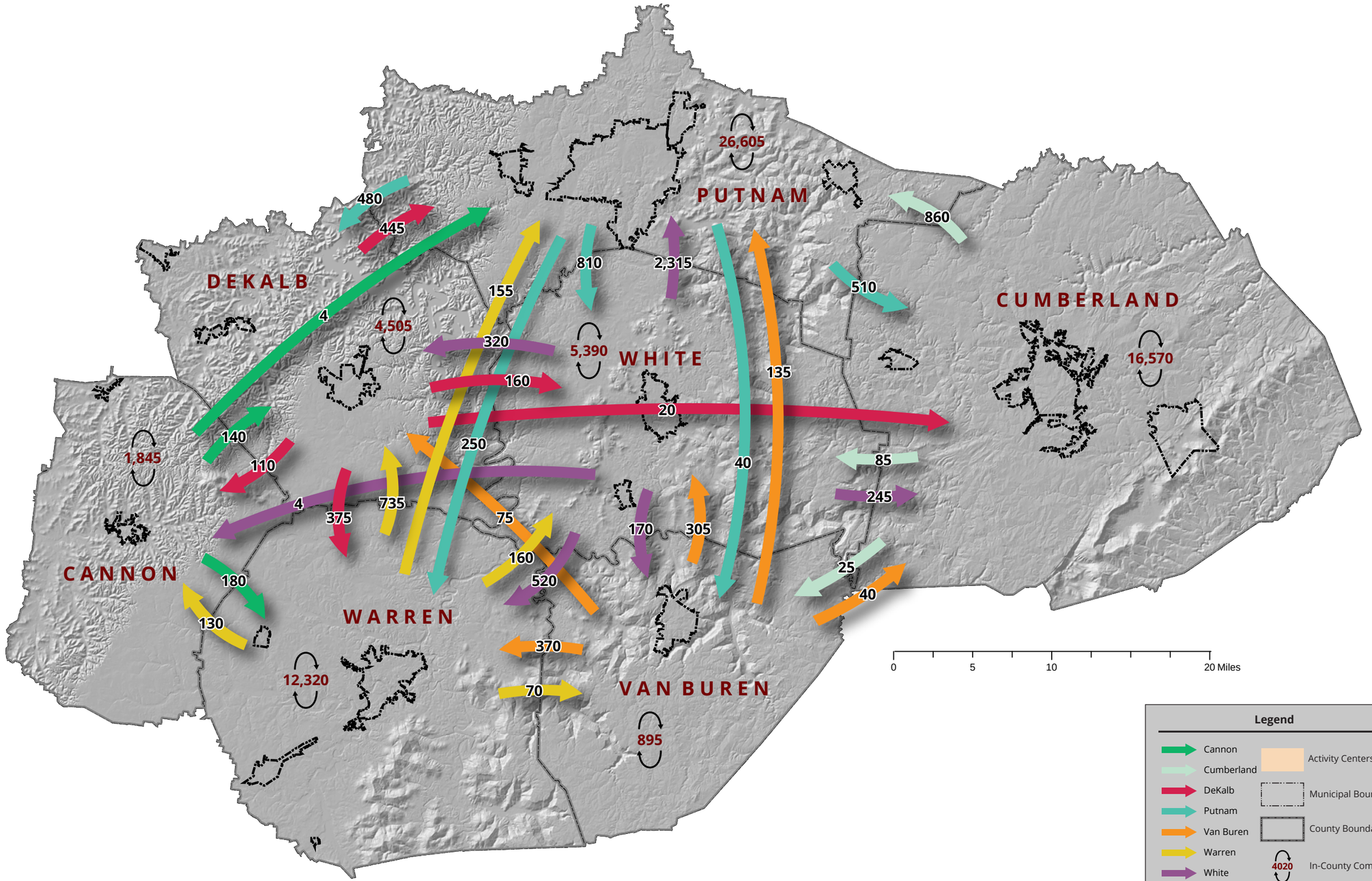


Figure 3.3

CH County	Wilson County Residence - Origin	Wilson County Place of Work - Destination	Rutherford County Residence - Origin	Rutherford County Place of Work - Destination
Cannon	0	135	235	2,620
Cumberland	0	0	20	25
DeKalb	125	595	55	510
Putnam	65	245	45	165
Van Buren	0	0	0	0
Warren	0	75	170	800
White	0	4	0	60
Total	**190**	**1,054**	**525**	**4,180**

Table 3.8

Commuting Patterns and Activity Centers



Map 3.15

Safety

TDOT Safety Projects

Rural road safety is of concern to TDOT. Local road agencies often do not have the resources needed to adequately address safety problems. Throughout the Center Hill RPO, there have been a total of 140 Safety projects performed in 2014- 2018. These projects include Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. The Local Roads Safety Initiative provides assistance to local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes in their jurisdictions. A Road Safety Audit (RSA) is comprised of a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with State Routes in areas where the population is less than 50,000.

A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county, but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements. For additional details of safety projects in the region, please see page 93 of the appendix.

Center Hill Crashes

County	Vehicular Crash Count	Percent within RPO
Cannon	1,522	4.56%
Cumberland	7,342	21.97%
DeKalb	1,900	5.69%
Putnam	14,714	44.04%
Van Buren	731	2.19%
Warren	4,695	14.05%
White	2,508	7.51%

Table 3.10

Crash Data

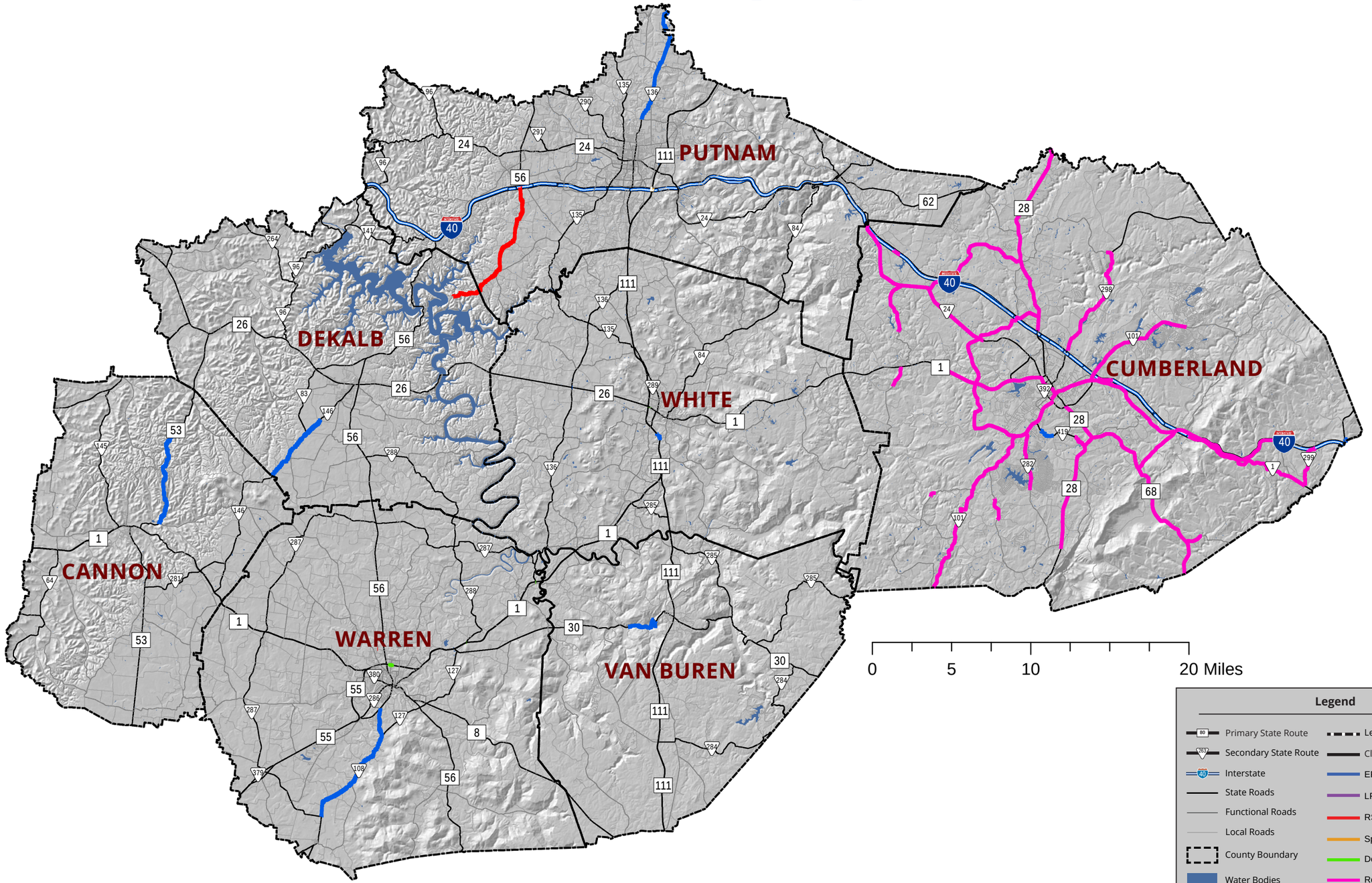
According to the Tennessee Department of Safety and Homeland Security, there were a total of 33,412 vehicle crashes from 2014-2018, and 176 bicycle and pedestrian- related crashes in the Center Hill RPO during that time. Identifying locations where crashes are concentrated can reveal potential areas for safety interventions. The analysis in this section is not exhaustive but is a regional overview of total crashes. Putnam County has the highest total and percentage of crashes within the RPO at 199 during the years 2014 to 2018. The lowest total of crashes is in Van Buren County at 4.

Bicycle and pedestrian- related crashes were included in this analysis. Of the 445 crashes, 327 of those individuals were on foot while 118 were cycling. Most of these crashes occurred during the day and during clear weather conditions. Putnam County had 199 of these crashes, while Cumberland County had 100, followed by Warren County with 68.



Van Buren County
Photo Credit: Chuck Sutherland, UCDD

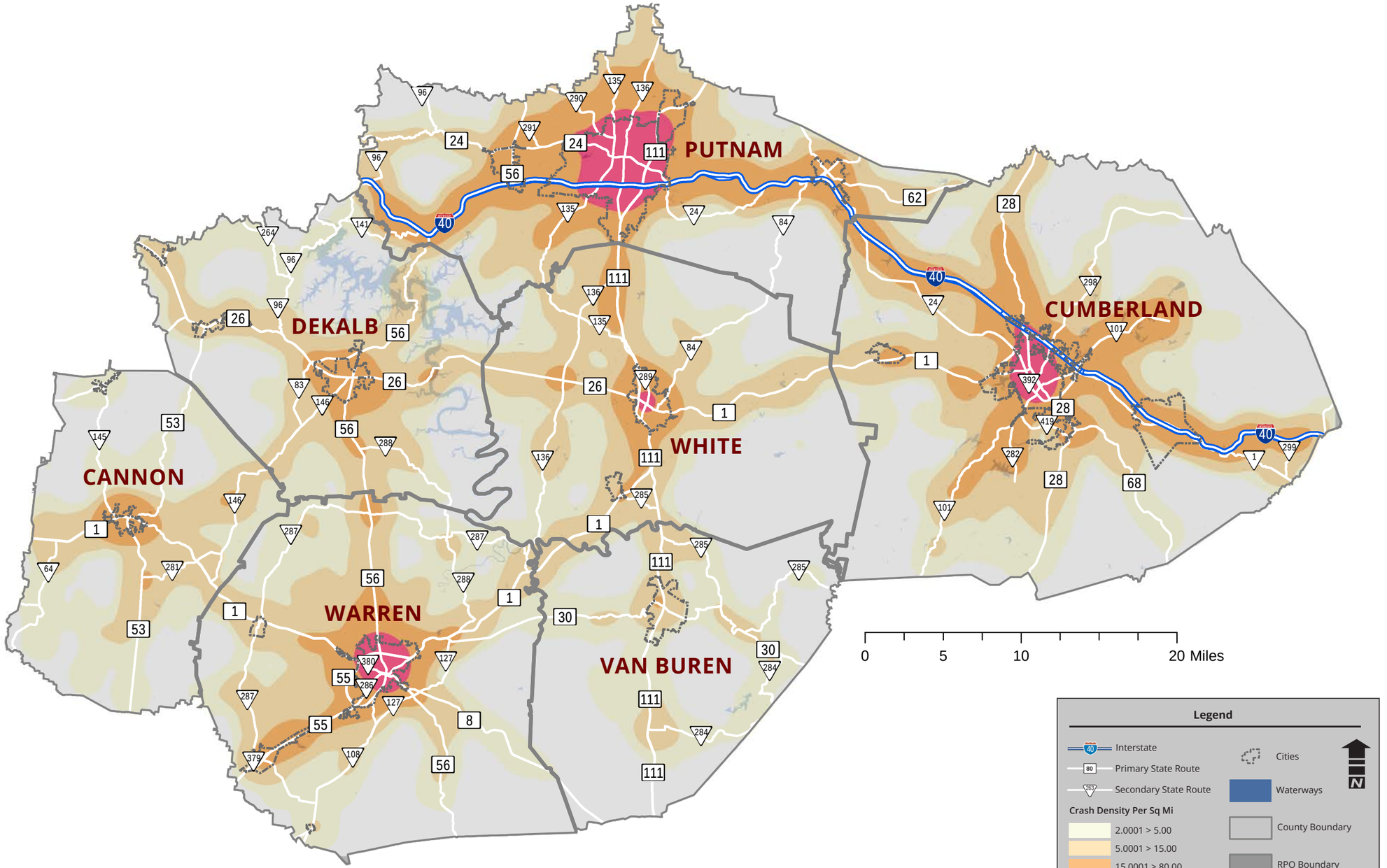
Center Hill Safety Projects



Map 3.16

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

Center Hill Crash Density



Map 3.17

Source: TITAN database, Tennessee Department of Safety & Homeland Security, crash years 2014-2018.

Bicycle and Pedestrian Crashes in Center Hill

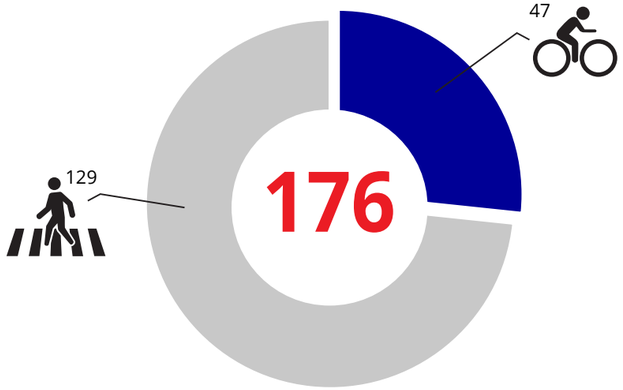


Figure 3.4

Bicycle and Pedestrian Crashes by Location

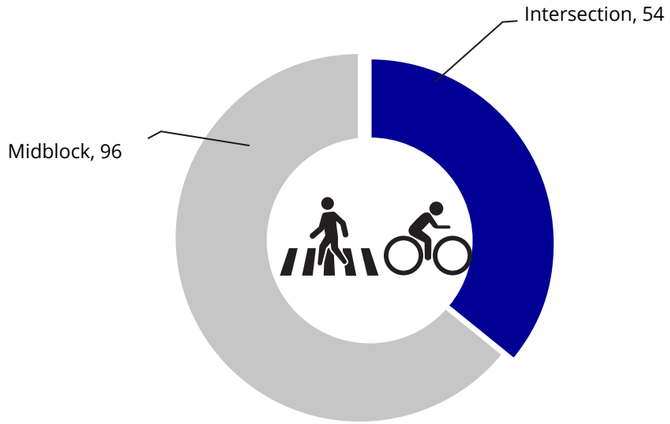


Figure 3.5

Bicycle and Pedestrian Crashes by County

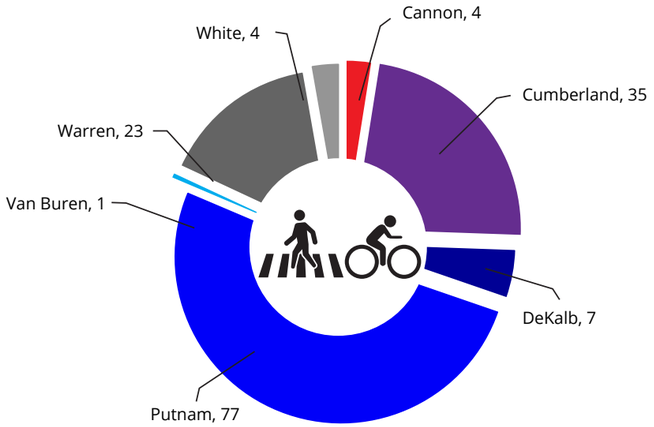


Figure 3.6

Bicycle and Pedestrian Crashes by Weather Conditions

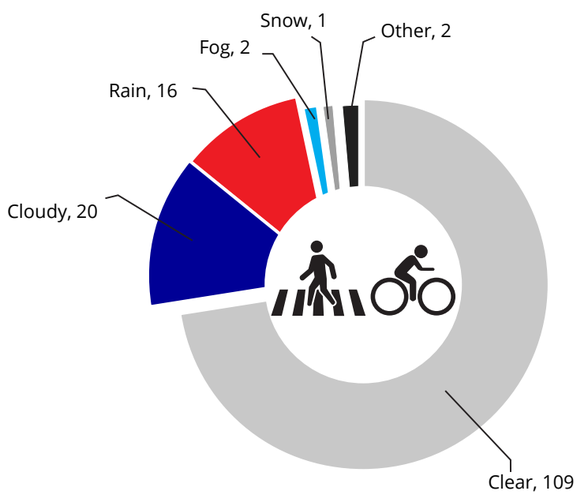


Figure 3.7

Source: TITAN database, Tennessee Department of Safety & Homeland Security, crash years 2014-2018.

Bicycle and Pedestrian Crashes by Light Conditions

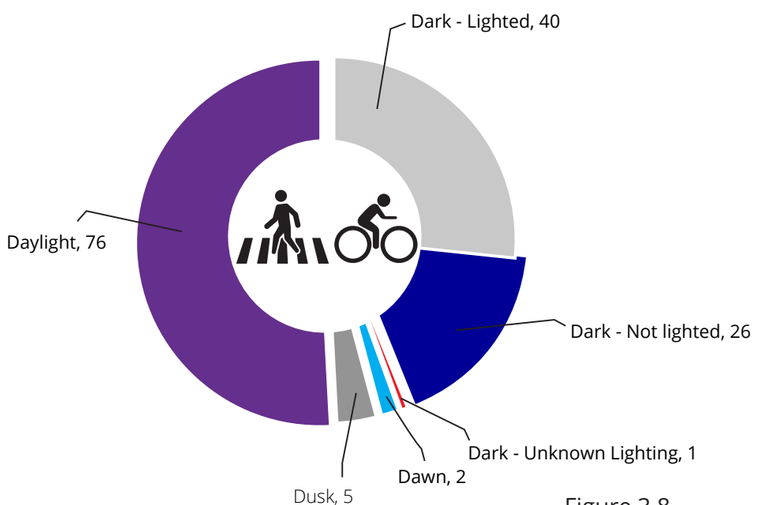


Figure 3.8

Bicycle and Pedestrian Crashes by Severity

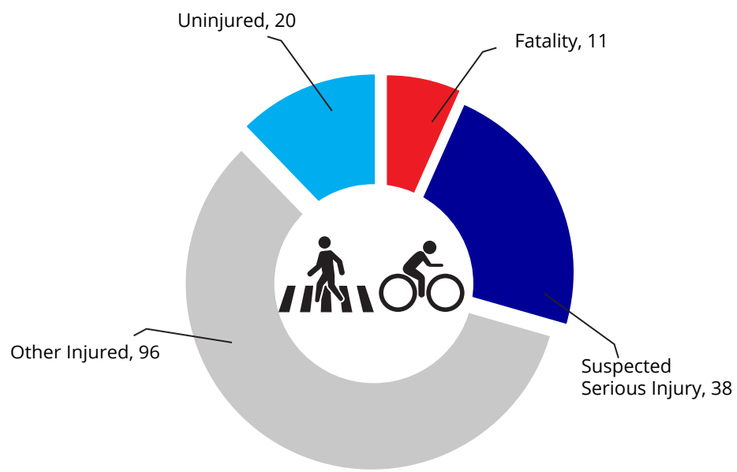


Figure 3.9

Multimodal Facilities

Bicycle and Pedestrian Facilities

The Center Hill RPO is a predominately rural region. Several State Routes have been designated as Bicycle Routes. Bicycle Route designation allows cycling as a use along State Routes. There are currently no bike lanes in the Center Hill RPO and 192.13 miles of State Route designated Bicycle Routes. Those state routes are SR 1 (64.22 miles), SR 24 (1.12 miles), SR 26 (39.03 miles), SR 28 (1.30 miles), SR 55 (9.23 miles), SR 111 (20.45 miles), SR 135 (13.73 miles), SR 136 (27.58 miles), SR 284 (7.52 miles), SR 285 (2.75 miles), SR 286 (2.79 miles), and SR 380 (2.43 miles). Within the Center Hill RPO, there are approximately 29 miles of greenways.

Bicycle Level of Service (BLOS)

Tennessee's statewide Bicycle Plan Update was completed in 2011. In 2016, TDOT prepared a State Bicycle Route System Update, which included a bicycle suitability analysis of Tennessee's roadways. 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*, effective width of 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 is also dependent upon percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score is also dependent upon percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score resulting from the BLOS equation is converted into a LOS A-F letter grade score where A is best and F is worst. Roads with a LOS A through D are considered suitable for bicycle travel; and roads with a LOS E and F are not suitable for bicycle travel.

In the Center Hill RPO, the majority of roads, 65.86 percent (542.11 miles), have bicycle level of service A – D are considered suitable for bicycle travel. A bit more than a third of all roads, 34.14 percent or 281.07 miles, are unsuitable for bicycle travel.

In the Center Hill RPO almost a third of routes have a bicycle level of service D (241.99 miles). About 22.44 percent (184.79 miles) of routes have bicycle level of service E and a similar amount, 20,71 percent (170.49 miles), have a level of service A.

Routes most suitable for bicycle travel are SR-111 in Van Buren and White Counties (BLOS A and B), State Route 1 in White and Warren Counties (BLOS A), SR-28 in Cumberland County (BLOS A), SR-26 and SR-56 in DeKalb County (BLOS A and B), SR-8 in Warren County (BLOS A).

Routes least suitable for bicycle travel include several routes in Warren County: SR-56 (BLOS F), SR-287 (BLOS E and F), SR- 108 (BLOS E). In Cumberland County many routes are not suitable for bicycle travel, such as SR-101 (BLOS F), SR 28 (BLOS E-F), SR-68 (BLOS E), SR-24 (BLOS E and F), and SR-1 (BLOS E). In Putnam County, State Routes 135, 136, and 24 have a BLOS E and F and are not suitable for bicycle travel.

UCHRA FY 2017-2019 Ridership Per County			
County	**Total Trips 2016-2017**	**Total Trips 2017-2018**	**% Change**
Cannon	5,634	5,008	-11.1
Cumberland	20,567	20,821	1.2
DeKalb	11,231	12,247	9.0
Putnam	94,021	129,743	37.9
Van Buren	1,780	1,606	-9.7
Warren	28,719	27,926	-2.7
White	12,331	12,780	3.6
Total	**174,283**	**201,131**	**15.4**

Table 3.12

Public Transportation

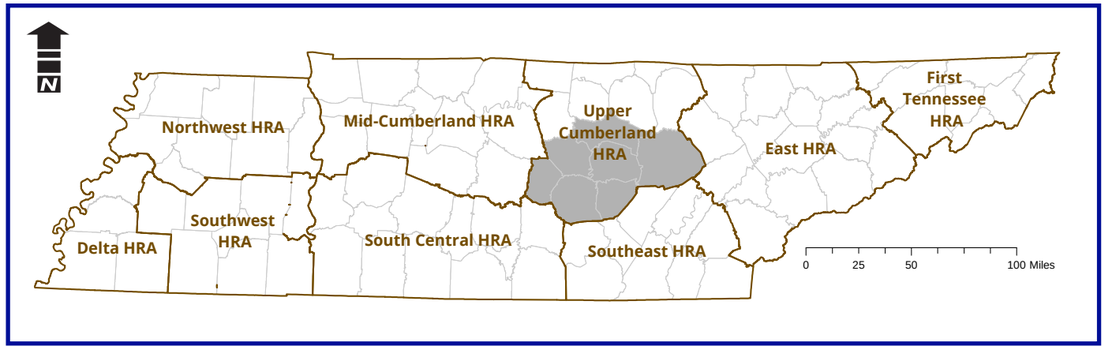
Public transportation includes public transit-fixed-route and demand response services, volunteer transportation, and private providers. Deviated fixed-route service is available through Cookeville Area Transit System. The Upper Cumberland Human Resource Agency (UCHRA) is the primary transit agency in the Center Hill RPO. The UCHRA provides demand responsive service to 14 counties in the Upper Cumberland Region including the Center Hill RPO. Rides must be scheduled with a minimum of 48 hour notice prior to the trip. This service is available for daily household errands, medical appointments, as well as travel to employment and GED sites. Total ridership for the UCHRA increased by 15.4 percent from fiscal year 2017-2018 to 2018-2019.



UCHRA

Sidewalks in Center Hill	
County	**Length (mi)**
Cannon	6.66
Cumberland	28.27
DeKalb	22.05
Putnam	91.53
Van Buren	0.98
Warren	30.39
White	13.34

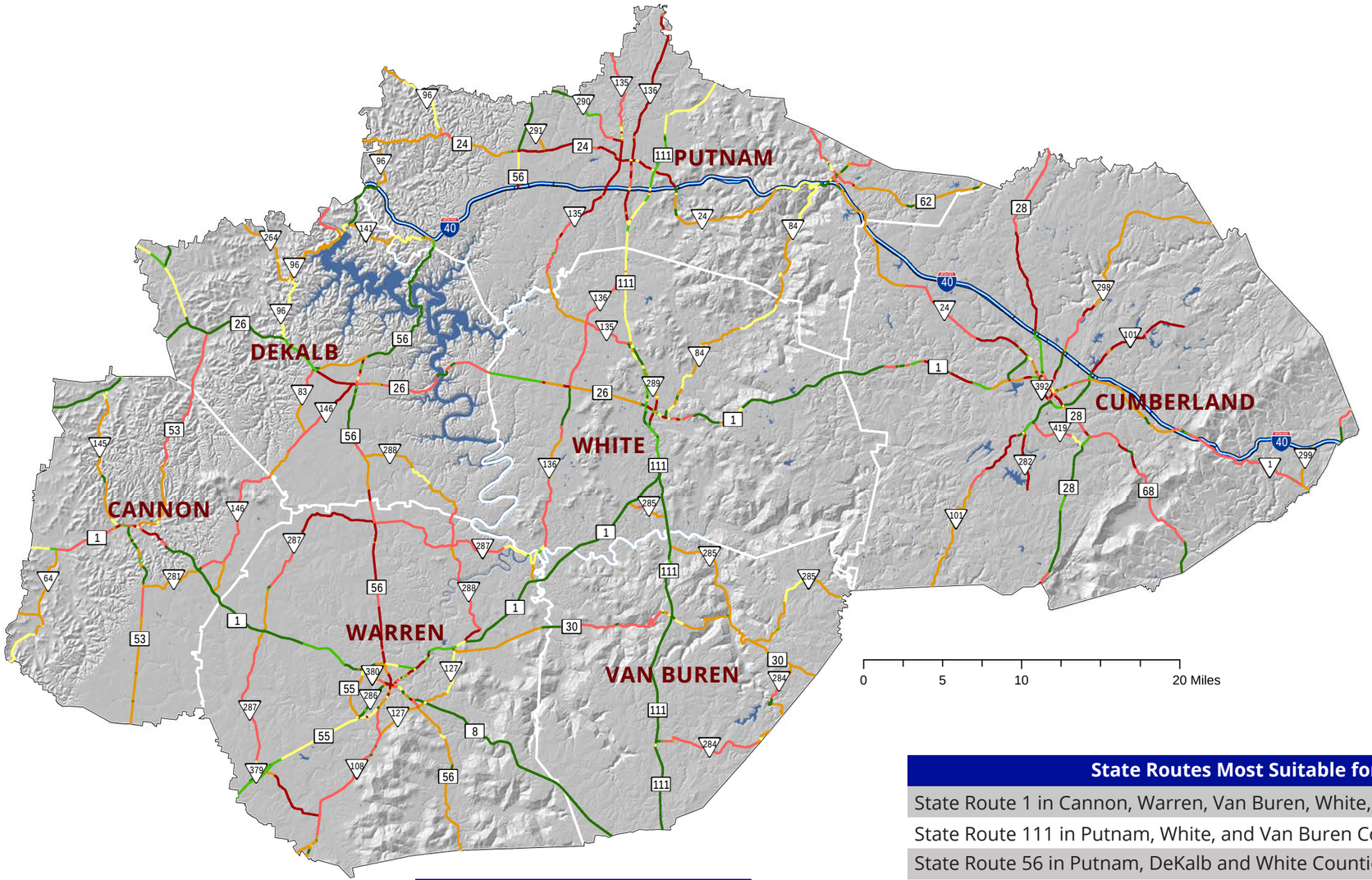
Table 3.11



Center Hill HRA Boundaries

*See appendix page 73

Center Hill 2016 Bicycle Level of Service



Legend

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

Map 3.18

Bike Level of Service		
Grade	Mileage	Percentage
A	170.49 mi	20.71%
B	48.58 mi	5.90%
C	81.05 mi	9.85%
D	241.99 mi	29.40%
E	184.79 mi	22.44%
F	96.28 mi	11.70%

Table 3.14

State Routes Most Suitable for Bicycle Travel
State Route 1 in Cannon, Warren, Van Buren, White, and Cumberland Counties (BLOS A)
State Route 111 in Putnam, White, and Van Buren Counties (BLOS A)
State Route 56 in Putnam, DeKalb and White Counties (BLOS A)
State Route 8 in Warren and Van Buren Counties (BLOS A)
State Route 1 in Cannon, Warren, White, and Cumberland Counties (BLOS B)
State Routes Least Suitable for Bicycle Travel
State Route 287 in Warren County (BLOS E)
State Route 1 in Warren, White, and Cumberland Counties (BLOS E)
State Route 136 in Putnam and White Counties (BLOS E)
State Route 108 in Warren County (BLOS E)
State Route 24 in Putnam and Cumberland Counties (BLOS F)

Table 3.13

Center Hill Greenways

The Center Hill RPO has a total of approximately 29 miles of greenways throughout the region. The greenways are located in Cannon, Cumberland, Putnam, Van Buren, Warren, and White Counties. Greenways are not limited to urban or suburban communities, and the growth and development of greenways within the RPO should continue to be an area of focus. Throughout the planning process, communities within the Center Hill RPO stressed the importance of multimodal access. Greenways and trails have the ability to spur economic and community development, while also serving the local communities surrounding them.

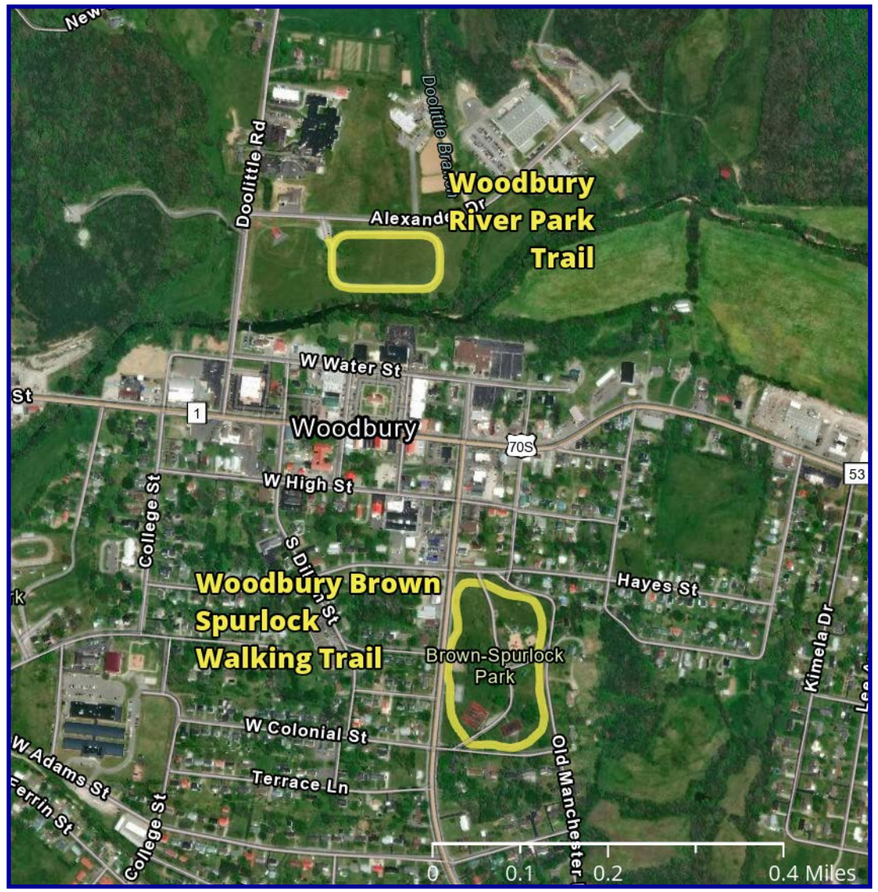
Currently, there are a total of 16 greenways and trails in the Center Hill RPO:

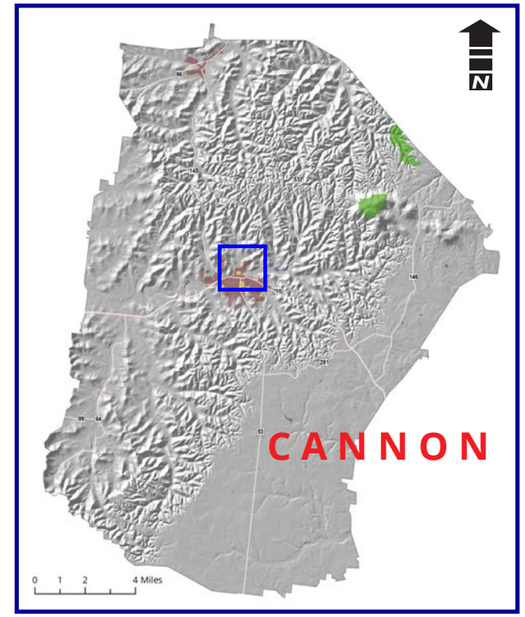
Greenways in Center Hill RPO		
Greenway	**County**	**Length (mi)**
Woodbury Brown Spurlock Walking Trail	Cannon	0.52
Woodbury River Park Trail	Cannon	0.34
Crossville Centennial Park Walking Trail	Cumberland	1.23
Cumberland Mountain State Park RTP Trail	Cumberland	0.49
Obed River Park Loop	Cumberland	0.29
Obed River Park Trail	Cumberland	0.97
Cookeville Cane Creek Park Trail 1	Putnam	1.82
Dogwood Park	Putnam	0.23
Cinderella Park	Putnam	0.11
Tennessee Central Heritage Rail Trail Phase 2	Putnam	18.04
Tennessee Central Heritage Rail Trail Phase 1	Putnam	0.44
Fall Creek Fall State Park Bike Path	Van Buren	2.01
McMinnville Barren Fork Greenway Trail	Warren	0.63
McMinnville Civic Center Trail	Warren	0.80
Sparta Calfkiller River Greenway Trail 3	White	0.19
Sparta Greenway Trail Phase 1	White	1.08

Table 3.15

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

- Providing recreation options for persons of all ages
- Conserving open spaces and the environment
- Encouraging physical activity
- Preserving important cultural and historical places and events
- Creating gathering spaces for communities
- Providing accessibility to natural resources





Map 3.19

Cannon County:

Woodbury River Park Trail

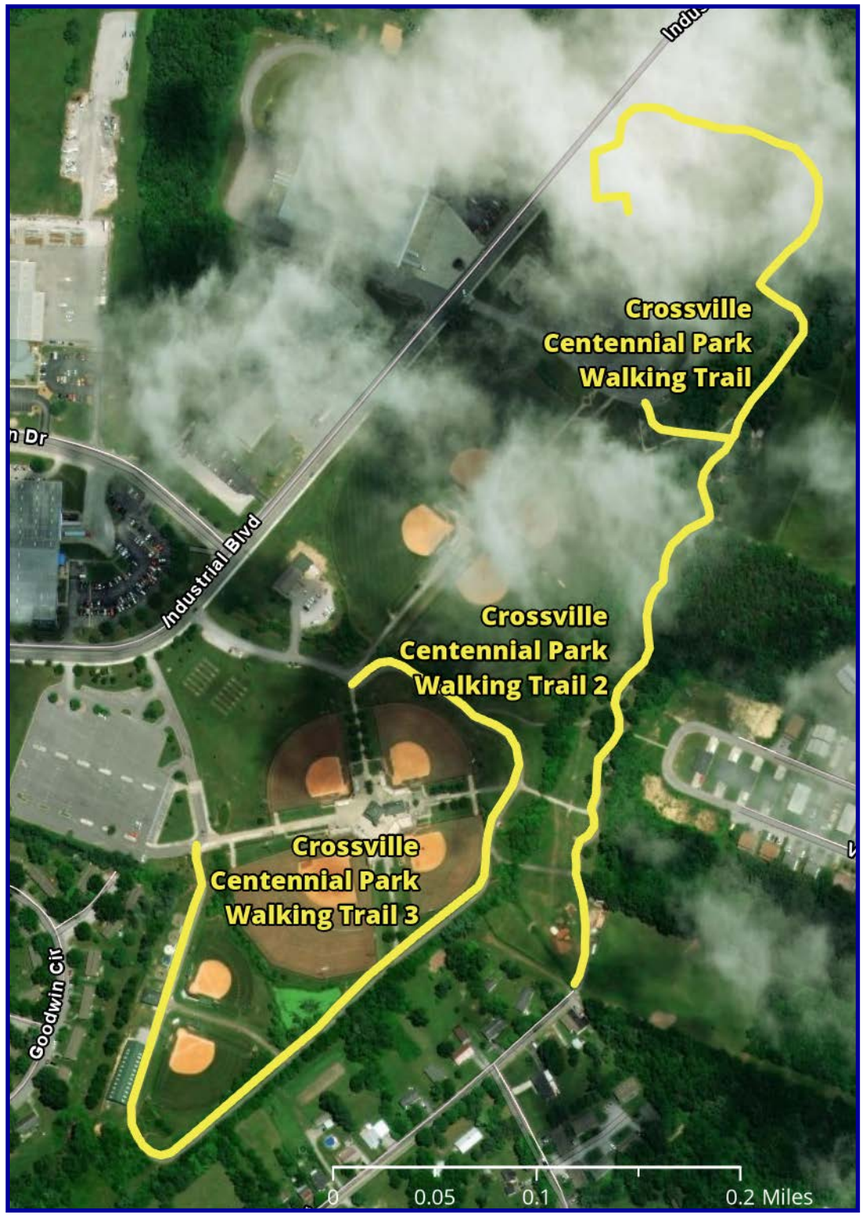
This paved, circular path runs through an open greenspace along Alexander Drive. Off-street parking is available, as well as a playground area.

Woodbury Brown Spurlock Walking Trail

This trail circles Woodbury's Brown-Spurlock Park, which is home to a playground, pavilions, basketball courts, and other recreational facilities. The park borders TN-53, and is located in a primarily residential and light commercial area.

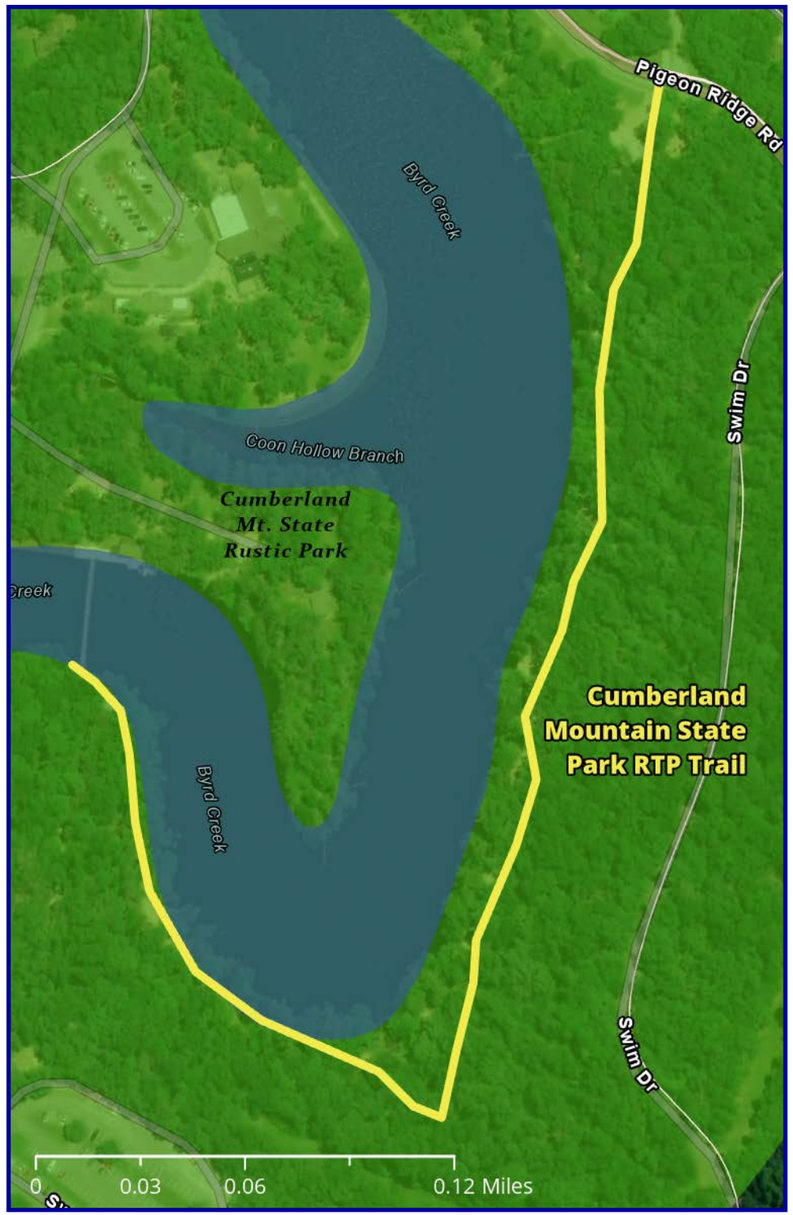
Cumberland County:
Crossville Centennial Park Walking Trail

Located in Crossville's Centennial Park, this trail was paved beginning in Summer 2019. Centennial Park is approximately 75 acres, and provides access to several additional recreational facilities including playgrounds, a skate park, and various types of courts.



Cumberland Mountain State Park RTP Trail

Located in Cumberland Mountain State Park, this trail is in close proximity to several outdoor amenities. Cabins and campsites, various playgrounds, the Jack Nicklaus' Bear Trace Golf Course, and a swimming pool are all located on the park's grounds.

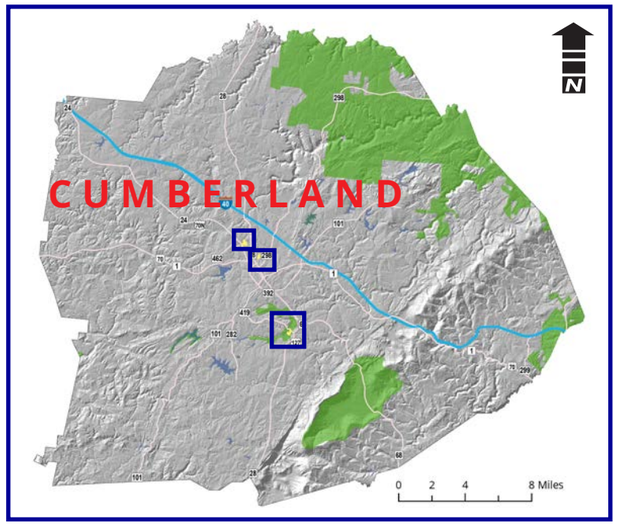


Obed River Park Loop

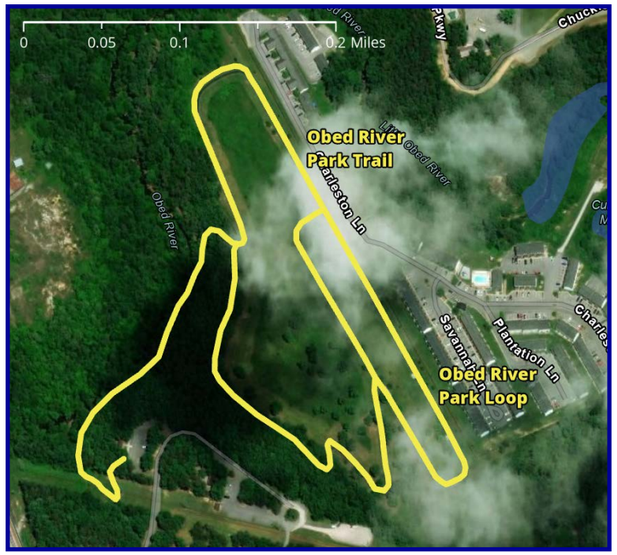
Obed River loop connects to the River Park Trail.

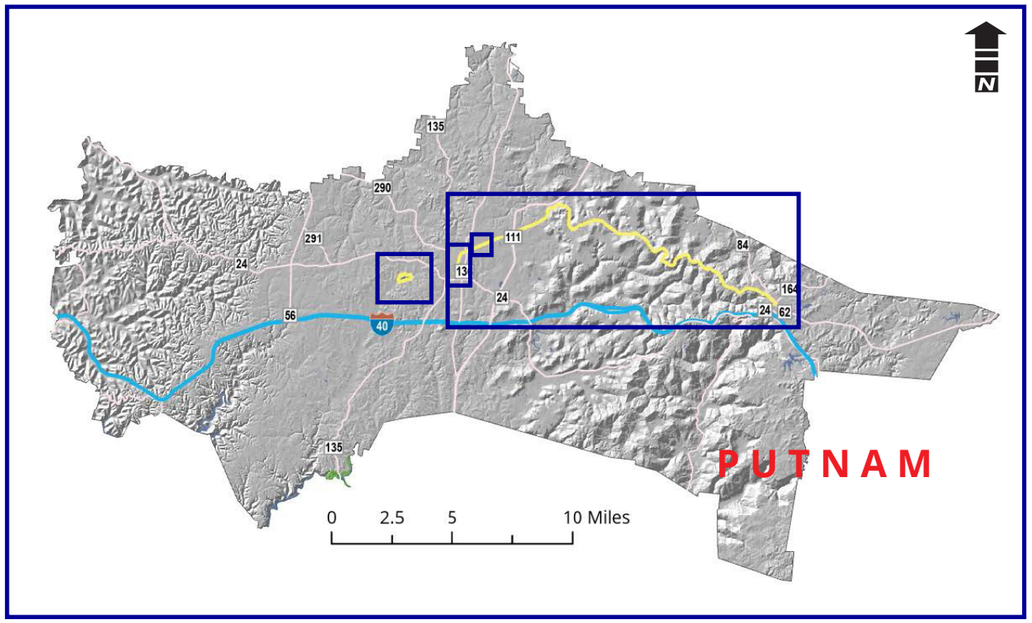
Obed River Park Trail

The Obed River Park Trail is paved and runs alongside the Obed River, as well as the Class I Arboretum. It is accessible to the non-motorized public.



Map 3.20





Map 3.21

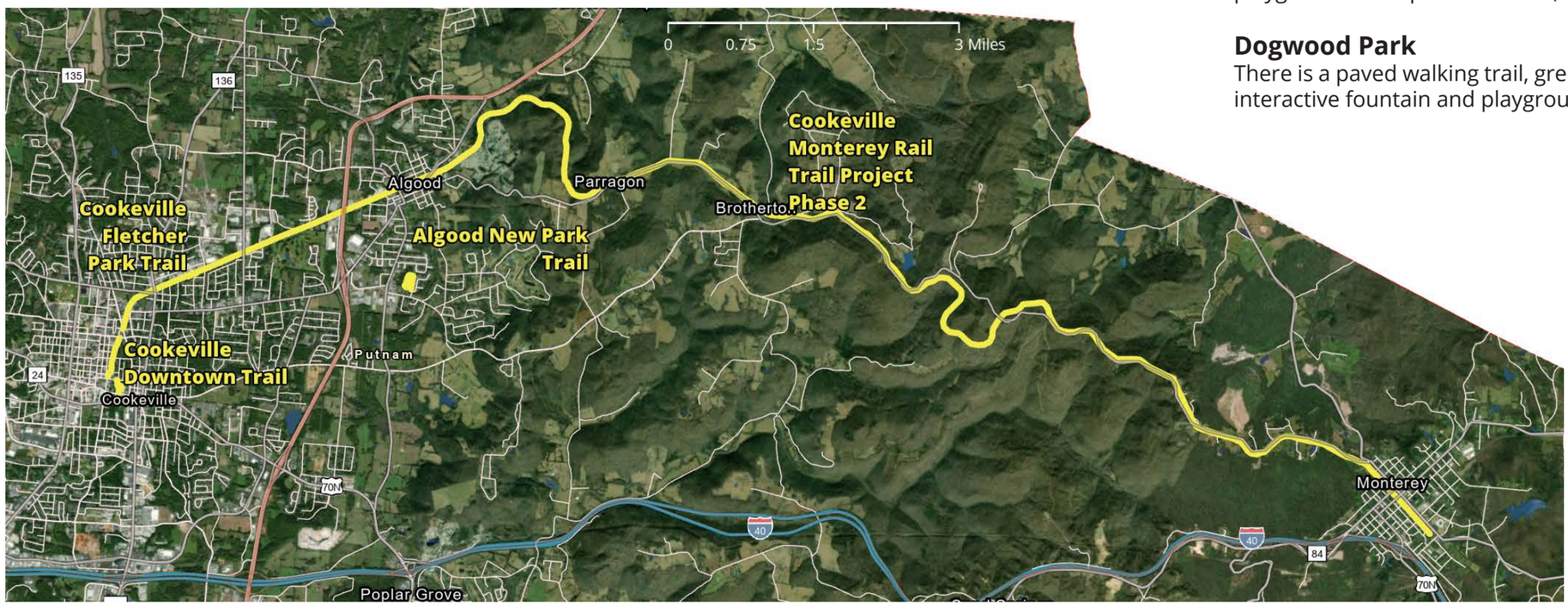


Putnam County:
Cookeville Cane Creek Park Trail

The paved walking and jogging trail is located within the Cane Creek Park and Recreation Area, which is 262 acres. 56-acre Cane Creek Lake is central to the park, which is open to fishing and boating activities. Additionally, the park is home to an 18-hole disc golf course and other athletic courts, playgrounds and picnic shelters, a recreation center, and sportsplex.

Dogwood Park

There is a paved walking trail, green space with a performance pavilion, an interactive fountain and playground.

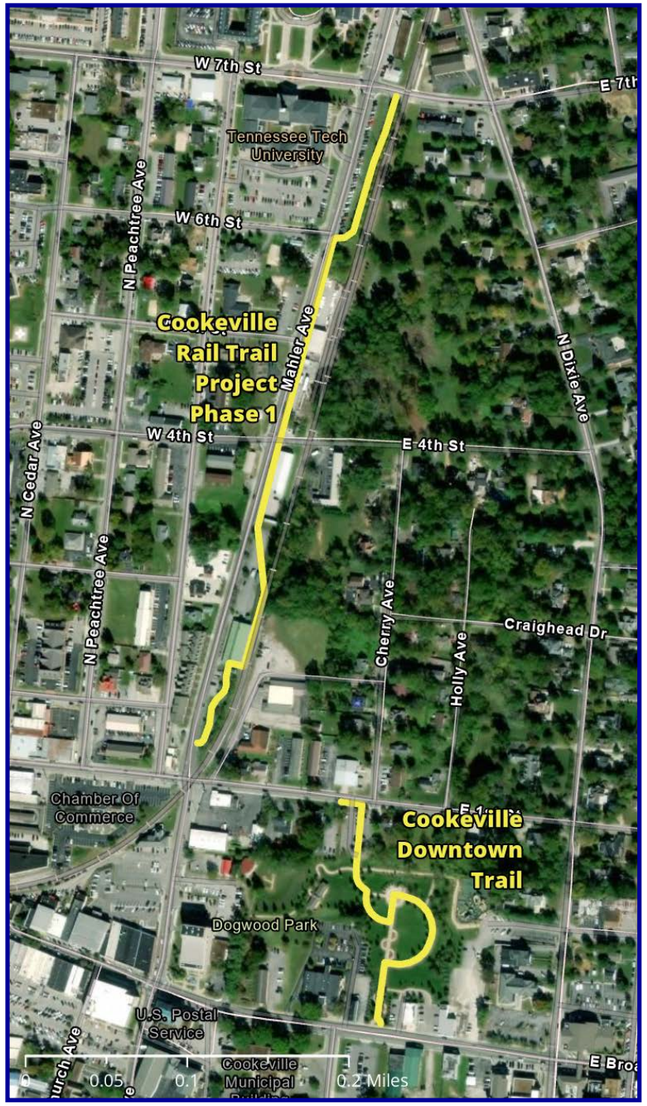


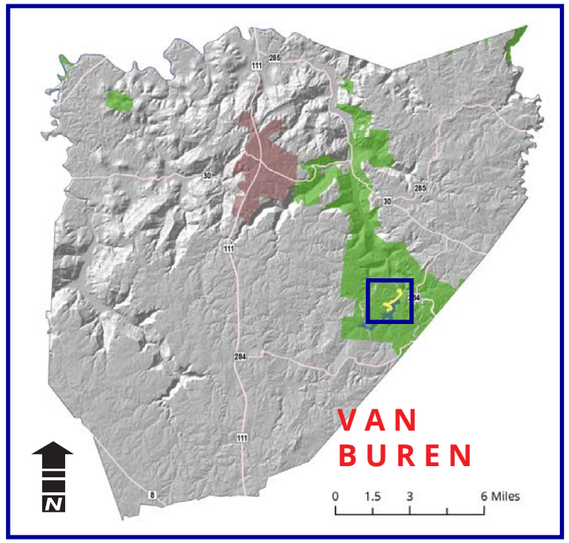
Cinderella Park

The parks features play equipment, a swing set, small picnic shelter with charcoal grill, two picnic tables, basketball court and restroom facilities. The 4.2-mile trail extends from the Cookeville Depot Museum to the Algood ball fields.

Tennessee Central Heritage Rail Trail

The Tennessee Central Heritage Rail Trail, a rails-with-trail project, is envisioned to run 19 miles alongside refurbished railroad tracks from Cookeville to Monterey, Tennessee.





Map 3.22





Van Buren County: Fall Creek Fall State Park Bike Path

Fall Creek Fall State Park offers short or long walks around the lake and to the base of Fall Creek Falls. The park has more than 56 miles of trails.

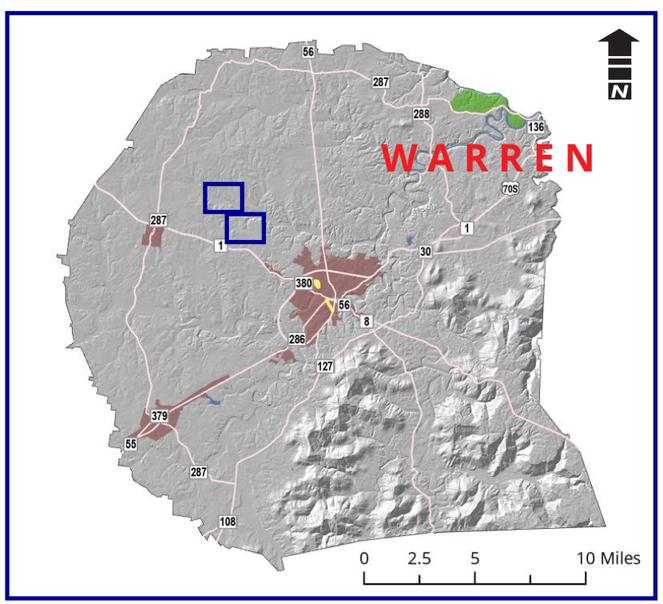
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Warren County:
McMinnville Barren Fork Greenway Trail
McMinnville's Barren Fork Greenway Trail connects Riverfront Park and Pepper Branch Park, and is near two historical bridges. The primary segment is adjacent to the Barren Fork River, and provides accessibility to surrounding residential and commercial areas.

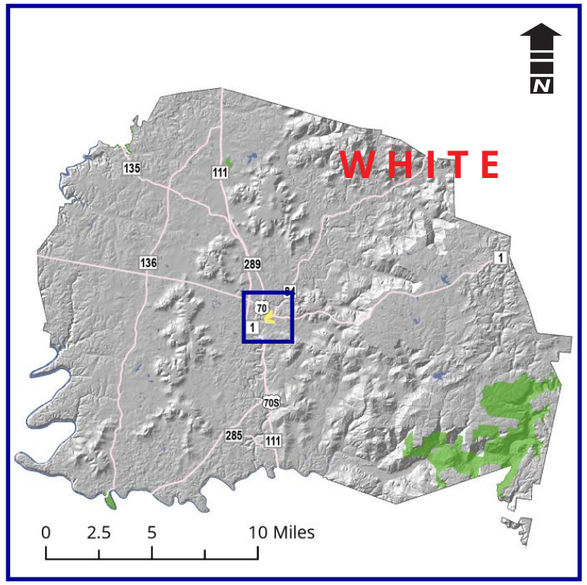
McMinnville Civic Center Trail
McMinnville's Civic Center Trail is housed in the city's Civic Center Complex, which is also known as Dottie West Park. The Civic Center Complex provides several athletic facilities and amenities, including tennis courts, baseball fields, a playground Gilley Pool, and outdoor exercising equipment. The Civic Center Stage, which has hosted many renowned performers, as well as offices for McMinnville's Parks and Recreation Services are also located in the complex.







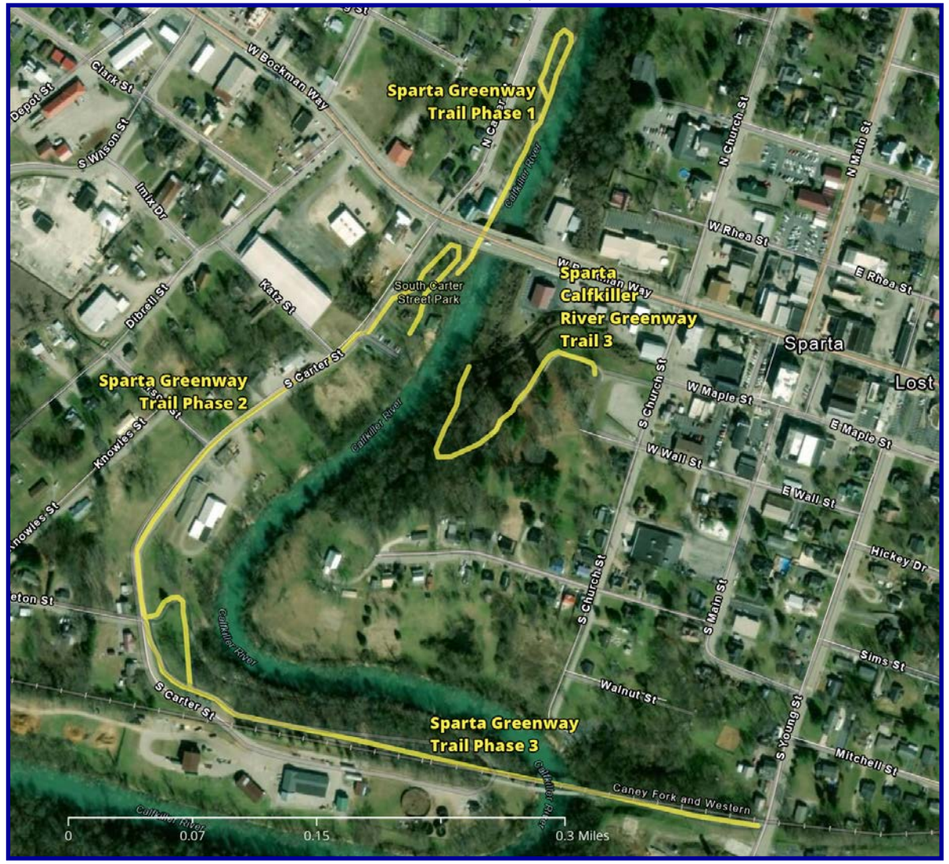
Map 3.23



Map 3.24

White County:
Sparta Calfkiller River Greenway Trail
In Sparta, segments of the Calfkiller River are lined by this greenway. The Calfkiller River, particularly near Sparta, is a popular destination for canoeing and kayaking.

Sparta Greenway Trail
In Sparta this greenway trail has shelter, restrooms, and play equipment.



4 GOALS & OBJECTIVES

The goals and objectives section of the plan provide an overview of transportation needs and wants identified by the communities. The top regional goals were identified by reoccurring themes and patterns shared by the seven counties that comprise the Center Hill RPO. These needs and wants were shared during each county's one on one meeting. During these meetings each county was provided an opportunity to share its long range transportation goals. After each one on one meeting there was a Center Hill RPO workshop meeting where dissemination of information and analysis were shared with each county. All data collected during the one on one meetings and workshop were incorporated into the goals and objectives section of the plan.

PUBLIC PARTICIPATION

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

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

REGIONAL GOALS

The Center Hill Rural Regional Transportation Plan reviews all needs and community aspirations based on future planning. These requests will be taken into consideration as identified needs are shared by local stakeholders from each county within the Center Hill RPO. In the following "Recommendation" section of the plan, these goals have been mapped and brief descriptions provided. These recommendations will be used to guide future planning throughout the region and will serve as a building block for future plans and initiatives. Each county will be provided a strategy and objectives to assist reaching future long-term visions. The Center Hill RPO

Public Input Meetings

Date and Time	County	Location
June 5, 2018	Cannon	Cannon County Library 212 College Street, Woodbury, TN
May 22, 2018	Cumberland	Cumberland County Courthouse 2 North Main Street, Crossville, TN
May 22, 2018	DeKalb	Dekalb County Courthouse South Public Square, Smithville, TN
May 16, 2018	Putnam	Putnam County Courthouse 300 East Spring Street, Cookeville, TN
May 21, 2018	Van Buren	Van Buren County Justice Center and Courthouse 121 Taft Drive, Spencer, TN
May 21,2018	Warren	The Park Theater 115 West Main Street, McMinnville, TN
June 5, 2018	White	White County Courthouse 1 Bockman Way, Sparta, TN

Table 4.1

population is going to increase at a similar rate to the state of Tennessee by the year 2050 and transportation will continue to play a role in attracting business, encouraging development and sustaining communities that have shaped this region of the state.

Particular groups within these communities that should be given additional consideration with transportation decisions would be low-income, persons over the age of 65 and persons with disabilities. Existing land use is largely agriculture, public lands and residential, which are currently compatible with the region's transportation network. With compatible networks the area is experiencing stable and modest increases, with the exception of Putnam County seeing increases in traffic volume and population within the last decade.

The Rural Regional Transportation Plan not only measured traffic counts but took into consideration the "maximum rate at which vehicles can pass through the region", measuring volume capacity ratio. The region had little to no volume/capacity issues into 2010, however Putnam County is forecasted to have capacity increases in 2040. In addition, freight traffic was analyzed, and overall truck traffic is moderate in comparison to state averages. Commuting patterns in the region show residents mainly commuting to Davidson County outside of the RPO; within the RPO, most commute to Putnam and Cumberland Counties. Safety projects in the region are ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements.

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

Goal 1: MONITORING THE REGION'S FREIGHT TRAFFIC WHILE SUPPORTING THE MOVEMENT OF GOODS THROUGH THE REGION

Objectives & Strategies

Objective 1: Continue to identify hazardous roadway segments and intersections
» Create a reporting mechanism for freight incidents
» Post additional signage that prohibits freight
» Encourage law enforcement to enforce local ordinances regarding freight
» Enact ordinances prohibiting freight from specific roadway segments
» Identify and contact local freight businesses to address any local freight concerns or issues

Goal 2: INCREASE MULTIMODAL ACCESS AND SUPPORT EXISTING INFRASTRUCTURE

Objectives & Strategies

Objective 2: Work with local communities to encourage land use planning and development that is conducive and supportive of pedestrians
» Public education and awareness
» Provide appropriate signage
» Retrofit infrastructure or upgrade existing infrastructure to support pedestrian needs
» Develop policy to evaluate multimodal options
» Develop land use policy to support multimodal strategies
» Encourage local governments to update current land use policy to encourage more connectivity for pedestrians
» Encourage local governments to offer transit options connected to recreational areas
» Partner with area school districts, where appropriate, to establish policies that support and provide adequate pedestrian alternatives

Goal 3: IMPROVE SAFETY THROUGHOUT THE REGION

Objectives & Strategies

Objective 3: Coordinate with local Roadway Superintendents, Office of Community Transportation, and TDOT's Project Safety Office
» Coordinate with TDOT and local law enforcement officials
» Encourage Law Enforcement
» Provide more planning and identification of potential areas of concern (i.e. intersections, crosswalks, and segments of roadways)
» Identify and contact local freight businesses
» Evaluate and identify funding sources to assist in the improvements

Goal 4: SUPPORT THE STATE'S EFFORTS IN BETTER SERVING RURAL TENNESSEE

Objectives & Strategies

Objective 5: Continue serving distressed and at-risk rural communities.
» Continue to support the Executive Order placed on all state departments to provide a statement of rural impact to better serve RPO's
» Partner with other state agencies, local governments and the development district
» Work with communities to identify transportation infrastructure needs to attract economic development

5 RECOMMENDATIONS

OVERVIEW

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

These projects have been analyzed and reviewed for the purposes of the Rural Regional Transportation Plan; however, that process does not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process. The maps are separated by county and project type. The two main project types analyzed were multimodal and safety. Aside from multimodal and safety, the following project types were identified during the community engagement process: freight, resurfacing/repaving, and maintenance.

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

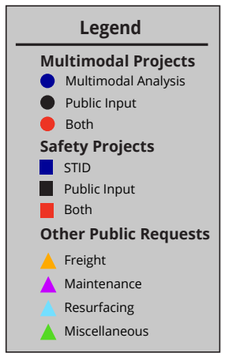


Figure 5.1

Safety Assessments

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

» *A Sidekick for Rural Safety, FHWA*



Multimodal Analysis

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

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



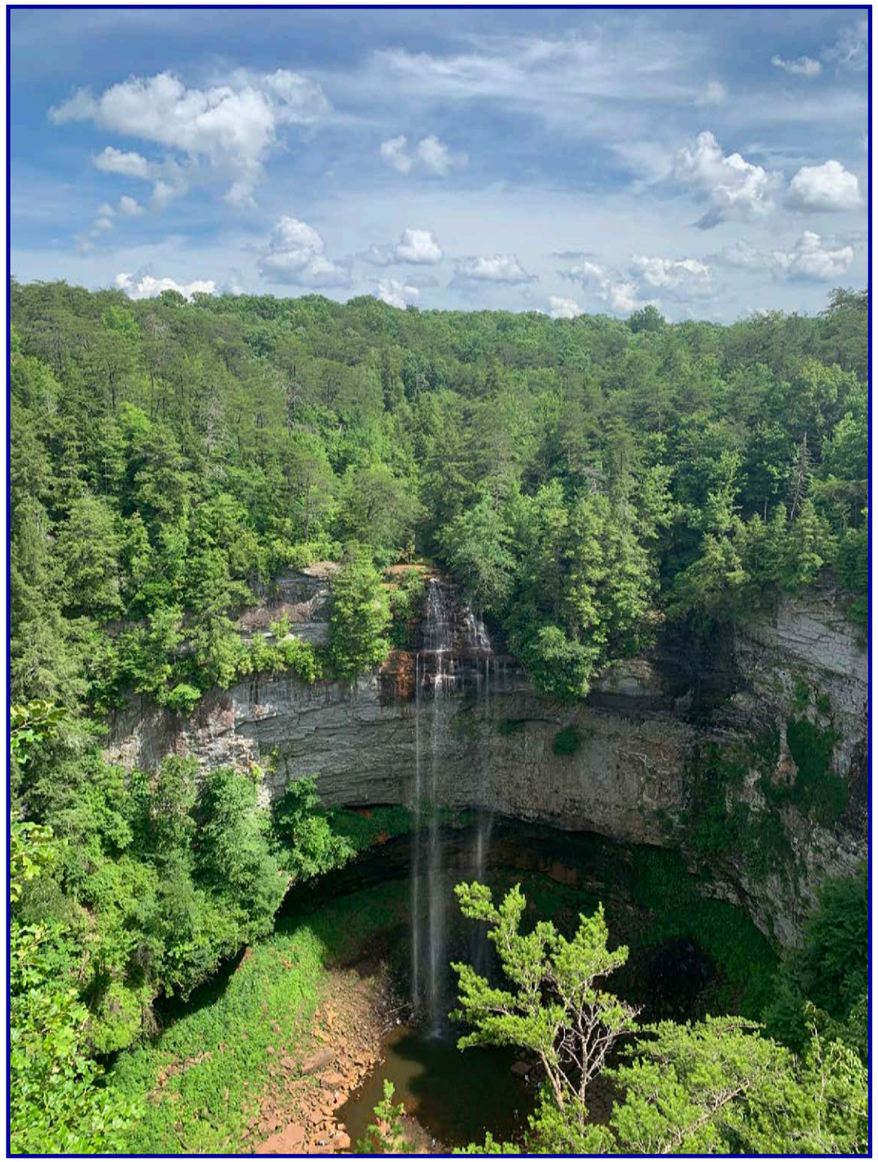
Public Input and Needs

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

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



Figure 5.2



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

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

Future Guidance

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

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

The 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. The status of a project will be monitored by OCT, and status updates will be regularly shared with the RPO Coordinator.

If the CTPR involves pavement, the following process would 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 and status of a project will be monitored by OCT, and status updates will be regularly shared with the RPO Coordinator.

Cannon County Recommendations

Multimodal

1. SR-1 - 86.51%
2. SR-53 - 72.64%
3. SR-1 - 72.06%

Safety

1. Issues at Stones River Quarry, SR-1 and SR-64 - Install Caution Lights

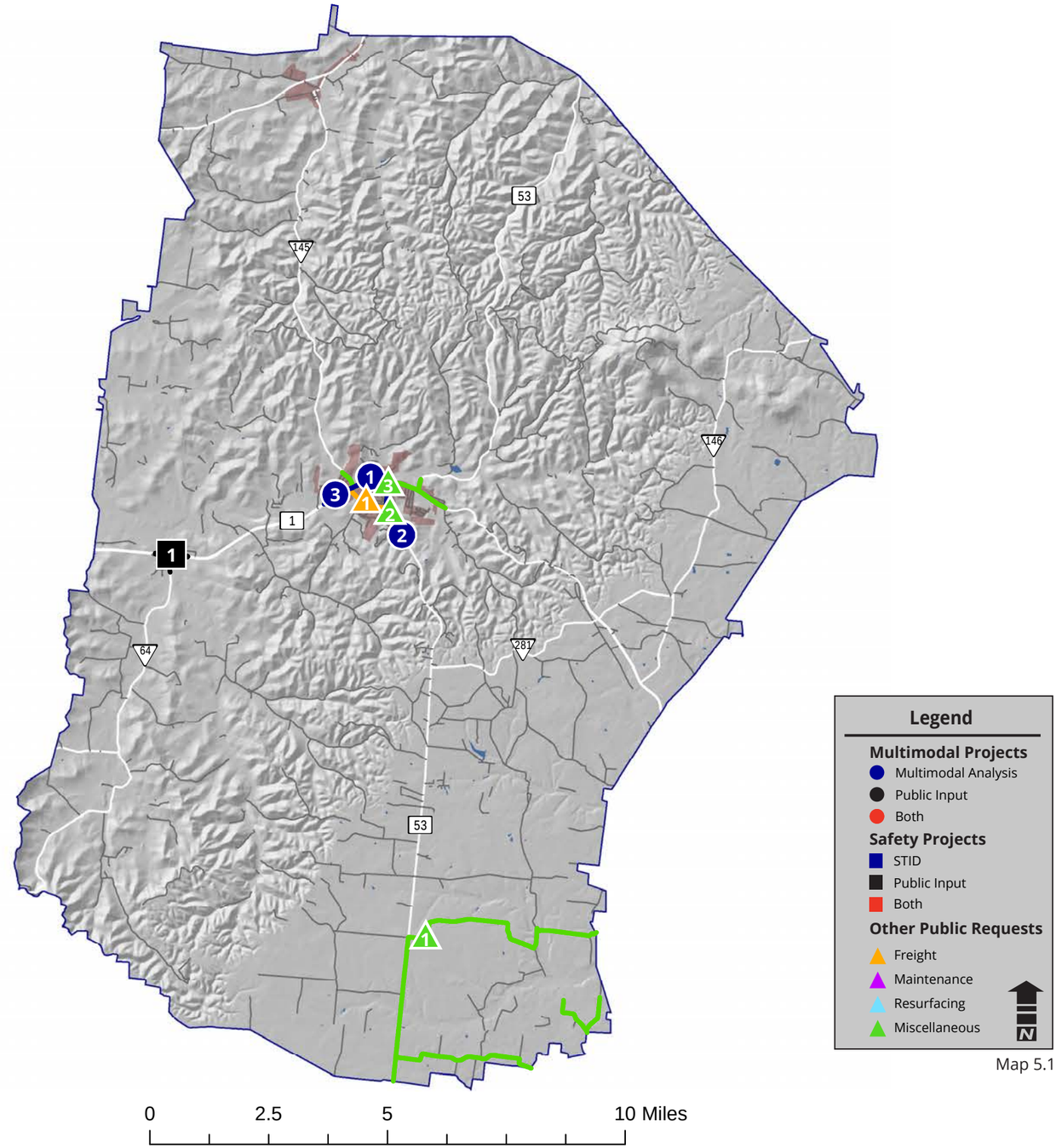
Freight

1. Issues along W. Adams St. - Prohibit Freight

Miscellaneous*

1. Amish community near Morrison
2. Requested bypass around Woodbury
3. New alignment/re-striping at McDonald's, SR-53 and SR-1

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.1

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Cumberland County Recommendations

Multimodal

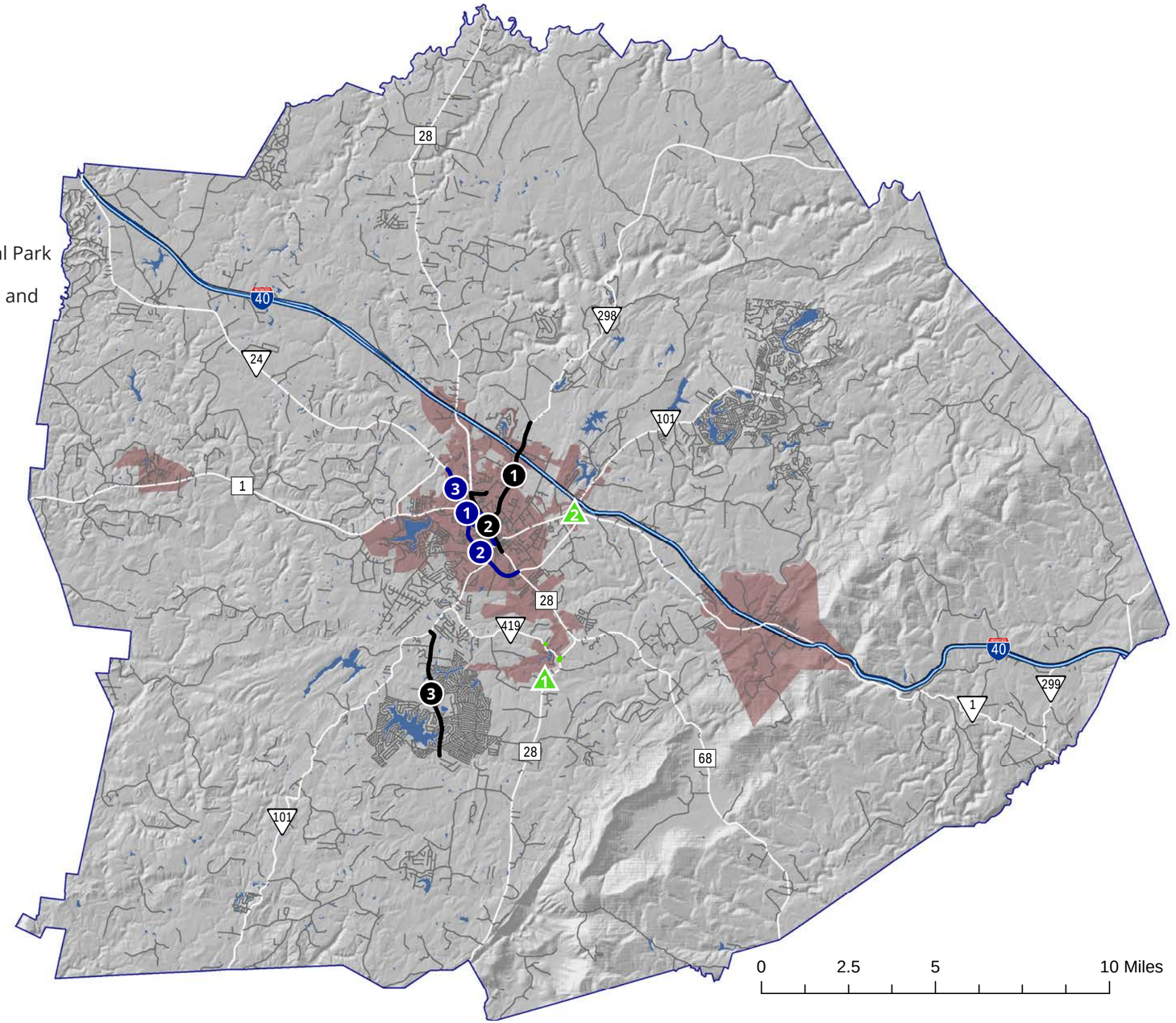
1. SR-1 - 98.07%
2. SR-392 - 93.64%
3. SR-24 - 90.94%

1. Multimodal access, Exit 320 to SR-298
2. Sidewalks in Crossville, downtown to Centennial Park
3. Multimodal access, SR-282 near Lake Tansi and elementary chool

Miscellaneous*

1. Signage for Cumberland Mountain State Park
2. Peavine Rd. (SR-101/SR-392) and SR-70 intersection roundabout requested

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.2

DeKalb County Recommendations

Multimodal

1. SR-26 - 79.58%
2. SR-26 - 76.88%
3. SR-56 - 74.76%

Safety

1. SR-141 - Roadway Erosion
2. SR-96 - Roadway Geometrics
3. SR-264 - Roadway Geometrics

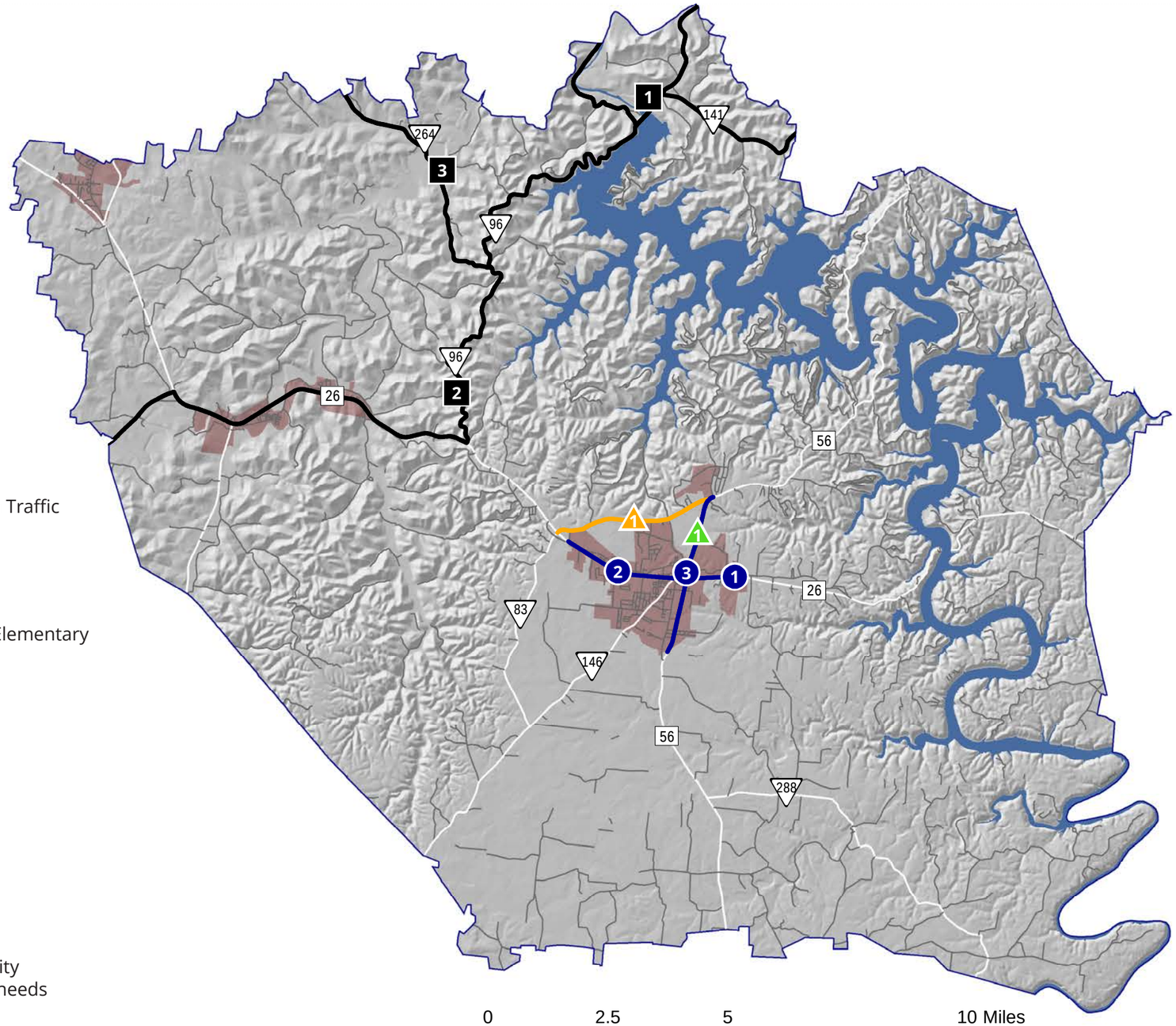
Freight

1. Issues along SR-83 (Allen Ferry Rd.) - High Traffic

Miscellaneous*

1. New school along SR-56 near Northside Elementary

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.3

Putnam County Recommendations

Multimodal

1. W. Jackson St. - 97.30%
2. SR-135 - 95.57%
3. E. Jackson St. - 94.22%

Safety

1. Hwy-136 (Hilham Rd.) - Shoulder Improvements
2. Hwy-135 (Dodson Branch Rd.) - Shoulder Improvements
3. Hwy-70N/Hwy-56
4. Hwy-290/County Farm Rd. - Intersection Improvements
5. Hwy-136 - Turn Lane

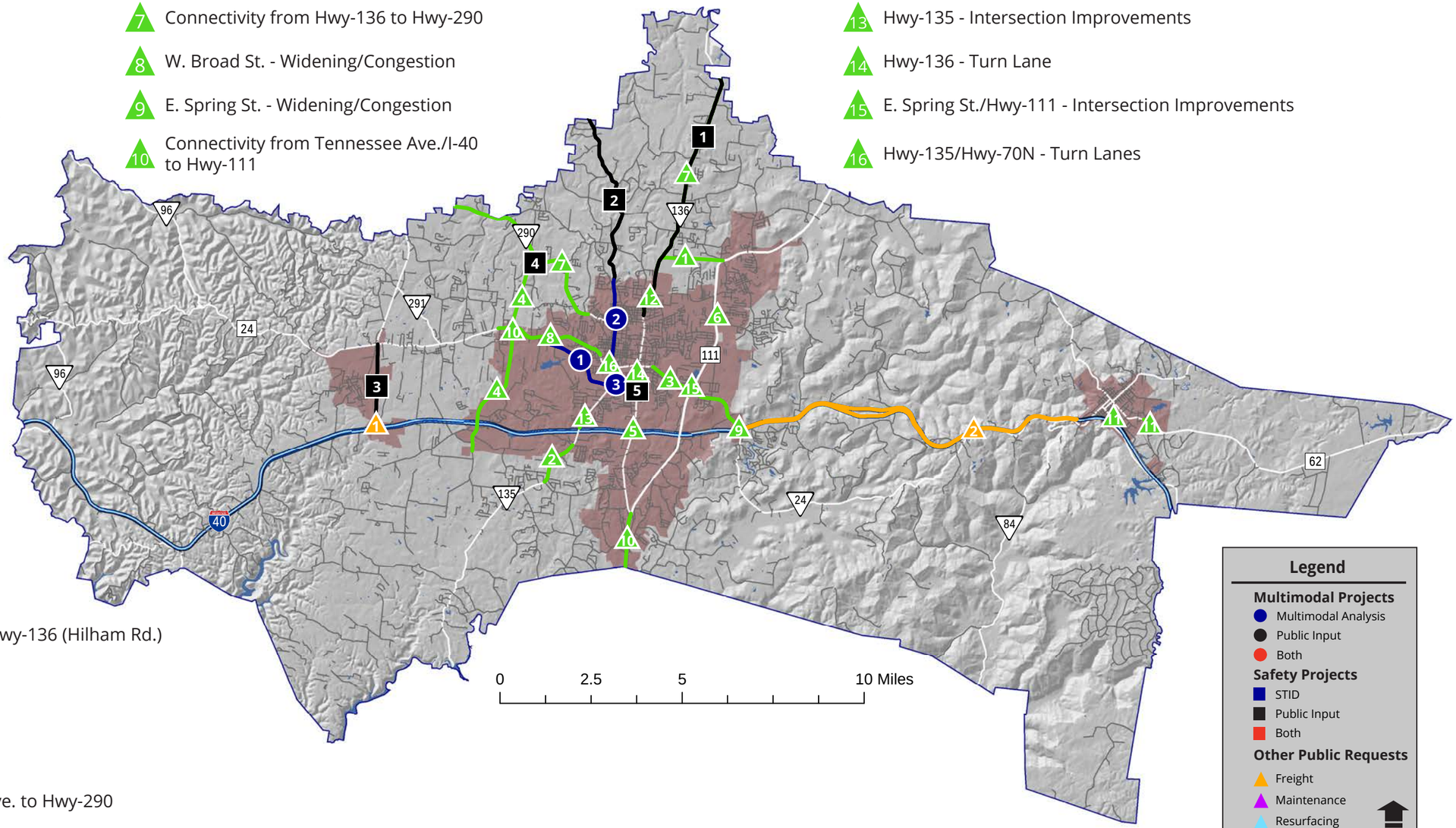
Freight

1. Hwy-56 - Intersection Improvements at I-40 & 1st Ave.
2. I-40 East in Monterey - Install Truck Lane

Miscellaneous*

1. Connectivity from Hwy-111 to Hwy-136 (Hilham Rd.)
2. S. Willow Ave. - Widening
3. Hwy-70N - Widening
4. Connectivity from Tennessee Ave. to Hwy-290
5. Interstate Dr./I-40 - Intersection Improvements
6. Hwy-111/E. 10th St. - Intersection Improvements
7. Connectivity from Hwy-136 to Hwy-290
8. W. Broad St. - Widening/Congestion
9. E. Spring St. - Widening/Congestion
10. Connectivity from Tennessee Ave./I-40 to Hwy-111
11. Hwy-70N/Industrial Dr./Hwy-62
12. Hwy-136 - Widening
13. Hwy-135 - Intersection Improvements
14. Hwy-136 - Turn Lane
15. E. Spring St./Hwy-111 - Intersection Improvements
16. Hwy-135/Hwy-70N - Turn Lanes

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.4

Van Buren County Recommendations

Multimodal

1. SR-30 - 51.45%
2. SR-111 - 45.28%

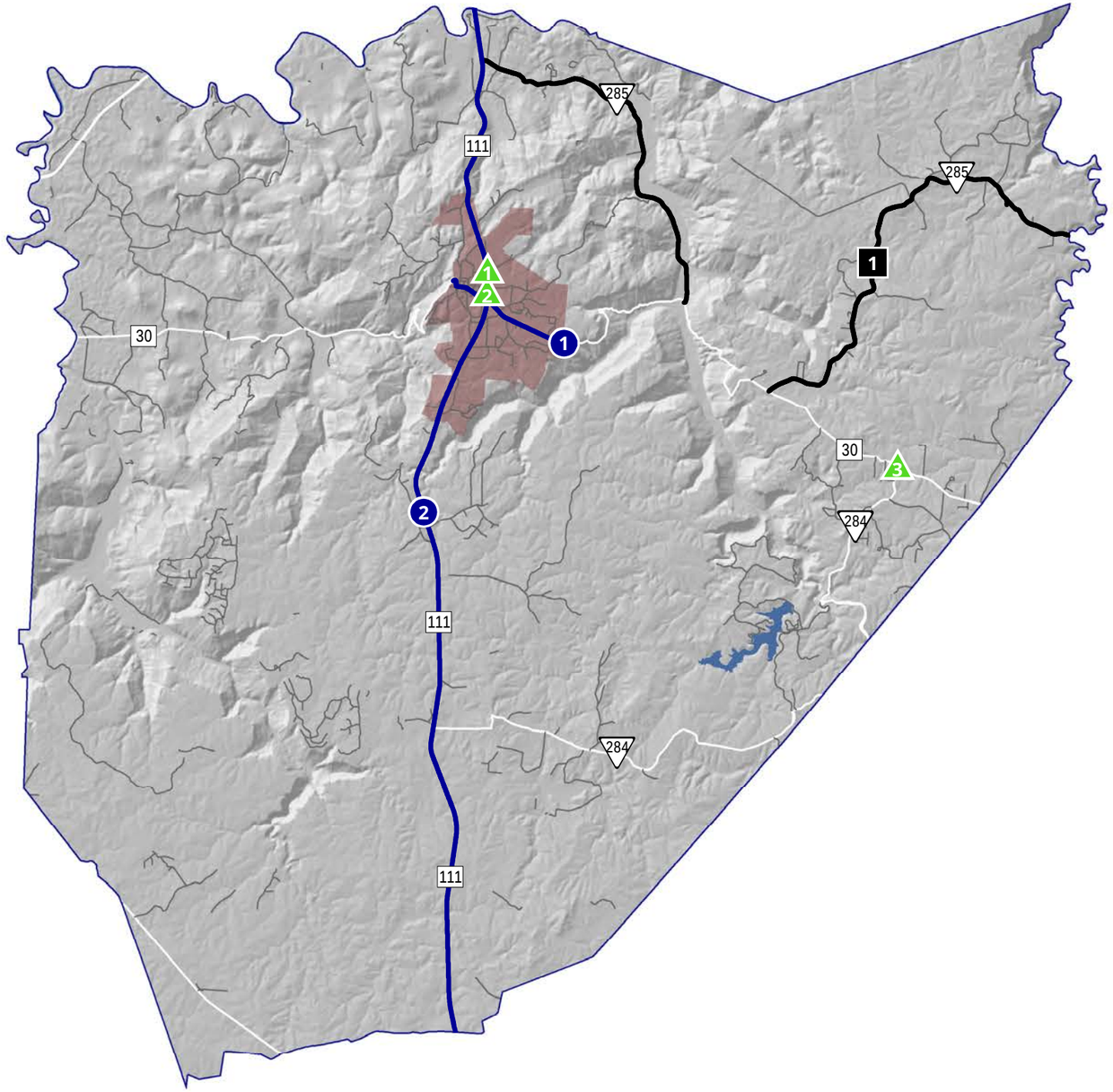
Safety

1. SR-285 - Increased Traffic

Miscellaneous*

1. Taft Dr./SR-111 - Traffic Signal
2. Spring Rd./SR-211 - Traffic Signal
3. SR-30/Park Rd. - Traffic SIgnal

*Subject to technical analysis of the Community Transportation Planning Request review and needs assessment if required.



Map 5.5

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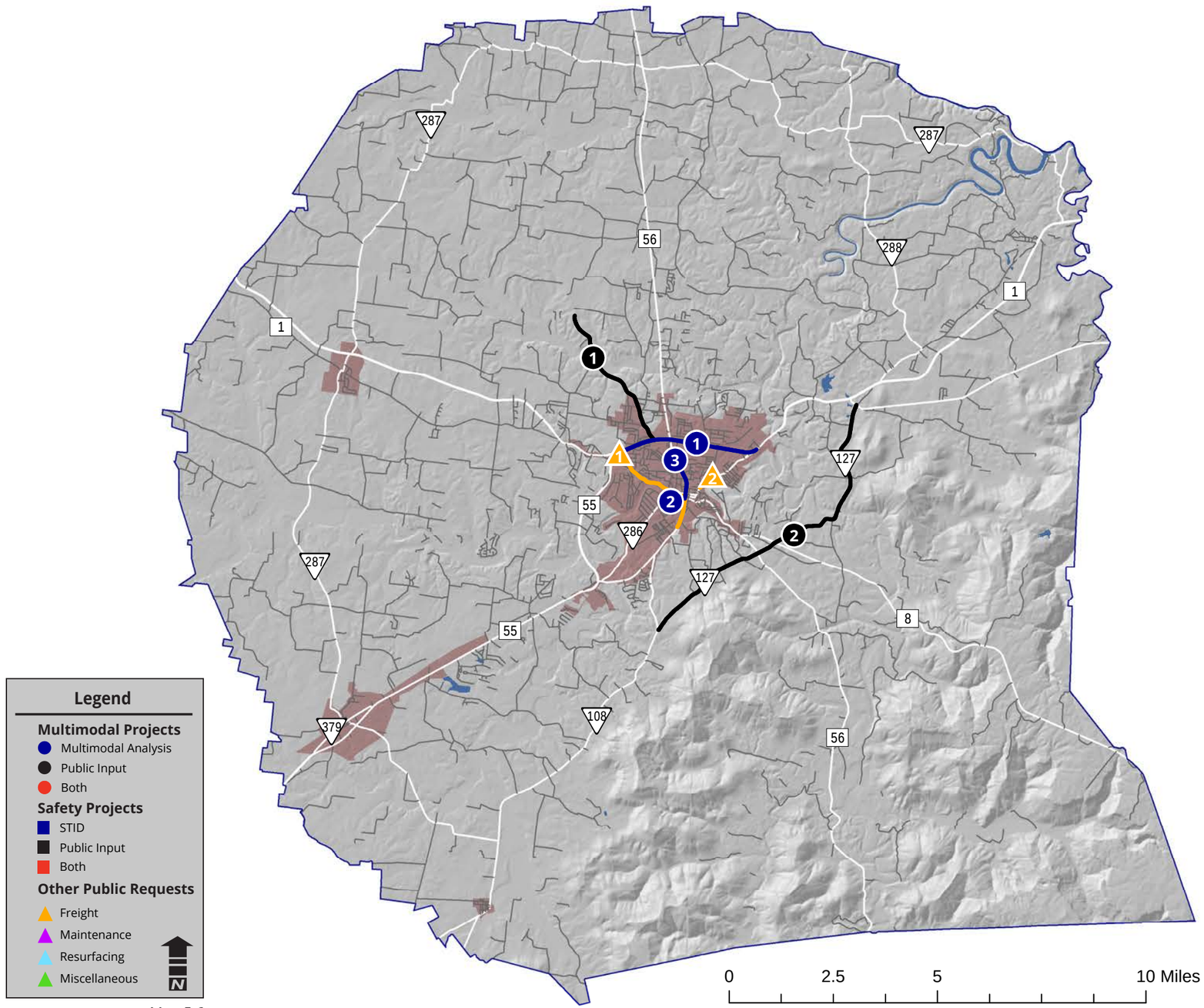
Warren County Recommendations

Multimodal

1. SR-1 - 100.00%
2. SR-56 - 99.81%
3. SR-56 - 97.69%
1. Yager Rd. - Sidewalks
2. SR-127 - Multimodal Access

Freight

1. W. Main St./S. Chancery St. - High Traffic
2. Sparta Rd. - Freight getting stuck at raiload underpass



Map 5.6

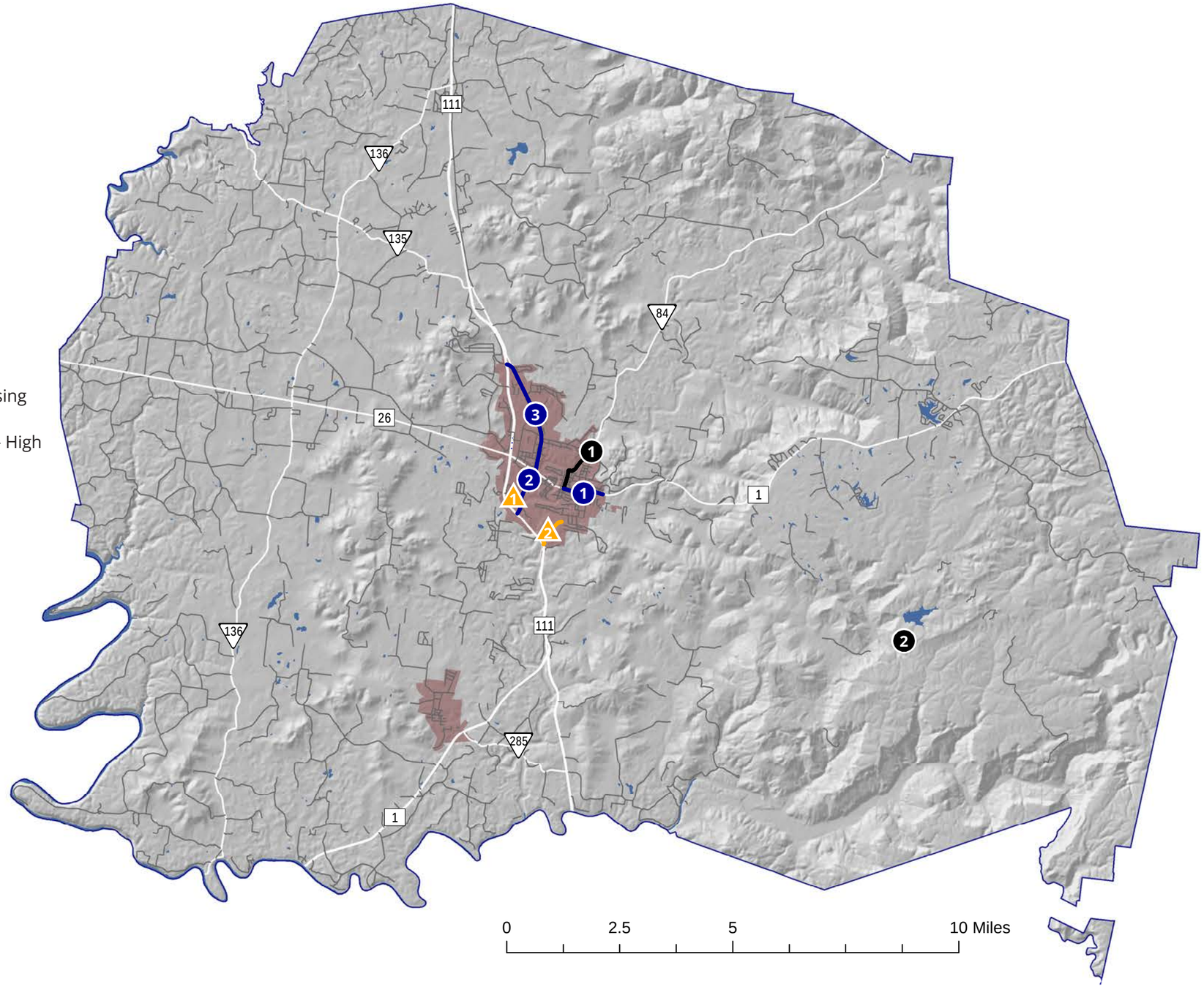
White County Recommendations

Multimodal

1. SR-1 - 80.73%
2. SR-1 - 75.53%
3. SR-289 - 75.34%
1. SR-84 - Bike signage
2. Connectivity from Dog Cove to Virgin Falls

Freight

1. Railroad at Farmers Co-op - Upgraded Crossing
2. Rerouting trucks through residential street - High Traffic



Legend

Multimodal Projects
- Multimodal Analysis
- Public Input
- Both

Safety Projects
- STID
- Public Input
- Both

Other Public Requests
- Freight
- Maintenance
- Resurfacing
- Miscellaneous

N

Map 5.7

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6 REFERENCES & APPENDIX

PREVIOUS PLANS

Name: Cannon County Parks and Recreation Strategic Plan
Author: UCDD
Date: 2019
Summary: The purpose of this plan is to formulate a coordinated, long-term effort to improve Cannon County's parks and recreation system

Name: Cumberland County Land Use and Transportation Policy Plan
Author: David Starnes
Date: 2009
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Crossville Traffic Flow & Downtown Pedestrian Mobility Study
Author: WSP
Date: 2016
Summary: The purpose of this plan is to present and discuss the roadway and traffic related data collected for this analysis and present and discuss the existing intersection level of service and supporting analysis.

Name: City of Crossville Parks and Recreation Master Plan
Author: Lose and Associates, Inc.
Date: 2014
Summary: This document serves as both a strategic plan and an action plan, providing the City of Crossville with guidelines and strategies for future program planning efforts and capital improvement projects.

Name: Dekalb County Land Use and Transportation Policy Plan
Author: Jonathan Ward and Tommy Lee
Date: 2011
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: Land Use and Transportation Policy Plan
Author Putnam County Regional Planning Commission
Date: 2004
Summary: The purpose of this plan was to provide guidance for future land use development and transportation facilities.

Name: City of Algood Parks Master Plan
Author: Clinton Engineering Services
Date: 2019
Summary: The purpose of this plan was to create a parks master plan for the development of twenty-one acres owned by Algood on Main Street near Thompson Lane.

Name: Baxter State Route 56 Corridor Study
Author: WSP
Date: 2019
Summary: The purpose of the existing conditions analysis is to understand and identify issues, deficiencies, and opportunities to be addressed and establishes a baseline to which anticipated future conditions can be measured and various recommendations can be compared.

Name: Cookeville Corridor Analysis
Author: WSP
Date: 2017
Summary: The purpose of this plan is to present and discuss the roadway and traffc related data collected for this analysis, describe the five focus corridors analyzed, and present and discuss the existing intersection level of service and supporting analysis.

Name: Cookeville Bicycle and Pedestrian Plan
Author: Gresham Smith
Date: 2019
Summary: The purpose of this plan is to update the 2003 plan and guide the development of bicycle and pedestrian improvements over the next 20 years throughout the City of Cookeville and its Urban Growth Boundary.

Name: Cookeville 2030 Plan
Author: Cookeville Municipal Planning Commission
Date: 2010
Summary: The purpose of this document is to provide the City of Cookeville with a revised plan for its future development.

GIS METHODOLOGY

Activity Center Analysis

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

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

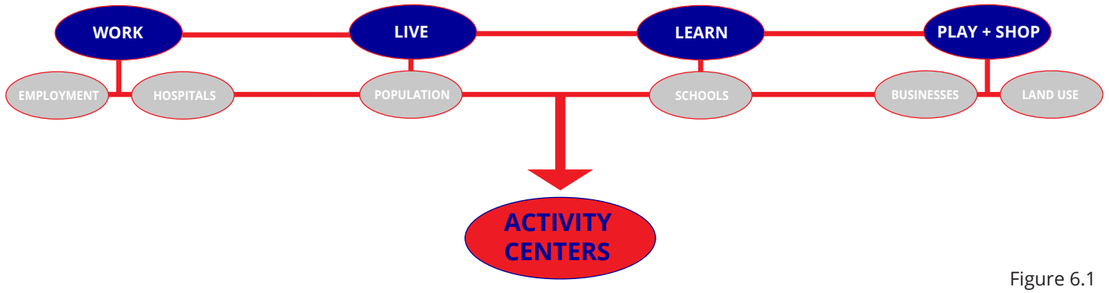


Figure 6.1

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

Table 6.1

Multimodal Suitability Index

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

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

» **Safety Analysis**
» **Equity Analysis**
» **Multimodal Demand Analysis**
» **Multimodal Supply Analysis**

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

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

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

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

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

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

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

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

Table 6.2



Downtown Cookeville
Photo Credit: Chuck Sutherland, UCDD

BLOS Flow Rate

The first step in calculating a road segment's bicycle level of service is to establish flow rate. The calculation of flow rate is based on the variables given in the following table:

VOL = (AADT x K x D) / (PHF x N)

Flow Rate	VOL
Average Annual Daily Traffic	AADT
Percent Peak Hour Traffic	K
Directional Distribution of Traffic (percent)	D
Peak Hour Factor (assumed to be 0.94)	PHF
Number of Directional Through Lanes	N

Refer to page 53 for more details.

Traffic Stations in the Center Hill RPO

Cannon County

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
1	Poplar Bluff Rd. W.	From W. Main St. to Lascasas Pk.	3210	3141	3521	3756	6.67	19.58	17.01
2	E. Main St./ Woodbury Rd./ Auburntown Rd.	From Poplar Bluff Rd. E. to Locke Creek Rd.	757	691	814	737	-9.46	6.66	-2.64
3	Poplar Bluff Rd. E.	From E. Main St. to State Hwy.96	3116	3962	3825	4016	4.99	1.36	28.88
4	Hurricane Creek Rd.	From Pleasant Ridge Rd. to Poplar Bluff Rd.E.	160	195	238	174	-26.89	-10.77	8.75
6	Gassaway Rd.	From Pleasant Ridge Rd. to Woodbury Hwy.	587	619	684	707	3.36	14.22	20.44
9	Big Hill Rd./ Gassaway Main St.	From Gassaway Rd. to Pea Ridge Rd.	450	518	502	396	-21.12	-23.55	-12.00
12	Porterfield Rd.	From Murfreesboro Rd. to Halls Hill Pk.	280	292	380	485	27.63	66.10	73.21
13	Murfreesboro Rd.	From Old Woodbury Rd. to Locke Creek Rd.	1276	1370	1396	1514	8.45	10.51	18.65
14	Locke Creek Rd,	From Murfreesboro Rd. to Auburntown Rd.	280	286	345	272	-21.16	-4.90	-2.86
15	Bradyville Rd.	From Murfreesboro Rd. to John Bragg Hwy.	850	1271	1244	1249	0.40	-1.73	46.94
16	Auburntown Rd.	From W. Main St. to Locke Creek Rd.	800	924	1014	1287	26.92	39.29	60.88
17	W. Main St.	From W. Main St. to Auburntown Rd.	8963	11981	12201	15146	24.14	26.42	68.98
19	Doolittle Rd.	From W. Main St. to Armstrong Ln.	924	923	852	684	-19.72	-25.89	-25.97
20	E. Main St./ McMinnville Hwy.	From S. McCrary St. to Gassaway Rd.	9362	10268	10449	10150	-2.86	-1.15	8.42
21	McMinnville Hwy.	From Gassaway Rd. to Center Hill Rd.	5189	6560	7421	8234	10.96	25.52	58.68
22	Gassaway Rd.	From McMinnville Hwy. to Stones River Rd.	2255	2174	2330	2402	3.09	10.49	6.52
24	Gassaway Rd.	From Stones River Rd. to Pleasant Ridge Rd.	1196	1277	1209	1220	0.91	-4.46	2.01
25	Stones River Rd.	From Gassaway Rd. to Mason Hollow Rd.	826	1177	1065	1119	5.07	-4.93	35.47
26	Stones River Rd.	From Short Mountain Rd. to Mason Hollow rd.	590	791	825	781	-5.33	-1.26	32.37
27	Short Mountain Rd.	From Pea Ridge Rd. to Judge Purser Hill Rd.	1427	1401	1422	1518	6.75	8.35	6.38
28	Short Mountain Rd.	From Judge Purser Hill Rd. to	1223	1307	1104	1110	0.54	-15.07	-9.24
29	Judge Purser Hill Rd.	From Blue Hill Rd. to Warren Rd.	394	422	442	362	-18.10	-14.22	-8.12
30	Warren Rd.	From Purser Hill Rd. to Judge Warren Rd.	220	268	272	281	3.31	4.85	27.73
31	Judge Purser Hill Rd./ Blue Hill Rd.	From Short Mountain Rd. to Short Mountain Rd.	489	558	501	406	-18.96	-27.24	-16.97
32	Center Hill Rd.	From Manhustown Rd. to Short Mountain Rd.	1819	2153	1933	1732	-10.40	-19.55	-4.78
33	Manhustown Rd.	From Hill Creek Rd to Center Hill Rd.	701	643	826	890	7.75	38.41	26.96
34	Short Mountain Rd.	From McMinnville Hwy. to Center Hill Rd.	470	415	382	388	1.57	-6.51	-17.45
35	Short Mountain Rd.	From McMinnville Hwy. to Pleasant View rd.	4886	4381	4722	489	-89.64	-88.84	-89.99
36	Pleasant View Rd.	From Lonnie Smith Rd. to	640	717	503	399	-20.68	-44.35	-37.66
37	Iconium Rd.	From SR-53 to Hill Creek Rd.	1270	1083	1254	1573	25.44	45.24	23.86
39	Hollow Springs Rd.	From Cove Hill Rd. to Jim Cummings Rd.	696	879	778	854	9.77	-2.84	22.70
40	Burt-Burgen Rd.	From Bradyville Rd. to Bradyville Hill Rd.	760	1087	1087	932	-14.26	-14.26	22.63
41	Bradyville Rd.	From Burt-Burgen Rd. to Dug Hollow Rd.	578	888	938	1303	38.91	46.73	125.43
43	Dug Hollow Rd.	From Dickens Hill Rd. to Gossburg Rd.	339	537	475	358	-24.63	-33.33	5.60
45	Burt-Burgen Rd.	From Hollow Springs Rd. to Bradyville Hill Rd.	310	495	578	590	2.08	19.19	90.32
46	Hollow Springs Rd.	From Cove Hill Rd. to Dickens Hill Rd.	380	425	385	350	-9.09	-17.65	-7.89
48	Hollow Springs Rd.	From Rush Rd. to Jim Cummings Hwy.	380	343	325	323	-0.62	-5.83	-15.00
49	Jim Cummings Hwy.	From Sain Rd. to Ivy Bluff Rd.	924	1635	1711	2038	19.11	24.65	120.56
50	Ivy Bluff Rd.	From Jim Cummings Hwy. to Young Rd.	250	294	341	250	-26.69	-14.97	0.00
51	Pleasant View Rd.	From Ivy Bluff Rd. to Lonnie Smith Rd.	224	289	283	284	0.35	-1.73	26.79

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52	Jim Cummings Hwy.	From Red Hill Rd. to Iconium Rd.	3482	3770	3700	5460	47.57	44.83	56.81
53	Dickens Hill Rd./ Hollow Springs Rd.	From Dug Hollow Rd. to Rush Rd.	230	290	202	246	21.78	-15.17	6.96
56	Red Hill Rd.	From Jim Cummings Rd. to Pleasant View Rd.	650	924	684	576	-15.79	-37.66	-11.38
58	Pea Ridge Rd.	From Short Mountain Rd. to Pea Ridge Rd.	450	458	332	242	-27.11	-47.16	-46.22
59	Jim Cummings Hwy.	From Ivy Bluff Rd. to Red Hill Rd.	2541	2816	2610	2988	14.48	6.11	17.59
60	Poplar Bluff Rd. W.	From W. Main St. to E. Main St.	3353	2760	3113	3344	7.42	21.16	-0.27
61	W. Main St.	From Auburntown Rd. to Doolittle Rd.	8755	11074	11904	13699	15.08	23.70	56.47
62	S. McCrary St./ Jim Cummings Hwy.	From Meadowbrook Dr. to Iconium Rd.	4793	5950	6390	6844	7.10	15.03	42.79
63	Ivy Bluff Rd./ Jacksboro Tr.	From Young Rd. to Jacksboro Tr.	59	77	82	88	7.32	14.29	49.15
64	0A006	From McMinnville Hwy. to Short Mountain Rd.	6221	6230	6166	480	-92.22	-92.30	-92.28
65	Doolitle Rd./ Pleasant Ridge Rd.	From Armstrong Rd. to Gassaway Rd.	175	194	232	211	-9.05	8.76	20.57
68	S. McCrary St.	From E. Main St. to Meadowbrook Dr.	5902	5577	5598	4851	-13.34	-13.02	-17.81
69	Meadowbrook Dr.	From Hollis Creek Rd to W. Main St.	10180	10221	10066	13493	34.05	32.01	32.54
70	John Bragg Hwy.	From Bradyville Rd. to Hollis Creek Rd.	9662	10657	10047	11147	10.95	4.60	15.37
71	John Bragg Hwy.	From Lassiter Rd. to Bradyville Rd.	9954	10414	10378	13010	25.36	24.93	30.70
73	W. Main St./ Murfreesboro Rd.	From W. Main St. to Locke Creek Rd.	0	1557	1654	2133	28.96	36.99	
75	W. Main St.	From S. McCrary St. to Doolittle Rd.	0	10332	10052	11442	13.83	10.74	
76	Bradyville Rd.	From Ferrell Hollow Rd. to Bradyville Rd.	0	490	444	439	-1.13	-10.41	
77	Bradyville Rd.	From John Bragg Hwy. to Burt-Burgen Rd.	0	2243	2569	2911	13.31	29.78	
78	McMinnville Hwy.	From Center Hill Rd. to Nashville Hwy.	0	0	0	4895			

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Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
2	US-70 N	From US-70N to US-70N	2770	3858	3516	3922	41.59	1.66	11.55
5	N. Main St.	From N. Main St. to Plateau Rd.	5679	6108	6533	6454	13.65	5.66	-1.21
7	N. Main St.	From Potato Farm Rd. to Fredonia Rd.	7561	7835	8414	8431	11.51	7.61	0.20
8	Genesis Rd.	From Potato farm Rd. to Genesis Rd.	520	723	720	866	66.54	19.78	20.28
10	Genesis Rd.	From I-40 to Potter Rd.	2155	2573	2480	2870	33.18	11.54	15.73
11	Fredonia Rd.	From N. Main St. to Creston Rd.	754	857	697	722	-4.24	-15.75	3.59
12	Creston Rd.	From N. Main St. to 1170 Fredonia Rd.	310	346	515	543	75.16	56.94	5.44
13	W. Creston Rd.	From US-70 N. to Creston Rd.	511	597	540	596	16.63	-0.17	10.37
14	P.O.W. Camp Rd./ Pomona Rd.	From Taylor Chapel Rd. to US70 N.	700	876	966	1306	86.57	49.09	35.20
15	US-70 W.	From E. Main St. to Crossville Hwy.	2759	3332	3239	4035	46.25	21.10	24.58
16	Browntown Rd.	From Sparta Hwy. to Eastland Rd.	530	634	1117	480	-9.43	-24.29	-57.03
19	Sparta Hwy.	From West Ave. to Holiday Dr.	11841	12416	12651	11976	1.14	-3.54	-5.34
20	US-70 N./ West Ave.	From Sparta Hwy. to Bell Rd.	6339	6754	6291	7334	15.70	8.59	16.58
22	Genesis Rd.	From I-40 to N. Main St.	6420	5969	7350	7163	11.57	20.00	-2.54
24	E. First St.	From Peavine Rd. to Netherton Rd.	3520	3850	4190	3745	6.39	-2.73	-10.62
25	S. Main St.	From Milo Lemert Pkwy. to US-70E.	10368	10782	10224	9130	-11.94	-15.32	-10.70
27	Westel Rd.	From I-40 to Rockwood Airport Rd.	141	166	153	165	17.02	-0.60	7.84
29	US-70E	From Market St.to Westel Rd.	2150	2118	1838	1856	-13.67	-12.37	0.98
32	Hebbertsburg Rd.	From Main St. to Nemo Rd.	470	485	565	340	-27.66	-29.90	-39.82
34	US-70E	From Market St. to Cox Valley Rd.	3278	3026	2449	2370	-27.70	-21.68	-3.23
35	Cox Valley Rd.	From SR-68 to US-70E.	1183	1344	1276	1233	4.23	-8.26	-3.37
36	Deep Draw Rd.	From US-70E to SR-68.	580	641	584	576	-0.69	-10.14	-1.37
37	SR-68	From US-127 S. to Cox Valley Rd.	4949	4975	5103	4530	-8.47	-8.94	-11.23
38	US-127 S.	From SR-68 to Pigeon Ridge Rd.	6574	7218	7002	6377	-3.00	-11.65	-8.93
39	Pigeon Roost Rd.	From US-127 S. to Lantana Rd.	1925	1757	1586	1783	-7.38	1.48	12.42
40	Dunbar Rd.	From Lantana Rd. to 1201 Dunbar Rd.	5194	6260	6905	7640	47.09	22.04	10.64
41	Taylor Chapel Rd.	From P.O.W. Camp Rd. to Lantana Rd.	1728	1975	2042	2055	18.92	4.05	0.64
43	Lantana Rd.	From Dunbar Rd. to 1199 Vandever Rd.	4500	5440	4995	5575	23.89	2.48	11.61
44	Lantana Rd.	From 2285 Flynns Cove Rd. to 1199 Vandever Rd.	2282	2762	2332	3465	51.84	25.45	48.58
45	Vandever Rd.	From Lantana Rd. to Brewer Rd.	1640	2054	1816	2011	22.62	-2.09	10.74
46	Flynns Cove Rd.	From Midway Rd. to Lantana Rd.	600	506	514	505	-15.83	-0.20	-1.75
50	Vandever Rd.	From US-127 S. to Brewer Rd.	650	696	616	525	-19.23	-24.57	-14.77
51	SR-68	From Cox Valley Rd. to Durham Loop	3057	3213	2783	3097	1.31	-3.61	11.28
52	Alloway Rd.	From SR-68 to Possum Trot Rd.	350	409	382	381	8.86	-6.85	-0.26
54	Old Hwy. 28	From Old Hwy. 28 to Turner Rd.	130	159	134	104	-20.00	-34.59	-22.39
55	US-127 S.	From 1199 Vandever Rd. to Hillendale Rd.	2331	3207	2753	3296	41.40	2.78	19.72
57		From Plateau Rd. to N. Main St.	28225	31492	34341	36204	28.27	14.96	5.43
58		From N. Main St. to Genesis Rd.	26194	32557	36148	37099	41.63	13.95	2.63

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Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
59		From Genesis Rd. to Peavine Rd.	29929	35017	40123	43587	45.63	24.47	8.63
60		From Peavine Rd. to Market St.	23727	33362	33167	32921	38.75	-1.32	-0.74
61	US-70E.	From 1168 Deep Draw Rd. to Cox Valley Rd.	2661	2578	2251	2040	-23.34	-20.87	-9.37
62		From Market St. to Westel Rd.	23812	33102	33314	35036	47.14	5.84	5.17
63	Westel Rd.	From US-70E. to I-40.	1240	1702	1292	1370	10.48	-19.51	6.04
65	N. Main St.	From Genesis Dr. to US-70E.	18686	18503	16751	16288	-12.83	-11.97	-2.76
66	West Ave.	From Miller Ave. to Lantana Rd.	11567	12387	10801	10677	-7.69	-13.80	-1.15
67	Peavine Rd.	From Old Peavine Rd. to I-40.	13614	15171	17755	14421	5.93	-4.94	-18.78
68	Peavine Rd.	From Catoosa Blvd. to Hebbertsburg Rd.	494	545	419	440	-10.93	-19.27	5.01
69	Plateau Rd.	From I-40 to N. Main St.	958	1181	1200	1429	49.16	21.00	19.08
70	Clear Creek Rd.	From N. Main St. to Elmore Rd.	590	776	773	816	38.31	5.15	5.56
71	Elmore Rd.	From N. Main St. to West Ave.	20397	17790	18030	13919	-31.76	-21.76	-22.80
72	Newton Rd.	From Midway Rd. to Winesap Rd.	170	191	177	122	-28.24	-36.13	-31.07
74		From Westel Rd. to I-40.	24406	33372	33565	35019	43.49	4.94	4.33
75	N. Main St.	From I0040 to Elmore Rd.	25305	25878	26122	18760	-25.86	-27.51	-28.18
77	Lantana Rd.	From Midway Rd. to Flynns Cove Rd.	1609	1854	1511	1799	11.81	-2.97	19.06
78	Dunbar Rd.	From Vandever Rd. to Dunbar Rd.	1196	1646	1864	2115	76.84	28.49	13.47
79	Lantana Rd.	From Dunbar Rd. to Pigeon Ridge Rd.	11871	12822	13541	13896	17.06	8.38	2.62
80	Peavine Rd.	From Old Peavine Rd. to Catoosa Blvd.	10090	10596	12861	13733	36.11	29.61	6.78
81	Lantana Rd.	From Miller Ave. to West Ave.	6697	6978	6688	2334	-65.15	-66.55	-65.10
82	US-70E.	From 1172 Webb Ave. to Milo Lembert Pkwy.	8810	9805	9817	6140	-30.31	-37.38	-37.46
83	Potato Farm Rd.	From Bowman Loop to Genesis Rd.	135	154	133	155	14.81	0.65	16.54
84	E. First St.	From US-70E To Netherton Ln.	5663	6391	5856	5274	-6.87	-17.48	-9.94
85	Mayland Rd.	From US-70 N. to Cowpen Rd.	861	1025	1116	845	-1.86	-17.56	-24.28
86	Stanley St.	From Storie St. to S. Main St.	1906	1864	1994	1629	-14.53	-12.61	-18.30
89	US-127 S.	From Miller Ave. to SR-68	11426	11761	11717	10850	-5.04	-7.75	-7.40
90	US-70 E.	From Milo Lembert Pkwy. To Deep Draw Rd.	2761	3010	3205	3004	8.80	-0.20	-6.27
91	SR001 Sparta Hwy.	From 1170 Pomona Rd. to 2289 E. Main St.	5194	5995	6295	6174	18.87	2.99	-1.92
92	US-70 N.	From 1170 Pomona Rd. to Bell Rd.	3195	3906	3745	4557	42.63	16.67	21.68
93	Mayland Rd.	From Cowpen Rd. to Sparta Hwy.	403	535	569	513	27.30	-4.11	-9.84
94	N. Main St	From Clear Creek Rd. to Bear Creek Rd.	4765	5120	5396	5863	23.04	14.51	8.65
95	Rockwood Airport Rd.	From Airport Rd. to Airport Rd.	1042	1576	1601	1650	58.35	4.70	3.06
97	US-127 S.	From Hillendale Rd. to Pigeon Ridge Rd.	3806	4428	4522	4165	9.43	-5.94	-7.89
98	Miller Ave.	From Fourth St. to West Ave.	13543	14946	15352	14958	10.45	0.08	-2.57
100	Midway Rd.	From Newton Rd. to Lantana Rd.	210	164	178	124	-40.95	-24.39	-30.34

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105	West Ave.	From Miller Ave. to Sparta Hwy.	19989	18693	16902	18692	-6.49	-0.01	10.59
106	Fourth St./Storie Ave./Old Lantana Rd.	From Miller Ave. to Miller Ave.	4163	4399	4851	4382	5.26	-0.39	-9.67
107	Sparta Hwy.	From Old Hwy.70 to Holiday Dr.	8901	8663	9162	7657	-13.98	-11.61	-16.43
108	N. Main St.	From Elmore Rd. to Miller Ave.	19762	23093	23585	17100	-13.47	-25.95	-27.50
111	US-70 E.	From S. Main St. to Webb Ave.	9921	10437	8665	7724	-22.14	-25.99	-10.86
113	Miller Ave.	From Lantana Rd. to S. Main St.	3931	4156	6534	6870	74.76	65.30	5.14
116	Miller Ave.	From West Ave. to N. Main St.	0	9136	9930	10547		15.44	6.21
117	Daysville Rd./Mileston Mountain Rd./Mt. Vernon Rd.	From US-70 E. to Westel Rd.	0	250	262	233		-6.80	-11.07
118	Old Hwy. 28	From US-127 S. to Houston Rd.	0	1229	1340	1186		-3.50	-11.49
119	Potato Farm Rd.	From N. Main St. to Bowman Loop	0	1111	1009	1216		9.45	20.52
120	Market St.	From Hebbertsburg Rd. to Market St.	0	1504	2310	2830		88.16	22.51
121	Industrial Blvd.	From N. Main St. to Old Jamestown Rd.	0	5309	6280	6120		15.28	-2.55
122	Old Jamestown Hwy.	From N. Main St. to N. Main St.	0	3807	4597	4991		31.10	8.57
123	Peavine Rd.	From US-70 E. to I-40	0	6724	9622	11563		71.97	20.17
124	N. Main St.	From I-40 to Fredonia Rd.	0	12285	13377	13834		12.61	3.42
125	Miller Ave.	From Stanley St. to Lantana Rd.	0	11266	12176	12255		8.78	0.65
126	Lantana Rd.	From S. Main St. to West Ave.	0	11270	9904	7875		-30.12	-20.49
127	Fourth St.	From Miller Ave. to N. Main St.	0	2939	2979	2534		-13.78	-14.94
128	Miller Ave.	From Fourth St. to Stanley St.	0	12416	14116	14179		14.20	0.45
129	N. Main St.	From Genesis Rd. to Miller Ave.	0	19323	16947	15982		-17.29	-5.69
130	Milo Lemert Pkwy.	From S. Main St. to US-70E.	0	0	5985	7648			27.79
132	I-40	From Plateau Rd. to I-40	0	0	0	35391			
133	Lantana Rd.	From Pigeon Ridge Rd. to Miller Ave.	0	0	0	14499			
134	Northside Dr.	From Sparta Hwy. to US-70N.	0	0	0	2983			
135	Northside DR.	From US-70N. to N. Main St.	0	0	0	7021			
136	Interstate Dr.	From Genesis Rd. to N. Main ST.	0	0	0	7766			
137	Old Lantana Rd.	From Lantana Rd. to Old Lantana Rd.	0	0	0	1469			
990	Plateau Rd.	From US-70N. to I-40.	1809	2276	2588	2713	49.97	19.20	4.83
991	Genesis Rd.	From Hyder Loop to Potato Farm Rd.	709	975	832	1024	44.43	5.03	23.08

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1	Nashville Hwy.	From Brush Creek Rd. to Sparta Pk.	2677	3610	3624	3988	48.97	10.47	10.04
3	Nashville Hwy.	From Murfreesboro Hwy. to Brush Creek Rd.	3977	4944	4683	5302	33.32	7.24	13.22
4	Lower Helton Rd.	From Brush Creek Rd. to Hickman Rd.	670	727	302	494	-26.27	-32.05	63.58
6	Hickman Rd./ Temperence Hall Rd.	From Lower Helton Rd. to Dale Ridge Rd.	391	544	501	528	35.04	-2.94	5.39
7	Dale Ridge Rd.	From Temperance Hall Rd. to Lancaster Rd.	427	386	415	296	-30.68	-23.32	-28.67
8	Lancaster rRd.	From Dale Ridge Rd. to Lancaster Hwy.	197	245	157	134	-31.98	-45.31	-14.65
9	Wolf Creek Rd.	From Buffalo Valley Rd. to Helm Hollow Rd.	450	450	318	360	-20.00	-20.00	13.21
10	Murfreesboro Hwy.	From Nashville Hwy. to State Hwy. 96	2826	2895	2715	3037	7.47	4.91	11.86
11	Woodbury Hwy.	From Nashville Hwy. to Cave Springs Rd.	1459	1417	1217	1272	-12.82	-10.23	4.52
14	Dry Creek Rd.	From Nashville Hwy. to Old Mill Hill Rd.	490	493	354	230	-53.06	-53.35	-35.03
15	Nashville Hwy.	From Woodbury Hwy. to Dale Ridge Rd.	6154	6227	6639	7079	15.03	13.68	6.63
16	Dale Ridge Rd.	From Nashville Hwy. to Temperance Hill Rd.	1032	1139	1070	895	-13.28	-21.42	-16.36
18	Nashville Hwy.	From Murfreesboro Hwy. to Woodbury Hwy.	5928	6474	6469	6416	8.23	-0.90	-0.82
23	New Home Rd.	From Old Mill Rd. to Nashville Hwy.	1353	1240	1743	1851	36.81	49.27	6.20
24	Allen Ferry Rd.	From Nashville Hwy. to Holmes Creek Rd.	1622	1839	2076	1906	17.51	3.64	-8.19
25	W. Broad St./ Nashville Hwy.	From New Home Rd. to Dry Creek Rd.	11896	12010	11319	12970	9.03	7.99	14.59
26	Dry Creek Rd. E. / Dry Creek Rd.	From New Home Rd. to W. Broad St.	943	981	928	1140	20.89	16.21	22.84
27	South Mountain Rd./ Short Mountain Rd.	From Miller Rd. to New Home Rd.	3112	3540	4122	4124	32.52	16.50	0.05
28	N. College St.	From Braswell Ln. to E. Broad St.	1161	1176	1094	1004	-13.52	-14.63	-8.23
29	Hooper Rd./ Vaughn Ln.	From Four Seasons Rd. to Congress Blvd.	728	748	1082	634	-12.91	-15.24	-41.40
30	Bright Hill Rd.	From SR026 to Hooper Rd.	764	973	1081	1090	42.67	12.02	0.83
31	E. Broad St	From Congress Blvd. to Colvert Rd.	7941	8714	7979	8258	3.99	-5.23	3.50
32	Congress Blvd.	From E. Main St. to Allen Ferry Rd.	7437	8184	8126	6641	-10.70	-18.85	-18.27
36	Sparta Hwy.	From Midway Rd. to Smithville Hwy.	3347	3907	3435	3136	-6.30	-19.73	-8.70
38	Four Seasons Rd.	From Bright Hill Rd. to Four Seasons Rd.	840	976	983	1030	22.62	5.53	4.78
40	Keltonburg Rd./ Antioch Rd./ Belk Rd.	From Jefferson Rd. to Corinth Church Rd.	647	713	801	676	4.48	-5.19	-15.61
41	McMinnville Hwy.	From Keltonburg Rd. to Smithville Hwy.	4477	4784	5429	4504	0.60	-5.85	-17.04
43	Keltonburg Rd.	From McMinnville Hwy. to Jefferson Rd.	1445	1636	1469	1430	-1.04	-12.59	-2.65
45	Turner Rd.	From Old Blue Springs Rd. to Jacobs Pillar Rd.	227	297	282	250	10.13	-15.82	-11.35
46	Old Blue Springs Rd.	From McMinnville Hwy .to Blue Springs Rd.	300	515	400	425	41.67	-17.48	6.25
47	Bethel Rd./ Blue Springs Rd.	From Banks Pisgah Rd. to McMinnville Hwy.	459	530	527	479	4.36	-9.62	-9.11
50	Jacobs Pillar Rd.	From South Mountain Rd. to Herman Rd.	340	368	346	341	0.29	-7.34	-1.45
52	Banks-Pisgah Rd.	From Short Mountain Rd. to Banks-Pisgah Rd	450	622	595	512	13.78	-17.68	-13.95
53	Short Mountain Rd.	From Banks Pisgah Rd. to Short Mountain Rd.	1480	1720	1713	1602	8.24	-6.86	-6.48
55	Buffalo Valley Rd.	From Wolf Creek Rd. to Buffalo Valley Rd.	846	763	836	568	-32.86	-25.56	-32.06
57	Jefferson Rd./ Potts Camp Rd.	From Keltonburg Rd. to dead end.	512	548	479	533	4.10	-2.74	11.27
58	N. College St.	From W. Broad St. to W. Woodlawn St.	1559	1563	1548	1037	-33.48	-33.65	-33.01
59	Vaughn Ln./ Braswell Ln.	From Congress Blvd. to Jacobs Pillar Rd.	470	734	781	739	57.23	0.68	-5.38
60	Congress Blvd.	From E. Main St. to E. Broad St.	8438	9005	9047	8661	2.64	-3.82	-4.27

DeKalb County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
61	Cookeville Hwy.	From Ponder Rd. to Smithville Hwy.	3256	3151	3499	3897	19.69	23.68	11.37
62	Watertown Rd./ E. Main St./ New Hope Rd./ Walker Creek Rd.	From Hickman Rd. to Jim Curtis Hwy.	620	630	532	685	10.48	8.73	28.76
63	W. Broad St./ E. Broad St.	From South Mountain Rd. to Congress Blvd.	14200	15246	13640	15097	6.32	-0.98	10.68
64	Congress Blvd.	From E. Broad St. to E. Bryant St.	11057	14224	12575	11844	7.12	-16.73	-5.81
66	Short Mountain Rd.	From Banks Pisgah Rd. to Patterson St.	2310	2631	2772	2550	10.39	-3.08	-8.01

Introduction & Overview
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Putnam County

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
1	Whitehall Rd.	From Dodson Branch Rd. to Hillham Rd.	889	1033	1174	1063	19.57	2.90	-9.45
2	Paran Rd.	From W. Paron Rd. to Hilham Rd.	700	918	1083	1210	72.86	31.81	11.73
3	Gainsboro Hwy.	From Bloomington Springs Rd. to Old Gainsboro Rd.	4472	4359	4689	4565	2.08	4.73	-2.64
4	Martin Creek Rd.	From Nashville Hwy. to Ensor Hollow Rd.	243	250	270	243	0.00	-2.80	-10.00
5	Ensor Hollow Rd.	From Martin Creek Rd. to Nashville Hwy.	138	149	140	177	28.26	18.79	26.43
6	Hopewell Rd.	From Medley Ammonet Rd. to Medley Hill Rd.	180	184	154	161	-10.56	-12.50	4.55
7	Buffalo Valley Rd.	From Buffalo Valley Rd. to SR141	99	112	96	117	18.18	4.46	21.88
8	Center Hill Dam Rd	From Wolf Creek Rd. to Buffalo Valley Rd.	559	640	530	657	17.53	2.66	23.96
9	Center Hill Dam Rd.	From Buffalo Valley Rd. to Smithville Hwy.	1086	1131	1087	1200	10.50	6.10	10.40
11	Hopewell Rd.	From Medley Hill Rd. to I-40.	375	404	381	394	5.07	-2.48	3.41
12	Old Baxter Rd.	From Hopewell Rd. to First Ave. N.	1690	1857	1862	1458	-13.73	-21.49	-21.70
13	First Ave. N.	From Nashville Hwy. to Main St.	1359	1534	1530	1496	10.08	-2.48	-2.22
14	Nashville Hwy.	From Shaw Branch Rd. to Smithville Hwy.	2112	2582	2476	2152	1.89	-16.65	-13.09
15	Smithville Hwy.	From Nashville Hwy. to Buffalo Valley Rd.	4536	5295	5835	6721	48.17	26.93	15.18
16	Gainsboro Hwy.	From Nashville Hwy. to Bloomington Springs Rd.	4082	4369	4947	5701	39.66	30.49	15.24
17	Nashville Hwy.	From Smithville Hwy. to Bloomington Springs Rd.	4627	5277	5792	6184	33.65	17.19	6.77
18	Bloomington Springs Hwy.	From Gainesboro Hwy. to Nashville Hwy.	1750	1308	1214	1255	-28.29	-4.05	3.38
19	W. Broad St.	From W. Jackson St. to Bloomington Springs Rd.	6803	7092	7560	7924	16.48	11.73	4.81
20	Buffalo Valley Rd.	From First Ave. N. to Smithville Hwy.	1390	2331	2804	2254	62.16	-3.30	-19.61
21	First Ave. S.	From Main St. to Smithville Hwy.	2577	2474	2953	3294	27.82	33.14	11.55
22	Baxter Rd.	From Austin Bottom Rd. to I-40.	1100	1294	1470	2390	117.27	84.70	62.59
23	Ditty Rd.	From Burgess Falls Rd. to Baxter Rd.	872	1038	1056	1658	90.14	59.73	57.01
24	W. Stevens St.	From W. Jackson St. to Hughes St.	4080	4943	4591	5114	25.34	3.46	11.39
25	W. Broad St.	From W. Jackson St. to W. Spring St.	7139	8477	6659	8121	13.76	-4.20	21.96
27	Hilham Rd.	From Fisk Rd. to Whiteaker Springs Rd.	4494	3036	3733	5123	14.00	68.74	37.24
28	E. 10th St.	From Fisk Rd. to N.Washington Ave.	12651	13838	15258	15312	21.03	10.65	0.35
29	Fisk Rd.	From E. 10th. St. to Shag Rag Rd.	4028	5204	4402	5210	29.34	0.12	18.36
33	Dry Valley Rd.	From Buck Mountain Rd. to W.Main St.	1788	2019	2728	3622	102.57	79.40	32.77
35	Livingston Hwy.	From Rock Springs Rd. to	2268	2497	2348	2719	19.89	8.89	15.80
36	N. Chestnut St./ Hanging Limb Rd.	From2 E. Commerce St. to Bill Waters Rd.	3459	3896	3434	3743	8.21	-3.93	9.00
37	Clarkrange Hwy.	From Old Walton Rd. to W.Deer Lodge Hwy.	2386	2931	2729	3383	41.79	15.42	23.96
39	Crossville Hwy.	From SR-24 to I-40.	1738	2032	2074	2614	50.40	28.64	26.04
40	S. Holly St.	From I-40 to E. Stratton Ave.	6301	5799	5318	6016	-4.52	3.74	13.13
41	Woodcliff Rd.	From W.Commerce Ave. to Stamps-Shady Grove Rd.	783	898	896	698	-10.86	-22.27	-22.10
42	Calfkiller Hwy.	From Mill Creek Rd. to Monterey Hwy.	275	267	230	251	-8.73	-5.99	9.13
45	Poplar Grove Rd.	From E. Spring St. to Poplar Grove Rd.	2489	3082	2765	2854	14.66	-7.40	3.22
46	S. Dry Valley Rd.	From E. Spring St. to Buck Mountain Rd.	2000	2256	2249	2881	44.05	27.70	28.10
47	E. Spring St.	From S. Washington Ave. to State Hwy. 111	12303	15190	15143	14518	18.00	-4.42	-4.13
48	S. Maple Ave	From E. Spring St. to Neal St.	2254	2719	2795	3530	56.61	29.83	26.30

Putnam County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
49	S. Jefferson Ave.	From E. Jackson St. to S. Jefferson Ave.	26388	25620	24456	24594	-6.80	-4.00	0.56
50	S. Walnut Ave.	From Interstate Dr. to E. Stevens St.	3408	3568	7081	9119	167.58	155.58	28.78
51	S. Willow Ave.	From I-40 to W.Spring St.	22104	22080	23778	24560	11.11	11.23	3.29
52	Burgess Falls Rd.	From Ditty Rd. to Old Salem Rd.	4052	4125	4478	5187	28.01	25.75	15.83
53	Cookeville Boatdock Rd.	From Cookeville Boatdock Rd. to Burgess Falls Rd.	2212	2347	2237	2573	16.32	9.63	15.02
55	Cookeville Boatdock Rd.	From Cookeville Boatdock Rd. to Austin Bottom Rd.	1100	992	821	735	-33.18	-25.91	-10.48
56	Burgess Falls Rd.	From Massa Rd. to Cookeville Boatdock Rd.	1387	1522	1730	2124	53.14	39.55	22.77
57	Ditty Rd.	From Burgess Falls Rd. to Ditty Rd.	1365	1498	1212	1503	10.11	0.33	24.01
58	Medley Ammonette Rd.	From I-40 to Buffalo Valley Hwy.	563	525	693	688	22.20	31.05	-0.72
61	Cherry Creek Rd.	From Randolph Rd. to E. Spring St.	708	693	676	780	10.17	12.55	15.38
62	E. Spring St.	From I-40 to Cherry Creek Rd.	2685	2852	2845	3324	23.80	16.55	16.84
63	Phifer Mountain Rd.	From Cherrry Creek Rd. to Pleasant Ridge Rd.	350	404	505	497	42.00	23.02	-1.58
64	Hilham Rd.	From Tommy Dotson Rd. to Waterloo Rd.	3925	4057	4692	5083	29.50	25.29	8.33
65	I-40	From S. Jefferson Ave. to State Hwy. 111	32776	39181	44507	51922	58.41	32.52	16.66
66	I-40	From S. Willow Ave. to S. Jefferson Ave.	32339	36882	43858	51855	60.35	40.60	18.23
67	I-40	From S. Willow Ave. to I-40	32720	40935	40991	48289	47.58	17.97	17.80
68	I-40	From Old Baxter Rd. to Baxter Rd.	31798	38104	40239	44130	38.78	15.81	9.67
69	I-40	From I-40 to I-40	29015	35175	39890	43959	51.50	24.97	10.20
70	I-40	From I-40 to I-40	29537	37311	37151	39573	33.98	6.06	6.52
72	I-40	From I-40 to S. Holly St.	30372	35257	38654	42244	39.09	19.82	9.29
74	W.Spring St./ E. Spring St.	From S. Willow Ave. to S. Washington Ave.	9013	10061	10855	10654	18.21	5.89	-1.85
75	S. Jefferson Ave.	From E. Jackson St. to E. Spring St.	15938	14860	14570	13919	-12.67	-6.33	-4.47
77	E. Broad St./ Buck Mountain Rd.	From E. Broad St. to S. Dry Valley Rd.	3785	4198	3209	4329	14.37	3.12	34.90
78	N. Dixie Ave.	From W.Broad St. to E. 6th St.	5306	5010	4380	2976	-43.91	-40.60	-32.05
79	N. Washington Ave.	From E. 7th St. to E. 12th St.	14555	14273	16325	16400	12.68	14.90	0.46
81	N. Washington Ave.	From E. Jere Whitson Rd. to Whiteaker Springs Rd.	5241	5670	5440	6713	28.09	18.40	23.40
82	W. Main St.	From State Hwy. 111 to W .Main St.	6373	6593	15252	13667	114.45	107.30	-10.39
83	S. Jefferson St.	From State Hwy. 111 to I-40.	11773	14361	13795	15407	30.87	7.28	11.69
85	Smithville Hwy.	From Burton Ridge Rd. to I-40.	4786	5575	6134	8958	87.17	60.68	46.04
87	Bufalo Valley Rd.	From Locust Grove Rd. Connector to Holladay Rd.	2009	2710	2417	3001	49.38	10.74	24.16
88	Holladay Rd.	From Bill Smith Rd. to Buffalo Valley Rd.	2594	3226	2970	3352	29.22	3.91	12.86
89	E. Spring St./ Monterey Hwy./ S. Holly St.	From Cherry Creek Rd. to I-40.	1476	1755	1942	1463	-0.88	-16.64	-24.67
91	I-40	From S. Holly St. to E. Stratton Ave.	27170	33730	35905	39461	45.24	16.99	9.90
92	S. Holly St.	From E. Stratton Ave. to E. Commerce Ave.	6168	5436	4828	4811	-22.00	-11.50	-0.35
93	W. Commercial Ave.	From S. Holly St. to Woodcliff Rd.	4006	4388	3825	4109	2.57	-6.36	7.42
94	I-40	From State Hwy. 111 to I-40.	25656	31695	38559	43044	67.77	35.81	11.63
96	State Hwy. 111	From I-40 to E. Spring St.	12846	15456	16650	20111	56.55	30.12	20.79
97	State Hwy. 111	From S. Jeferson Ave. to I-40.	10915	12376	14680	18290	67.57	47.79	24.59
98	N. Willow Ave./ S. Willow Ave.	From W.Spring St. to W.7th St.	20057	20939	23075	25547	27.37	22.01	10.71

Putnam County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
99	N. Willow Ave.	From W.7th St. to W.12th St.	13576	16112	17405	17841	31.42	10.73	2.51
100	W.12th St.	From W. Dixie Ave. to N. Willow Ave.	10108	11848	11594	15510	53.44	30.91	33.78
101	S. Jefferson Ave.	From I-40 to Minnear St.	22019	26913	23254	23048	4.67	-14.36	-0.89
103	N. Willow Ave.	From Shipley Rd. to W.12th St.	5844	8123	7863	8670	48.36	6.73	10.26
106	State Hwy. 111	From E. Spring St. to E. 10th St.	16196	19775	19942	25241	55.85	27.64	26.57
107	Gainesboro Grade	From Old Gainesboro Hwy. to Gainesboro Grade	3526	4018	3867	4441	25.95	10.53	14.84
108	E. 10th St.	From Fisk Rd. to State Hwy. 111	11183	12530	15212	16282	45.60	29.94	7.03
109	E. Spring St.	From I-40 to State Hwy. 111	7444	8112	7969	9048	21.55	11.54	13.54
110	N. Willow Ave./ Dodson Branch Rd.	From Shipley Rd.	3643	5156	4898	4319	18.56	-16.23	-11.82
111	Fairview Rd.	From W. Whitehall Rd. to Thomas W. Allen Rd.	301	297	340	341	13.29	14.81	0.29
113	W. Broad St./ S. Cedar Ave./ W. Broad St.	From S. Willow Ave. to N.Dixie Ave.	6167	5578	5698	4633	-24.87	-16.94	-18.69
115	W. 7th St.	From N. Willow Ave. to N.Dixie Ave.	7899	7882	8096	7891	-0.10	0.11	-2.53
119	W. Broad St.	From W. Spring St. to S. Willow Ave.	5411	5293	6164	5709	5.51	7.86	-7.38
121	W. Stevens St./ E. Stevens St.	From S. Jefferson Ave. to Hughes St.	2957	3603	4284	4226	42.92	17.29	-1.35
122	S. Walnut Ave.	From W. Stevens St. to E. Broad St.	4674	4991	7315	7320	56.61	46.66	0.07
123	State Hwy. 111	From Gibbons Rd. to E. 10th St.	13474	18187	20114	22320	65.65	22.73	10.97
124	State Hwy. 111	From Gibbons Rd. to Old Hwy. 42	12940	15847	17234	19138	47.90	20.77	11.05
125	Buck Mountain Rd.	From S. Dry Valley Rd. to Brotherton Mountain Rd.	1572	1751	1881	2184	38.93	24.73	16.11
126	Pippin Rd.	From W. Broad St. to Jim Anderson Rd.	2700	1692	1247	1282	-52.52	-24.23	2.81
127	Old Baxter Rd.	From Smithville Hwy. to I-40	752	843	799	419	-44.28	-50.30	-47.56
129	N. Maple Ave.	From E. Spring St.to E. 10th St.	1934	2132	2597	2986	54.40	40.06	14.98
131	W. Jackson St./ E. Jackson St.	From S. Willow Ave. to Foutch Dr.	10690	12617	13310	13274	24.17	5.21	-0.27
132	S. Willow Ave.	From I-40 to A987 Gould Dr.	14775	14651	14042	16602	12.37	13.32	18.23
133	Gainsboro Grade/ W. 12th St.	From N. Willow Ave. to Shipley School Rd.	6303	8356	8989	11535	83.01	38.04	28.32
134	E. Jackson St./ S. Lowe Ave. / S. Washington Ave.	From S. Jefferson Ave. to E. Spring St.	9272	10072	8765	9206	-0.71	-8.60	5.03
137	E. Wall St./ Brotherton Mountain Rd.	From Markwater St. to Stamps- Shady Grove Rd.	608	723	979	1311	115.63	81.33	33.91
138	Dodson Branch Rd.	From Bob Lynn Rd. to W. Whitehall Rd.	2036	2465	2760	2617	28.54	6.17	-5.18
139	S. Maple Ave.	From State Hwy. 111 to Neal St.	960	1469	2026	2928	205.00	99.32	44.52
141	Interstate Dr.	From S. Willow Ave. to S. Jefferson Ave.	11608	13188	14645	15038	29.55	14.03	2.68
142	Burgess Falls Rd.	From Gould Dr. to Old Salem Rd.	9816	9574	9590	11200	14.10	16.98	16.79
143	Buffalo Valley Rd.	From Smithville Hwy. to Locust Grove Rd.	1360	1875	1731	2094	53.97	11.68	20.97
144	C.C.Camp Rd.	From W. Broad St.to Buffalo Valley Rd.	802	845	1018	1068	33.17	26.39	4.91
145	W. Spring St.	From W. Broad St. to S. Willow Ave.	8200	7940	8705	8474	3.34	6.73	-2.65
146	E. Stevens St.	From S. Jefferson Ave. to S. Maple Ave.	1868	2221	2485	2528	35.33	13.82	1.73
149	E. Broad St./ W. Broad St.	From N. Dixie Ave. to E. Spring St.	7164	8503	6851	6728	-6.09	-20.87	-1.80
150	N. Dixie Ave. / S. Dixie Ave.	From E. 6th St to E. Spring St.	6787	7615	5053	4705	-30.68	-38.21	-6.89
156	E. 12th St.	From N. Dixie Ave. to N. Washington Ave.	5808	6146	8959	11028	89.88	79.43	23.09
159	Fisk Rd.	From Shag Rag Rd. to Hilham Rd.	1693	2223	1795	2048	20.97	-7.87	14.09

Putnam County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
160	E. Stratton Ave.	From S. Holly St. to I-40	4300	5415	5112	5516	28.28	1.87	7.90
161	E. Commerce Ave.	From S. Holly St. to Old Walton Rd.	4687	4929	4055	3872	-17.39	-21.44	-4.51
162	W. Wall St./ E. Wall St.	From W. Main St. to Markwater St.	830	951	804	897	8.07	-5.68	11.57
163	W. Main St./ E. Main St.	From W. Main St. to First Ave.	4517	4931	4594	4501	-0.35	-8.72	-2.02
165	Whiteaker Springs Rd./ Bowser Rd./ Gibbons Rd./ Fourth Ave.	From N. Washington Ave. to W. Main St.	1694	1802	2076	2220	31.05	23.20	6.94
167	E. Main St.	From First Ave. to State Hwy. 111	1130	1412	1743	1834	62.30	29.89	5.22
168	SR111 State Hwy. 111	From Old Hwy.42 to Cookeville Hwy.	10926	13744	14648	16884	54.53	22.85	15.26
169	Bunker Hill Rd.	From S. Jefferson Ave. to West Cemetery Rd.	644	755	835	938	45.65	24.24	12.34
170	Neal St.	From S. Jefferson Ave. to E. Spring St.	9585	12398	12016	13946	45.50	12.49	16.06
172	S. Old Kentucky Rd./ N. Old Kentucky Rd.	From E. Spring St. to E. 10th St.	5534	7116	6760	7106	28.41	-0.14	5.12
174	W. Jackson St.	From W. Broad St. to C.C.Camp Rd.	5661	8293	7842	9299	64.26	12.13	18.58
175	W. Jackson St.	From C.C.Camp Rd. to Buffalo Valley Rd.	6625	10124	9122	11322	70.90	11.83	24.12
176	W. Jackson St.	From Buffalo Valley Rd. to S. Willow Ave.	7905	12438	16995	18178	129.96	46.15	6.96
178	Fairground St./ E. Veterans Dr.	From S. Willow Ave. to S. Maple Ave.	3459	4215	5880	7894	128.22	87.28	34.25
179	Old Hwy.42	From State Hwy. 111 to Old	0	904	1065	1043		15.38	-2.07
181	Holladay Rd.	From Lee Seminary Rd. to Bill Smith Rd.	0	734	872	701		-4.50	-19.61
182	Bill Smith Rd.	From Holladay Rd. to S. Willow Ave.	0	2010	2285	2751		36.87	20.39
183	N. Washington Ave.	From E. Jere Whitson Rd. to Whiteaker Springs Rd.	0	8633	12785	14618		69.33	14.34
184	E. 7th St.	From N. Dixie Ave. to N. Washington Ave.	0	2340	2587	2824		20.68	9.16
185	N. Washington Ave.	From E. Spring St. to E. 7th St.	0	9756	13107	13712		40.55	4.62
186	Crescent Dr./ W. 9th St.	From W. Broad St. to N. Willow Ave.	0	2203	2807	3728		69.22	32.81
187	N. Jefferson Ave. / E. 10th St.	From E. 7th St. to N. Washington Ave.	0	4721	5031	6020		27.52	19.66
188	Ward Mill Rd./ Main St.	From Nashville Hwy. to First Ave. N.	0	567	469	535		-5.64	14.07
189	Nashville Hwy.	From Medley Ammonette Rd. to Shaw Branch Rd.	0	1068	1005	1051		-1.59	4.58
190	Saint Marys Rd.	From Medley Ammonette Rd. to Club Springs Rd.	0	306	362	298		-2.61	-17.68
191	S. Chestnut St.	From E. Stratton Ave. to E. Commerce Ave.	0	3976	3756	4327		8.83	15.20
192	Hawkins Crawford Rd.	From Buffalo Valley Rd. to Tennessee Ave.	0	0	0	1095			
193	Lee Seminary/ Highland Park Blvd./ Tennessee Ave.	From Holladay Rd. to Hawkins Crawford Rd.	0	0	0	532			
990	State Hwy. 111	From S. Jefferson Ave. to State Hwy. 111	0	0	0	17995			

Van Buren County

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
1	State Hwy.111	From Cane Creek- Cummingsville Rd to Spencer Hwy.	4253	4770	5204	5446	28.05	14.17	4.65
2	Sparkmantown Rd./ Cummingsville & Sparkmantown Rd.	From Bone Cave Rd. to Hodges Ferry Rd.	120	138	68	77	-35.83	-44.20	13.24
3	Hodges Ferry Rd.	From Cummingsville & Sparkmantown Rd. to State Hwy.111	502	535	384	419	-16.53	-21.68	9.11
4	Cane Creek- Cummingsville Rd.	From State Hwy.111 to Lemont & Yates Mtn. Rd.	737	763	810	993	34.74	30.14	22.59
6	Cane Creek- Cummingsville Rd.	From State Hwy.30 to Lemont & Yates Mtn. Rd.	404	459	528	545	34.90	18.74	3.22
7	Mooneyham- Lonewood Rd.	From State Hwy.30 to Herb Mooneyham Rd.	735	714	827	703	-4.35	-1.54	-14.99
8	State Hwy.30	From Mooneyham- Lonewood Rd. to Jack Branch Rd.	1374	1274	1316	1336	-2.77	4.87	1.52
9	Park Rd.	From State Hwy.30 to Archie Rhinehart Pkwy.	1041	906	1024	902	-13.35	-0.44	-11.91
11	Archie Rhinehart Pkwy.	From Old State Hwy.111 to Park Rd.	887	1333	839	1034	16.57	-22.43	23.24
12	State Hwy.111	From Piney Rd. to Old State Hwy.111	1839	2796	2778	2618	42.36	-6.37	-5.76
13	Shockley Rd.	From Baker Mountain Rd. to dead end.	714	779	691	595	-16.67	-23.62	-13.89
14	State Hwy.111	From Old State Hwy.111 to College St.	3892	4914	5528	3910	0.46	-20.43	-29.27
15	College St./ State Hwy. 30	From Drake & Shockley Rd. to Mooneyham- Lonewood Rd.	946	950	878	738	-21.99	-22.32	-15.95
17	State Hwy. 30	From Baker Mountain Rd. to Sparta St.	1252	1199	1057	863	-31.07	-28.02	-18.35
19	Post Office Rd.	From Bone Cave Rd. to Bone Cave Rd.	310	397	308	349	12.58	-12.09	13.31
20	Rocky River Rd.	From Rocky River Rd. to Rocky River Rd.	330	338	300	330	0.00	-2.37	10.00
21	State Hwy.8	From Grissom Dr. to Harrison Ferry Rd.	824	1056	1044	1362	65.29	28.98	30.46
23	Baker Mountain Rd.	From R.T.Davis Rd. to State Hwy.30	460	564	625	480	4.35	-14.89	-23.20
24	State Hwy.111	From College St. to Sparta St.	3686	4808	5713	4866	32.01	1.21	-14.83
25	Piney Rd.	From Old State Hwy.111 to State Hwy.111	1028	1170	1025	925	-10.02	-20.94	-9.76
26	Lemont Rd./ Lemont & Yates Mtn. Rd.	From State Hwy.111 to Cane Creek- Cummingsville Rd.	220	348	394	240	9.09	-31.03	-39.09
27	Archie Rhinehart Pkwy.	From Park Rd. to Archie Rhinehart Pkwy.	276	229	304	865	213.41	277.73	184.54
28	McElroy Ford Rd.	From US-Hwy.70S to Sparkmantown Rd.	100	126	150	206	106.00	63.49	37.33
29	State Hwy.111	From Lemont Rd. to Cane Creek- Cummingsville	3847	5271	5762	4138	7.56	-21.49	-28.18
30	State Hwy.30	From Baker Mountain Rd. to Spencer Rd.	1621	1640	1314	1459	-9.99	-11.04	11.04
31	Sparkman Rd.	From Cummingsville & Sparkman to Reno Rd.	155	185	98	173	11.61	-6.49	76.53
32	Old State Hwy.111	From State Hwy. 111 to Pine Rd.	0	434	318	282		-35.02	-11.32
33	Old State Hwy.111	From State Hwy.111 to Archie Rhinehart Pkwy.	0	1338	797	730		-45.44	-8.41
34	R.T.Davis Rd./ Pine Grove Rd.	From Baker Mountain Rd. to State Hwy.111	0	570	461	499		-12.46	8.24
35	College St.	From Sparta St. to Drake & Shockley St.	0	2375	1725	1186		-50.06	-31.25
36	Hickory Valley Rd.	From Cane Creek- Cummingsville to Hickory Valley Rd.	0	318	182	153		-51.89	-15.93
37	Hodges Ferry Rd.	From Hodges Ferry Rd. to Hodges Bridge Rd.	0	415	350	335		-19.28	-4.29
38	US-Hwy. 70S	From Sparta Hwy. to Memorial Hwy.	0	4466	4666	5068		13.48	8.62
39	Brockdell Rd.	From Old State Hwy. 111 to Brockdell Rd.	0	318	247	470		47.80	90.28

Warren County

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
1	Great Falls Rd.	From Bluff Rd. to Rock Island Rd.	898	1160	1002	1147	27.73	-1.12	14.47
2	Rock Island Rd.	From Sparta Hwy. to Great Falls Rd.	1906	1957	1772	1898	-0.42	-3.01	7.11
6	Francis Ferry Rd.	From Great Falls Rd. to Henessee Bridge Rd.	876	1028	947	1000	14.16	-2.72	5.60
7	Great Falls Rd.	From Francis Ferry Rd. to Bluff Rd.	738	503	509	545	-26.15	8.35	7.07
8	E.Green Hill Rd.	From Highland Rd. to Francis Ferry Rd.	678	753	683	632	-6.78	-16.07	-7.47
9	Frances Ferry Rd.	From Great Falls Rd. to Belk Rd.	436	392	351	354	-18.81	-9.69	0.85
11	E.Green Hill Rd.	From Smithville Hwy. to Highland Rd.	951	1138	1042	1124	18.19	-1.23	7.87
12	W.Gteen Hill Rd.	From Judge Warren Rd. to Smithville Hwy.	1297	1315	1463	1266	-2.39	-3.73	-13.47
13	Smithville Hwy.	From E.Green Rd. to Grizzel Rd.	5149	5581	6003	5671	10.14	1.61	-5.53
15	Lucky Rd.	From Short Mountain Rd. to W.Green Hill Rd.	436	588	580	520	19.27	-11.56	-10.34
16	W.Green Hill Rd.	From Short Mountain Rd. to Judge Warren Rd.	454	446	459	375	-17.40	-15.92	-18.30
18	Short Mountain Rd.	From W.Green Hill Rd. to Crisp Springs Rd.	870	993	882	740	-14.94	-25.48	-16.10
19	Green Hill Rd./ W.Green Hill Rd.	From Main St. to Pigeon Hill Rd.	1168	1262	1059	1162	-0.51	-7.92	9.73
20	Main St.	From Jacksboro Rd. to Ivy Bluff Tr.	4703	5008	4867	806	-82.86	-83.91	-83.44
21	Jacksboro Rd.	From Shelbyville Rd. to Green Hill Rd.	1543	1589	1510	1738	12.64	9.38	15.10
22	Crisp Springs Rd.	From Old Nashville Hwy. to Short Mountain Rd.	690	797	737	848	22.90	6.40	15.06
23	Short Mountain Rd.	From Lucky Rd. to Crisp Springs Rd.	1644	1942	1367	1235	-24.88	-36.41	-9.66
24	Old Smithville Rd./ Yager Rd.	From Short Mountain Rd. to Bratten St.	2780	3329	2464	2584	-7.05	-22.38	4.87
26	Francis Ferry Rd./ Bluff Springs Rd.	From Salem Rd. to Lowery Ln.	1080	1119	1013	998	-7.59	-10.81	-1.48
27	Henessee Bridge Rd.	From Francis Ferry Rd. to Old Rock Island Rd.	1406	1557	1641	1535	9.17	-1.41	-6.46
29	Spencer Rd.	From Dark Hollow Rd. to Rocky River Rd.	2023	2112	1683	1427	-29.46	-32.43	-15.21
30	Dark Hollow Rd.	From Spencer Rd. to Harrison Ferry Rd.	180	185	140	152	-15.56	-17.84	8.57
31	Old Rock Island Rd.	From Sparta Hwy. to Henessee Bridge Rd.	3464	3199	3245	2839	-18.04	-11.25	-12.51
32	Spencer Rd.	From Sparta Hwy. to Dark Hollow Rd.	2755	2536	2242	2071	-24.83	-18.34	-7.63
33	Shellsford Rd.	From Harrison Ferry Rd. to Spencer Rd.	1472	1705	1497	1549	5.23	-9.15	3.47
35	Beersheba Hwy.	From Harrison Ferry Rd. to Shellsford Rd.	4243	3966	4011	4085	-3.72	3.00	1.84
36	Harrison Ferry Rd.	From Shellsford Rd. to Beersheba Hwy.	4109	3824	3685	4022	-2.12	5.18	9.15
37	Beersheba Hwy.	From Harrison Ferry Rd. to Shellsford Rd.	11503	10680	9370	8650	-24.80	-19.01	-7.68
38	Sparta St.	From Red Rd. to Bobby Ray Memorial Pkwy.	8927	8687	7150	7844	-12.13	-9.70	9.71
39	Cadillac Ln.	From Red Rd. to Sparta St.	2087	2373	2480	1984	-4.94	-16.39	-20.00
40	Faulkner Springs Rd.	From Bobby Ray Memorial Pkwy. to Couch St.	3301	3072	2506	2535	-23.21	-17.48	1.16
41	Smithville Hwy.	From Bobby Ray Memorial Pkwy. to Pike Hill Rd.	11468	11109	14868	13005	13.40	17.07	-12.53
43	Old Smithville Rd.	From Bobby Ray Memorial Pkwy. to Bratten St.	7636	9071	9937	7616	-0.26	-16.04	-23.36
44	W.Main St.	From Lind St. to Clark Blvd.	6931	6995	6682	6430	-7.23	-8.08	-3.77
45	Old Shelbyville Rd.	From H.T. Pelham Memorial Pkwy. to W. Main ST.	1706	1700	1834	1937	13.54	13.94	5.62
47	S.Chancery St.	From Manchester Hwy. to Viola Rd.	5786	5725	6424	7126	23.16	24.47	10.93
48	Shellsford Rd.	From Viola Dr. to Harrison Ferry Rd.	1089	979	1058	1120	2.85	14.40	5.86
49	Old Well Rd.	From Shelbyville Rd. to Manchester Hwy.	1273	1531	1185	1468	15.32	-4.11	23.88
50	Crisp Springs Rd.	From Shelbyville Rd. to Old Nashville Hwy.	1080	1319	1017	1088	0.74	-17.51	6.98

Warren County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
53	Shelbyville Rd.	From Herman Lance Rd. to Jacksboro Rd.	543	614	617	669	23.20	8.96	8.43
54	Shelbyville Rd.	From Jacksboro Rd. to H.T. Pelham Memorial Pkwy.	643	718	720	650	1.09	-9.47	-9.72
55	N.Main St./ Jacksboro Rd.	From E. Maple St. to Shelbyville Rd.	1085	1278	1167	1352	24.61	5.79	15.85
56	Shady Grove Rd.	From N. Main St. to Rigsby Rd.	371	415	339	422	13.75	1.69	24.48
57	Manchester Hwy.	From McMinnville Hwy. to W. Maple St.	7604	9376	9184	8622	13.39	-8.04	-6.12
59	Manchester Hwy.	From 0A741 to Old Well Rd.	9330	11440	11796	10267	10.04	-10.25	-12.96
60	S. Fair St./ Morrison- Viola Rd.	From E. Maple St. to Viola Rd.	1040	1310	1232	1270	22.12	-3.05	3.08
61	S. Mill St./ King Rd.	From Manchester Hwy. to Tic Tac Mill Rd.	585	758	713	480	-17.95	-36.68	-32.68
63	Hillsboro Rd.	From Viola Rd. to Hillsboro- Viola Rd.	1109	872	979	1050	-5.32	20.41	7.25
65	Mt. Zion Rd.	From Viola Rd. to Viola Rd.	565	599	632	580	2.65	-3.17	-8.23
66	Hillsboro Rd./ Viola Rd.	From Morrison- Viola Rd. to Hillsboro- Viola Rd.	2304	2453	2155	2254	-2.17	-8.11	4.59
70	Northcutt Cove Rd.	From Dry Creek Rd. to Northcutts Cove Rd.	480	503	424	327	-31.88	-34.99	-22.88
71	Dry Creek Rd.	From Northcutt Cove Rd. to Beersheba Hwy.	682	741	655	552	-19.06	-25.51	-15.73
72	Beersheba Hwy.	From Shellsford Rd. to Dry Creek Rd.	2028	1991	2195	1736	-14.40	-12.81	-20.91
73	Hills Creek Rd.	From Beersheba Hwy. to dead end	538	537	458	426	-20.82	-20.67	-6.99
74	Northcutt Cove Rd.	From Beersheba Hwy. to Dry Creek Rd.	270	327	344	407	50.74	24.46	18.31
76	Dry Creek Rd.	From Shellsford Rd. to Stone Man Rd.	1871	2127	1902	2242	19.83	5.41	17.88
77	Bobby Ray Memorial Pkwy.	From N. Spring St. to Sparta St.	13618	14414	13126	12110	-11.07	-15.98	-7.74
78	Bobby Ray Memorial Pkwy.	From N. Chancery St. to Smithville Hwy.B	16863	17791	17440	20106	19.23	13.01	15.29
79	Bobby Ray Memorial Pkwy.	From N. Chancery St. to W. Main St.	14391	15526	16991	17974	24.90	15.77	5.79
80	Sparta St.	From Cadillac Ln. to Sparta St.	17263	18550	16473	16961	-1.75	-8.57	2.96
81	Nashville Hwy.	From Crisp Springs Rd. to H.T. Pelham Memorial Pkwy.	8740	9310	10027	10733	22.80	15.28	7.04
82	Manchester Hwy.	From S. Fair St. to W. Maple St.	7622	9455	9782	7768	1.92	-17.84	-20.59
83	N. Chancery St.	From Hobson St. to Locust St.	18247	19347	18471	17292	-5.23	-10.62	-6.38
84	Morrison St.	From Boyd Ave. to W. Main St.	6722	6016	5757	6070	-9.70	0.90	5.44
85	S.Chancery St.	From Viola Rd. to E. Colville St.	11460	10876	10652	9703	-15.33	-10.79	-8.91
86	N. Spring St.	From Bobby Ray Memorial Pkwy. to Rebel Hill St.	2818	2606	2287	2111	-25.09	-18.99	-7.70
87	Sparta St.	From Red Rd. to E. Morford St.	8828	8029	6654	6980	-20.93	-13.07	4.90
88	E. Main St./ Sparta St.	From N. Chancery St. to E. Morford St.	6974	5368	4012	4972	-28.71	-7.38	23.93
89	W. Morford St.	From W. Main St. to N. Chancery St.	6627	6513	5945	5763	-13.04	-11.52	-3.06
90	Viola Rd.	From Viola Rd. to S. Chancery St.	4013	3440	3122	2775	-30.85	-19.33	-11.11
92	W.Maple St.	From Manchester Hwy. to N. Maple St.	589	612	668	624	5.94	1.96	-6.59
93	Bobby Ray Memorial Pkwy.	From Smithville Hwy. to N. Spring St.	16555	17629	16693	18443	11.40	4.62	10.48
94	W.Main St.	From H.T.Pelham Memorial Pkwy. to Clark blvd.	4114	3802	3880	4156	1.02	9.31	7.11
95	Vervilla Rd.	From Wheeler Rd. to S. Chancery St.	1408	1720	1693	2040	44.89	18.60	20.50
96	Beersheba Hwy.	From Dry Creek Rd. to Dry Shave Rd.	1013	916	922	808	-20.24	-11.79	-12.36
97	Bluff Springs Rd./ Highland Rd.	From Lowery Ln. to SR287	206	237	143	134	-34.95	-43.46	-6.29
98	Smithville Hwy.	From Grizzell Rd. to Pike Hill Rd.	8451	8617	8051	7596	-10.12	-11.85	-5.65
101	E. Colville St.	From S. Chancery St. to E. Main ST.	5841	5635	4708	5825	-0.27	3.37	23.73

Warren County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
103	Pigeon Hill Rd.	From W. Green Hill Rd. to Nashville Hwy.	815	984	857	908	11.41	-7.72	5.95
109	N. Chancery St.	From Smithville Hwy. to Bobby Ray Memorial Pkwy.	7940	7950	7826	7433	-6.39	-6.50	-5.02
111	Red Rd.	From Bobby Ray Memorial Pkwy. to Cadillac Ln.	1133	1283	1195	1779	57.02	38.66	48.87
112	W.Main St.	From W. Moreford St. to N. Chancery St.	6555	7282	5284	5146	-21.50	-29.33	-2.61
113	E.Moreford St.	From N. Chancery St. to Sparta St.	7513	8332	5896	4007	-46.67	-51.91	-32.04
118	Caldwell St.	From N. Chancery St. to N. Spring St.	1878	1608	1867	1669	-11.13	3.79	-10.61
119	Couch St.	From Needmore Rd. to Faulkner Springs Rd.	1913	1589	1436	1375	-28.12	-13.47	-4.25
120	Morrison St.	From S. Chancery St. to Boyd Ave.	2431	2272	3021	2189	-9.95	-3.65	-27.54
121	W.Green Hill Rd.	From Pigeon Hil Rd. to Short Mountain Rd.	706	653	627	606	-14.16	-7.20	-3.35
122	N. Spring St.	From E. Moreford St. to Rebel Hill Rd.	4099	4068	4110	3386	-17.39	-16.76	-17.62
123	Francis Ferry Rd.	From Salem Rd. to Henessee Bridge Rd.	500	556	467	575	15.00	3.42	23.13
124	Viola Rd.	From Mt.Zion Rd. to Shellsford Rd.	4028	3801	3653	3280	-18.57	-13.71	-10.21
125	Manchester Hwy.	From Old Well Rd. to S. Chancery St.	13112	14277	13311	13557	3.39	-5.04	1.85
126	Main St./ Old Nashville Hwy.	From Green Hill Rd. to Nashville Hwy.	6707	6623	6431	6306	-5.98	-4.79	-1.94
127	Goodbar Rd./ Old Rock Island Rd./ Pine Bluff Rd.	From Sparta Hwy. to Great Falls Rd.	625	623	440	358	-42.72	-42.54	-18.64
128	Sparta St./ Sparta Hwy.	From Cadillac Ln. to Old Rock Island Rd.	12952	13330	12104	11260	-13.06	-15.53	-6.97
129	N. Spring St./ S. Spring St.	From E. Colville Rd. to E. Moreford St.	1850	1571	1456	1498	-19.03	-4.65	2.88
130	W.Colville Rd./ S. High St./ W.Colville St.	From Morrison St. to S. Chancery St.	841	840	739	600	-28.66	-28.57	-18.81
131	N. Chancery St./ S. Chancery St.	From Locust St. to E. Colville St.	14857	14261	15130	13892	-6.50	-2.59	-8.18
134	Clark Blvd.	From W. Main St. to N. Chancery St.	2145	2438	2059	1898	-11.52	-22.15	-7.82
136	H.T. Pelham Memorial Pkwy.	From S. Chancery St. to Old Shelbyville Rd.	8403	12653	11336	10946	30.26	-13.49	-3.44
137	H.T. Pelham Memorial Pkwy.	From Old Shelbyville Rd. to W. MainSt.	9610	11669	12628	12354	28.55	5.87	-2.17
139	Sparta Hwy.	From Old Sparta Hwy. to US-Hwy. 70S	5506	6213	6004	6534	18.67	5.17	8.83
141	Judge Warren Rd.	From W. Green Hill Rd. to Warren Rd.	0	234	231	300		28.21	29.87
142	Ivy Bluff Tr.	From Shelbyville Rd. to Nashville Hwy.	0	183	156	100		-45.36	-35.90
144	Old Morrison Hwy./ Liberty Ln.	From Morrison St. to S. Chancery St.	0	429	373	390		-9.09	4.56
145	Boyd Ave.	From Morrison St. to Morrison St.	0	122	121	161		31.97	33.06
146	S. Arrowhead Dr./ Indian Mound Dr./ Arrowhead Dr.	From Morrison St. to Morrison St.	0	661	646	642		-2.87	-0.62
147	McReynolds Rd./ Leesburg Rd./ Higganbotham Rd.	From Harrison Ferry Rd. to Beersheba Hwy.	0	361	321	486		34.63	51.40
148	Sunset Dr.	From Post Rd. to Bobby Ray Memorial Pkwy.	0	1625	1944	1954		20.25	0.51
149	Anderson St.	From Club Dr. to N. Chancery St.	0	615	689	635		3.25	-7.84
150	Reed Hill Rd.	From N. Spring St. to Caldwell St.	0	875	1177	747		-14.63	-36.53
151	Needmore Rd.	From Smithville Hwy. to Couch ST.	0	1902	2078	1717		-9.73	-17.37
152	Rocky River Rd./ Payne Rd./ Goodbar Rd.	From Spencer Rd. to Sparta Hwy.	0	258	284	310		20.16	9.15
153	Viola Rd.	From Morrison- Viola Rd. to Mt.Zion Rd.	0	1738	1937	1795		3.28	-7.33
154	Vervilla Rd.	From Morrison- Viola Rd. to Wheeler Rd.	0	373	450	331		-11.26	-26.44
155	Manchester Hwy.	From S. Fair St. to 0A741	0	12067	10706	9538		-20.96	-10.91

Warren County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
156	E. Maple St.	From Manchester Hwy. to N. Main St.	0	1996	1449	1080		-45.89	-25.47
157	Old Viola Rd./ Old Morrison Rd.	From S. Chancery St. to S. Chancery St.	0	2159	2069	1923		-10.93	-7.06
158	Smithville Hwy.	From N. Chancery St. to Bobby Ray Memorial Pkwy.	0	14441	13067	14428		-0.09	10.42
159	C.O. Hills Rd.	From Sparta Hwy. to Bone Cave Rd.	0	54	64	236		337.04	268.75
160	Post Rd.	From Clark Blvd. to Sunset Dr.	0	0	0	913			
161	Mullican St.	From Caldwell St. to Couch St.	0	0	0	1237			
163	Nashville Hwy.	From Green Hill Rd. to Crisp Springs Rd.	0	0	0	5844			

White County

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
1	Cherry Creek Rd.	From Heady Rd. to Cherry Creek Rd.	470	559	429	470	0.00	-15.92	9.56
3	Bunker Hill Rd.	From Old Kentucky Rd. to Elder Ridge Rd.	1062	1377	1262	1282	20.72	-6.90	1.58
5	Old Kentucky Rd.	From Burgess Falls Rd. to Bunker Hill Rd.	1621	2074	2269	2460	51.76	18.61	8.42
6	Burgess Falls Rd.	From Old Kentucky Rd. to Burgess Falls Rd.	261	303	328	493	88.89	62.71	50.30
7	Smithville Hwy.	From Will Thompson Rd. to Old Kentucky Rd.	4667	5712	5642	5674	21.58	-0.67	0.57
8	Old Kentucky Rd.	From Smithville Hwy. to Lowery Rd.	1868	2156	2047	2548	36.40	18.18	24.47
10	Old Kentucky Rd.	From Smithville Hwy. to Burgess Falls Rd.	1600	1956	1849	2284	42.75	16.77	23.53
12	Fancher Mill Rd.	From Fancher Mill Rd. to Old Kentucky Rd.	230	273	283	315	36.96	15.38	11.31
13	Burgess Falls Rd.	From Old Kentucky Rd. to State Hwy.111	1119	1138	968	1470	31.37	29.17	51.86
14	State Hwy.111	From Overpass Rd.to N. Spring St.	10679	13156	14469	15593	46.02	18.52	7.77
15	Overpass Rd./ Walnut Grove Rd./ Heady Rd.	From Old Cookeville Rd. to Cherry Creek Rd.	207	199	125	124	-40.10	-37.69	-0.80
16	Cherry Creek Rd.	From Monterey Hwy. to Heady Rd.	580	674	579	560	-3.45	-16.91	-3.28
17	Golden Mountain Rd./ Copelands Chapel Rd.	From Hale St. to Monterey Hwy.	167	199	228	221	32.34	11.06	-3.07
18	Monterey Hwy.	From Cherry Creek Rd. to Board Valley Rd.	810	881	854	764	-5.68	-13.28	-10.54
19	Board Valley Rd.	From Monterey Hwy. to Board Valley Rd.	220	237	155	249	13.18	5.06	60.65
20	Monterey Hwy.	From Board Valley Rd. to Calfkiller Hwy.	220	174	179	172	-21.82	-1.15	-3.91
22	W. Ravenscroft Rd./ E. Ravenscroft Rd.	From Crossville Hwy. to Crossville Hwy.	480	484	376	519	8.13	7.23	38.03
23	Crossville Hwy.	From Veerna qualls Rd. to W. Ravenscroft Rd.	4143	4593	4614	5252	26.77	14.35	13.83
24	Doran Rd./ Charlie Hickey Rd.	From Monterey Hwy. to Blue Springs Rd.	336	491	418	510	51.79	3.87	22.01
25	Blue Springs Rd.	From Monterey Hwy. to Coal Bank Rd.	552	609	478	587	6.34	-3.61	22.80
27	Turn Table Rd./ Ray Broyles Rd.	From N. Spring St. to SR084	1817	2181	2148	1867	2.75	-14.40	-13.08
29	N. Spring St.	From Golden Mountain Rd. to Turn Table Rd.	6660	7324	7158	6510	-2.25	-11.11	-9.05
30	Taft Church Rd.	From Spencer Hwy. to Judge Austin Rd.	724	645	1505	1721	137.71	166.82	14.35
31	Sullivan Knowles Rd./ Free Hill Rd.	From Gum Springs Mountain Rd. to Spencer Hwy.	2608	2633	2140	1853	-28.95	-29.62	-13.41
32	Mayberry St.	From Spencer Hwy. to Riverchase Dr.	6042	5556	4952	5743	-4.95	3.37	15.97
33	S. Young St./ Hickory Valley Rd.	From Pleasant Hill Rd. to Winding Ln.	925	933	888	1316	42.27	41.05	48.20
34	Gaines St./ Country Club Rd.	From E. Bockman Way to Baker Mountain Rd.	1439	1374	1380	1868	29.81	35.95	35.36
35	Lester Flatt Rd.	From Lost Creek Rd. to Country Club Rd.	411	416	469	485	18.00	16.59	3.41
36	Hickory Valley Rd.	From Lost Creek Rd. to Big Bottom Rd.	470	551	496	564	20.00	2.36	13.71
37	Lost Creek Rd.	From Hickory Valley Rd. to Haston Rd.	388	452	480	379	-2.32	-16.15	-21.04
38	Hickory Valley Rd.	From Pleasant Hill Rd. to Lost Creek Rd.	1033	1086	1157	1203	16.46	10.77	3.98
39	Spencer Hwy.	From Winding River Rd. to Memorial Hwy.	5033	10166	11252	13727	172.74	35.03	22.00
40	Franks Ferry Rd.	From McMinnville Hwy. to Sullivan Knowles Rd.	851	730	749	858	0.82	17.53	14.55
41	W. Bethlehem Rd./ E. Bethlehem Rd.	From McMinnville Hwy. to County House Rd.	402	408	373	505	25.62	23.77	35.39
42	E. Gooseneck Rd.	From S. Greenwood Rd. to Memorial Hwy.	1230	960	896	879	-28.54	-8.44	-1.90
43	McMinnville Hwy.	From Old Kentucky Rd. to W. Gooseneck Rd.	4716	2851	1257	1192	-74.72	-58.19	-5.17
45	Franks Ferry Rd.	From Old Kentucky Rd. to Sullivan Knowles Rd.	324	398	334	408	25.93	2.51	22.16
46	Three Island Rd.	From Betterton Rd. to Old Kentucky Rd.	580	597	537	513	-11.55	-14.07	-4.47
49	Quebeck Rd.	From Old Kentucky Rd. to McMinnville Hwy.	140	178	163	141	0.71	-20.79	-13.50

White County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
50	Old Kentucky Rd.	From McMinnville Hwy. to Franks Ferry Rd.	740	666	595	619	-16.35	-7.06	4.03
51	McMinnville Hwy.	From Old Kentucky Rd. to Rock Island Rd.	1084	1152	1132	1369	26.29	18.84	20.94
52	E. Bockman Way/ Crossville Hwy.	From Gaines St. to Clay Holman Rd.	5430	5696	5666	5378	-0.96	-5.58	-5.08
53	Eastland Rd.	From Scotts Gulf Rd. to Crossville Hwy.	494	606	587	615	24.49	1.49	4.77
54	W. Bockman Way/ E. Bockman Way	From Liberty Square to Gaines St.	12767	12290	11273	11989	-6.09	-2.45	6.35
55	N. Spring St.	From W. Bockman Way to Turn Table Rd.	8798	9841	9460	8079	-8.17	-17.90	-14.60
56	W. Bockman Way	From Mayberry St. to Liberty Square	18308	18196	17058	15859	-13.38	-12.84	-7.03
57	Mayberr St./ McMinnville Hwy.	From Spencer Hwy. to Pine Thickett Rd.	9798	6041	5487	5610	-42.74	-7.13	2.24
58	Spencer Hwy.	From Mayberry St. to Winding River Ln.	6057	10981	12168	10951	80.80	-0.27	-10.00
59	Spencer Hwy.	From Mayberry St. to W. Bockman Way	11323	13422	14329	15017	32.62	11.88	4.80
60	State Hwy.111	From W. Bockman Way to N. Spring St.	10567	12895	14284	15826	49.77	22.73	10.80
62	W. Bockman Way	From Spencer Hwy. to Mayberry St.	14418	17571	16822	13111	-9.07	-25.38	-22.06
64	Sullivan Knowles Rd.	From Frances Ferry Rd. to Gum Springs Mountain Rd.	653	528	658	494	-24.35	-6.44	-24.92
65	Shady Oak Rd./ Pleasant Hill Rd.	From Spencer Hwy. to Hickory Valley Rd.	345	300	322	428	24.06	42.67	32.92
66	County House Rd.	From Spencer Hwy. to McMinnville Hwy.	329	250	232	294	-10.64	17.60	26.72
67	Mayberry St.	From Riverchase Dr. to W. Bockman Way	7716	7129	6232	5960	-22.76	-16.40	-4.36
68	Fred Hill Rd.	From Mayberry St. to Spencer Hwy.	650	711	662	865	33.08	21.66	30.66
69	Bunker Hill Rd./ Old Cookeville Rd.	From Burgess Falls Rd. to Old Kentucky Rd.	504	489	663	404	-19.84	-17.38	-39.06
70	Gum Springs Mountain Rd.	From Old Kentucky Rd. to Lowery Rd.	500	541	555	552	10.40	2.03	-0.54
71	Lowery Rd./ Will Thompson Rd./ Pollard Rd.	From Gum Springs Mountain Rd. to Three Island Rd.	368	345	244	286	-22.28	-17.10	17.21
72	Fremont Rd./ Reno Rd.	From McMinnville Hwy. to Martin Rd.	310	339	231	253	-18.39	-25.37	9.52
73	Hodges Bridge Rd.	From E. Gooseneck Rd. to Bethel Hollow Rd.	1004	1064	873	1060	5.58	-0.38	21.42
74	Big Bottom Rd./ Lost Creek Rd.	From Hickory Valley Rd. to Haston Rd.	100	140	101	175	75.00	25.00	73.27
75	N. Main St./ Monterey Hwy.	From E. College St. to Cherry Creek Rd.	1367	1499	1462	1560	14.12	4.07	6.70
76	Old Kentucky Rd./ Hamptons Crossroads	From State Hwy.111 to Bunker Hill Rd.	1350	1987	2197	2468	82.81	24.21	12.34
77	Old Kentucky Rd.	From Franks Ferry Rd. to Lowery Rd.	1140	1118	1055	1080	-5.26	-3.40	2.37
78	E. Gooseneck Rd.	From Hodges Bridge Rd. to Spencer Hwy.	317	329	376	406	28.08	23.40	7.98
79	N. Spring St.	From State Hwy.111 to Golden Mountain Rd.	5597	5928	6039	5583	-0.25	-5.82	-7.55
80	Smithville Hwy.	From Old Kentucky Rd. to Spencer Hwy.	6263	6979	7514	6899	10.15	-1.15	-8.18
81	McMinnville Hwy.	From Pine Thickett Rd. to W. Gooseneck Rd.	7120	3360	3242	2753	-61.33	-18.07	-15.08
82	Country Club Rd.	From Clay Holman Rd. to Crossville Hwy.	260	273	246	220	-15.38	-19.41	-10.57
83	Frank Sims Rd./ Blue Springs Rd.	From Monterey Hwy. to Charlie Hickey Rd.	124	141	102	170	37.10	20.57	66.67
85	Browntown Rd./ Austin Rd./ Coles Chapel Rd.	From Fancers Mill Rd. to Coles Ferry Rd.	412	480	498	435	5.58	-9.38	-12.65
86	Duck Pond Rd.	From Old Kentucky Rd. to Roberts-Matthews Hwy.	348	438	453	396	13.79	-9.59	-12.58
87	Walker Cove Rd.	From State Hwy.111 to N. Spring St.	746	837	852	917	22.92	9.56	7.63
88	Golden Mountain Rd.	From N. Spring St. to Hale St.	1280	1531	1407	1288	0.63	-15.87	-8.46
92	Roosevelt Dr.	From State Hwy.111 to N. Spring St.	1803	1627	4595	4544	152.02	179.29	-1.11
98	S. Young St./ E. Maple St./ S. Butler St.	From Winding Ln. to E. Bockman Way	3153	3234	3631	3100	-1.68	-4.14	-14.62

White County Cont.

Station Number	Route	Termini	1997 AADT	2002 AADT	2007 AADT	2017 AADT	1997 - 2017 Percent Change	2002 - 2017 Percent Change	2007 - 2017 Percent Change
100	Gum Springs Mountain Rd./ Judge Austin Rd.	From Lowery Rd. to Taft Church Rd.	257	279	454	559	117.51	100.36	23.13
102	State Hwy.111	From Overpass Rd. to State Hwy.111	9847	9304	14530	14702	49.30	58.02	1.18
103	Memorial Hwy.	From Crickett Dr. to E. Gooseneck Rd.	3156	4236	4422	5516	74.78	30.22	24.74
104	Memorial Hwy.	From E. Gooseneck Rd. to Spencer Hwy.	0	4754	5490	5909		24.30	7.63
106	Spencer Hwy.	From E. Gooseneck Rd. to Memorial hwy.	0	5133	5638	5300		3.25	-6.00
107	Old Bon Air Rd.	From Crossville Hwy. to Crossville Hwy.	0	372	369	358		-3.76	-2.98
108	W. Gooseneck Rd.	From Memorial Hwy. to McMinnville Hwy.	0	662	862	846		27.79	-1.86
109	Roberts-Matthews Hwy.	From N. Spring St. to Duck Pond Rd.	0	3707	3443	2587		-30.21	-24.86
110	Gum Springs Mountain Rd.	From Judge Austin Rd. to Sullivan Knowles Rd.	0	796	692	924		16.08	33.53
111	N. Main St.	From E. Bockman Way to E. College St.	0	2041	2152	2606		27.68	21.10
112	Miller's Point Rd.	From State Hwy.111 to N. Spring St.	0	0	587	699			19.08
990	Burgess Ln.	From Burgess Falls Rd. to Burgess Falls Rd.	0	0	0	277			

Safety Projects in the Center Hill RPO

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
119931.00	Cannon	SR-53	From Stones River Road to Tate Road (RSAR)	EPD	SR-53-From Stones River Road to Tate Road (RSAR) - Signs and Pavement Marking	8/31/2016	Closed	6.86
119931.00	Cannon	SR-53	From Stones River Road to Tate Road (RSAR)	EPD	SR-53-From Stones River Road to Tate Road (RSAR) - Signs and Pavement Marking	8/31/2016	Closed	6.86
121372.00	Cumberland	SR-419	(Pigeon Ridge Road), From Old Mail Road to Mimosa Lane	EPD	Miscellaneous Safety Improvements	5/1/2018	Construction Complete	0.99
120412.00	Cumberland	1203	Old Rockwood Road/Black Hollow Road, From SR-299 in Cumberland County to Furnace Avenue in Roane County	EPD	Old Rockwood Road/Black Hollow Road, From SR-299 in Cumberland County to Furnace Avenue in Roane County-(RSA)-Miscellaneous Safety Improvements (Airport Rd in Roane Co)	5/31/2018	Construction Complete	0.19
119707.00	Cumberland	1199	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	1.49
119707.00	Cumberland	SR-28	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	12.52
119707.00	Cumberland	I-40	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	0.49
119707.00	Cumberland	SR-419	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	0.99
119707.00	Cumberland	2296	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	1.11
119707.00	Cumberland	SR-282	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	3.74
119707.00	Cumberland	SR-68	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	12.55
119707.00	Cumberland	2289	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	3.49
119707.00	Cumberland	SR-298	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	7.56
119707.00	Cumberland	1164	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	3.4
119707.00	Cumberland	I-40	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	6.99
119707.00	Cumberland	I-40	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	0.99
119707.00	Cumberland	SR-1	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	27.19
119707.00	Cumberland	1174	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	7.89
119707.00	Cumberland	SR-24	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	11.49
119707.00	Cumberland	2202	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	1.4
119707.00	Cumberland	2285	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	0.49
119707.00	Cumberland	SR-299	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	2.82
119707.00	Cumberland	1170	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	14.17
119707.00	Cumberland	SR-101	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	23.62
119707.00	Cumberland	2300	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	0.49
119707.00	Cumberland	SR-28	Roadway Departure Action Plan - Construction Unit 2034 (RSAR)	Roadway Departure	Roadway Departure Action Plan - Construction Unit 2034 (RSAR) - Signs, Pavement Marking, Guardrail	1/8/2018	Construction Complete	10.16
120088.00	DeKalb	SR-146	From Cannon County Line to Game Ridge Road (RSAR)	EPD	Signing, Pavement Marking and Guardrail	8/31/2016	Closed	4.86

Introduction & Overview
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References & Appendix

PIN	County	Route	Termini	Project Type	Scope of Work	Estimated Date of Completion	Status	Project Length (Miles)
118835.00	Putnam	SR-136	From Near SR-293 to SR-85 (RSAR)	EPD	Paving, Signing, Pavement Marking and Guardrail	10/17/2016	Closed	1.36
120090.00	Putnam	SR-136	From Whitaker Springs Road to Overton County Line (RSAR)	EPD	SR-136 (Hilham Road), From Whitaker Springs Road to Overton County Line (RSAR) - Curb, Signing, Pavement Markings, Guardrail	10/17/2016	Closed	5.72
125046.00	Putnam	SR-111	at I-40 Interchange in Cookeville	Spot Safety	Signalization at I-40 East and West Bound Ramps	11/27/2018	Let	0.23
117662.00	Putnam, DeKalb	1165	Austin Bottom Road/Baxter Road, From Austin Lake Road to I-40 (RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	7/31/2014	Closed	1.87
117662.00	Putnam, DeKalb	1165	Austin Bottom Road/Baxter Road, From Austin Lake Road to I-40 (RSAR)	RSA	Project involves: signing, pavement markings, and guardrail.	7/31/2014	Closed	7.81
119854.00	Van Buren	SR-30	From Warren County Line to Bledsoe County Line (RSA)	EPD	Miscellaneous Safety Improvements		Construction Complete	2.93
119586.00	Warren	SR-1	Intersection at Mullican Street, LM 12.15 in McMinnville	Design	Intersection Improvements and Signals		Closed	0.16
120094.00	Warren	SR-108	From SR-287 to SR-55 (RSAR)	EPD	SR-108 (Viola Road), From SR-287 to SR-55 (RSAR) - Pavement Removal, Paving, Signing, Pavement Marking and Guardrail	6/28/2017	Closed	8.64
118448.00	Warren	0A113	Old Smithville Road, Intersection at Pike Hill Road, LM 0.365 (RSAR)	RSA	Project involves: signing and pavement markings.	7/31/2014	Closed	0.01
125653.00	Warren	SR-1	(Sparta Hwy, US-70S) Intersection at SR-288 (Old Rock Island Road), LM 17.69	Design	Miscellaneous Safety Improvements		Let	0.01
126611.00	Warren	SR-1	Intersection at SR-136 (Rock Island Road), LM 23.853	Design	Miscellaneous Safety Improvements.		Let	0.01
125380.00	White	SR-111	From near Panther Drive to Bridge Over Calf Killer River	EPD			Construction Complete	0.49
119985.00	White	SR-26	Near Intersection at SR-136 (RSAR)	EPD	Intersection Improvements (Red Flashing Beacons)	5/1/2018	Construction Complete	0.01
118546.00	White	SR-26	Interchange at SR-111 in Sparta (RSAR)	Design	SR-26, Interchange at SR-111 in Sparta - RSAR - Intersection Improvements and Signals		Let	0.01